



I-710 SOUTH CORRIDOR PROJECT

Community Leadership Committee Meetings #6 Summary

August 23, 2022



710 South Community Leadership Committee #6 Summary

Attendees

Project Team

Michael Cano, Executive Officer, Metro
Ernesto Chaves, Highway Programs Director, Metro
KeAndra Cylear Dodds, Equity and Race Executive Officer, Metro
Maria Hsin, Equity and Race Transportation Associate, Metro
Lilian DeLoza Guitierrez, Community Relations Director, Metro
Erika Morales, Partner, Morales Partners
Amber Hawkes, Co-Director, Here LA
Susan DeSantis, Senior Project Manager, Arellano Associates
Laura Herrera, Deputy Project Manager, Arellano Associates
Samantha Sosa, Project Coordinator, Arellano Associates
Adrian Farran, Project Coordinator, Arellano Associates
Allison Crook, Assistant Project Coordinator, Arellano Associates
Robert Cáliz, Cal Strategic Management
Julie Rush, AECOM

CLC Members

	In Attendance (18)
Natalie Diaz Rubio	Y
Emmanuel Godinez	
Fa'alagilagi Meni-Siliga	Y
Alfonso Garate	
Phyllis Ollison	Y
Martha Fierro	Y
Amelia Carballo	
Kathleen Barajas	Y
Miyuki Gomez	
Guadalupe Arellano	
Jose Rodolfo Vallejo	Y
Dan Wamba	Y
Marcos Lopez	Y
Maria Reyes	Y
Marlene Sanchez	Y
Elizabeth Zamarripa	
Jamila Cervantes	Y
Amber Bobadilla	Y
Kevin Shin	Y
Esmeralda Hernandez	Y
Viridiana Preciado Cervantes	Y
Tiesha Davis	Y
Manuel Arellano	Y

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Sinetta Farley	Y
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The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7 initiated the I-710 South Corridor Task Force (710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. The Community Leadership Committee for the project will inform the Task Force, coordinate with other decision-making bodies, and help move the project forward.

Community Leadership Committee Meeting #6 was held on Thursday, August 18, 2022. The intent of this meeting was to: (1) review information previously requested by the CLC regarding voting procedures; (2) discuss the CLC's desired approach to open seats on the committee; (3) provide CLC insights about a possible "Prosperity Goal," which the Task Force asked the CLC to discuss; (4) begin to discuss Multimodal Strategies, Projects, and Programs.

Meeting Summary – Meeting #6

● **Introductions, Welcome, Agenda Review, Meeting Objectives**

- Co-Facilitator, Erika Morales provided an overview of the agenda, along with a member roll call, and introduction to the project team.

● **Agenda Item #1: Voting Procedures**

- Erika Morales reviewed new details provided by the project team, relating to voting.
 - Abstentions *are* allowed and *are not* counted toward the final vote tally.
 - If there are technical difficulties during a vote, CLC members can vote over the phone or via text using the technical support line (323-609-3345), before the final vote tally.
 - IF CLC members need to leave a meeting before a roll call vote, the member can express his/her/their vote choice verbally or in the chat.
 - Quorum is the minimum number of people needed to conduct a meeting, which is 50% plus 1. Based on current membership, quorum is now 13 CLC members.
 - More details about voting procedures are available [here](#).
- Erika opened the meeting up for comments and questions, however there weren't any at that time.

● **Agenda Item #2: CLC Open Seats**

- Co-Facilitator, Amber Hawkes described the six remaining open seats on the CLC for Bell, Bellflower, Lynwood, Montebello, Vernon, and the At-Large seat, and described why they remain open.
- Amber then showed a map of the jurisdictions that remain unrepresented and opened the CLC discussion by posing a series of questions (open format). How would the CLC like to address the open seats? Should they remain open? Should residents in the communities with only small portions within the study area be allowed to apply, who live outside the

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study area? Should the CLC push out the information and help to find new members?


Discussion included: (multiple comments/support are shown in the numbers within parentheses)

- Can one person hold the at-large seat and another CLC seat and would this be compensated? *No, there would not be double compensation.*
- Keep cities the way they are (no change).
- If the cities currently have applications in, then use those. (2)
- What if applicants work in the study area and reside within that community but outside of the study area? Let's allow that. (2)
- At-Large position: consider someone from the Tongva community.
- Consider increasing youth voices on the CLC.
- Post the openings on NextDoor in these communities.
- Open the At-Large seat to someone who has a specialized background that is related.
- The City itself can recommend someone (e.g. reach out to City Managers). (3) *Project team noted that they reached out to cities in previous efforts.*
- I do not like the idea of people not living in the study area. It does not represent the community's needs.
- For Bellflower and Montebello, we should expand outside the specific study area or open to areas nearby. (2)
- People should only live in the area (not just work there).
- Has the team tried a direct mailer to residents of Vernon? *Not yet.*
- A CLC motion was made by Kevin Shin to expand Bellflower and Montebello to include residents who live outside the study area (within these communities) but who work within the study area. The motion was seconded by Jamila Cervantes. The motion passed.
 - Yes (17)
 - No (0)
 - Abstain (0)
- A second CLC motion was made by Phyllis Ollison to have a mailer sent to Vernon residents. It was seconded by Martha Fiero. The mailer will specify that only one seat is available, and we will use the same evaluation criteria to select applicants as was previously used.
 - Yes (17)
 - No (0)
 - Abstain (0)
- Public comment was then held. One comment was collected.

● Agenda Item #3: Recap from Task Force Meeting & Possible Prosperity Goal

- Erika Morales described that the Task Force Meeting #11 was held on August 8, 2022, and discussion covered Equity, the Pre-Investment Plan, the name change, the MSPP, Project Hub, and Engagement Strategy.
- The Task Force discussed the "Safety" Goal and approved it with the previously used language: *Make all modes of travel safer.*

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- The Task Force then contingently approved an “Opportunity” Goal: *Increase community access to quality jobs, workforce development, and economic opportunities.* The Goal is contingent on the creation of a related “Prosperity” Goal. The “Opportunity” Goal was previously titled “Economy.”
- The Task Force has asked the CLC to discuss new potential language for the “Prosperity” Goal in today’s meeting.
- The Task Force noted that the new Goal should:
 - Consider corridor communities as well as the region.
 - Recognize the value of the ports and goods movement to regional prosperity.
 - Include language about leveraging corridor assets and the international port complex for the benefit of the corridor and the region.
 - Consider economic benefits for all – a shared prosperity.
 - Support economic development opportunities for the logistics industry, which are necessary for regional job growth and provision of goods needed by all businesses and residents.
 - Work in coordination with, and not undermine, other goals and principles.
- After going over these framing points, Erika Morales presented the Project Team’s proposal to address the points raised by the Task Force: *Deliver shared prosperity and sustainable economic benefits for all communities in the region by leveraging and responsibly stewarding corridor assets.*
- In addition, Erika also presented four proposals by Task Force members:
 - 1. *Deliver economic and shared prosperity that will benefit all communities, users, and stakeholders in the regional corridor.*
 - 2. *Leverage corridor assets to deliver prosperity and sustainable economic benefits to the communities in the region that have previously been harmed by development and environmental racism.*
 - 3. *Leverage the assets of the corridor to generate sustainable economic benefit for communities throughout the region.*
 - 4. *Foster economic prosperity throughout the entire corridor and region by improving mobility for all types of freight and supporting development opportunities for the logistics industry as a whole that is necessary for jobs growth and provision of all types of goods needed by businesses and residents.*
- Erika then opened up CLC discussion (calling upon each CLC member) by posing the following questions: does the Project Team’s proposal capture the essence of the Task Force’s direction? Are there alternatives from the Task Force’s recommendations that you’d like to see folded in? Erika tested the Project Team’s proposal for consensus.
- **CLC commentary has been summarized into the following key points:**
 - Community needs and benefits must stay at the forefront of this project and therefore this Goal.
 - This Goal must ensure that project outcomes first and foremost benefit the communities in the corridor, rather than the larger “region.”
 - We do not want to leverage our communities for the benefit of the region.
 - Statement #2 could work, but with modifications (5) 

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- The statement is vague. Wordsmithing is needed, for example defining what both “prosperity” and “assets” mean.
- **Specific CLC comments included:**
 - Out of the CLC members who took part in the test for consensus:
 - Eight people had concerns with the Project Team proposal; three people could live with it; one supported it; and one stood aside.
 - Statement #2 references that the harm is in the past, whereas harms are happening now. (2)
 - The proposal is too vague.
 - Ok with the overall sentiment, but none of the statements capture what is intended.
 - Wordsmithing is needed:
 - The word “deliver” is inappropriate. You cannot “deliver” prosperity.
 - Replace “deliver” with “promote.”
 - What does “shared prosperity” mean?
 - How can we leverage jobs and bring resources to provide prosperity across the region?
 - What does “leverage corridor assets” actually mean? (3)
 - What does “corridor assets” refer to? (2)
 - Leverage has negative connotations. Perhaps harness? (2)
 - Doesn’t translate to Spanish correctly.
 - Resources and money within the corridor should be focused on benefiting the communities in the corridor. The benefits need to stay local.
 - What region? What does this refer to and who will benefit? (2)
 - We need to go more slowly; there is a lot of content here to review and digest.
 - Metro wanted to keep community needs at the forefront, but this Goal does not do that.
 - We do not need this Goal at all.
 - This goal is unclear. How? What does it really mean?
 - This sounds like worker exploitation under the guise of Prosperity. (2)
 - CLC member, suggested modification: *Support the region, by using existing resources to deliver local prosperity to communities harmed by environmental racism.*
 - CLC member, suggested modification: *Use existing resources to support the region while uplifting communities harmed by environmental racism.*
 - These materials should be sent out beforehand. *The materials are sent out one week in advance. Are there suggestions about how to make them easier to find or use?*
- Amber described the next steps for the Goals will be to summarize CLC feedback and bring that to the Task Force for consideration.
- Public comment was then held. One CLC member made a comment about wanting to start hybrid CLC meetings to improve the quality of meetings.

- **Agenda Item #4: Multimodal Strategies, Projects, & Programs**

- Amber reminded the CLC about the progress made to date as we begin to define Multimodal Strategies, Projects, and Programs. These will be generated through research and outreach. The definition of “multimodal” was reviewed along with how these strategies, projects, and programs relate to the Vision and Goals.
- Amber brought up the first Project Goal: Air Quality, and asked the CLC to think about what Multimodal Strategies, Projects, and Programs are most critical for CLC communities and what sorts of elements CLC members would like to see folded into the Plan (open discussion).
- **Comments included:**
 - Enforcement is key. We must monitor the agencies that are in the position of causing change. Incentives are important, but enforcement is critical to make sure they comply. (2)
 - Planting trees should be prioritized. While this is basic, it is key for our communities.
 - Reduce particulate/GhG emissions from car and truck traffic on freeways.
 - Reduce emissions of toxic chemicals from oil refining.
 - Increase greenery to provide shade and aesthetic improvements and filter the air (2).
 - We need to eliminate diesel and fund zero-emissions.
 - We need to monitor and do baseline testing, to make sure that programs are working as intended. Metrics are important to include.
 - Reduce the impact of pollution on nearby communities by investing in natural filtration and green space buffers.
 - Invest in public transportation.
- The facilitators described that conversation about these Multimodal Strategies, Projects, and Programs will continue in the next meeting, by going through each Project Goal and discussing CLC priorities.

- **Closing Remarks**

- The facilitators then closed the meeting by showcasing the interactive map and online survey tool, which is available [here](#), encouraging participation by the CLC along with CLC members’ friends and family.
- The Project Team invited the CLC to share ideas for how we can find better ways to communicate and share project information. The Project Team currently sends emails with meeting information one week before the meeting and makes phone calls to CLC members.
- The facilitators then described the Zero Emission Truck Working Group and Equity Working Group meetings held in July, as well as recent and upcoming meetings.
- Upcoming CLC meeting:
 - CLC Meeting #7: 9/22/22- 5-7pm