

Welcome!

We will begin in a few moments.

Equity Working Group Meeting #3

May 18, 2022



Metro

We're developing a new vision for the 710 corridor.

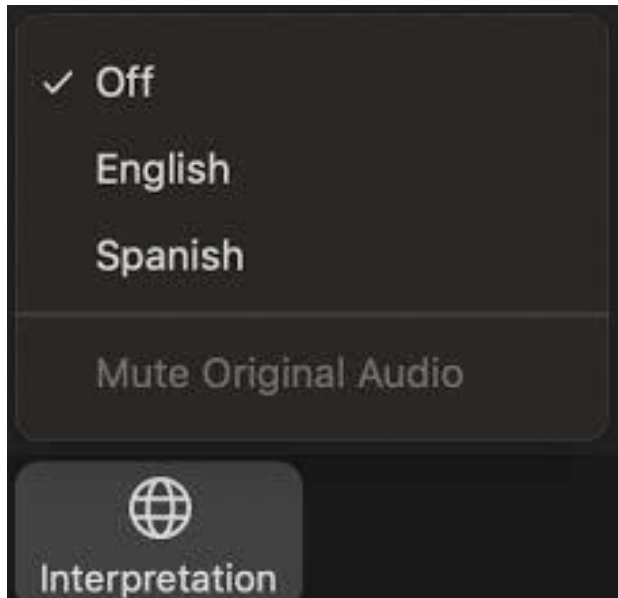
710 TASK FORCE



Interpretation/ *Interpretación*



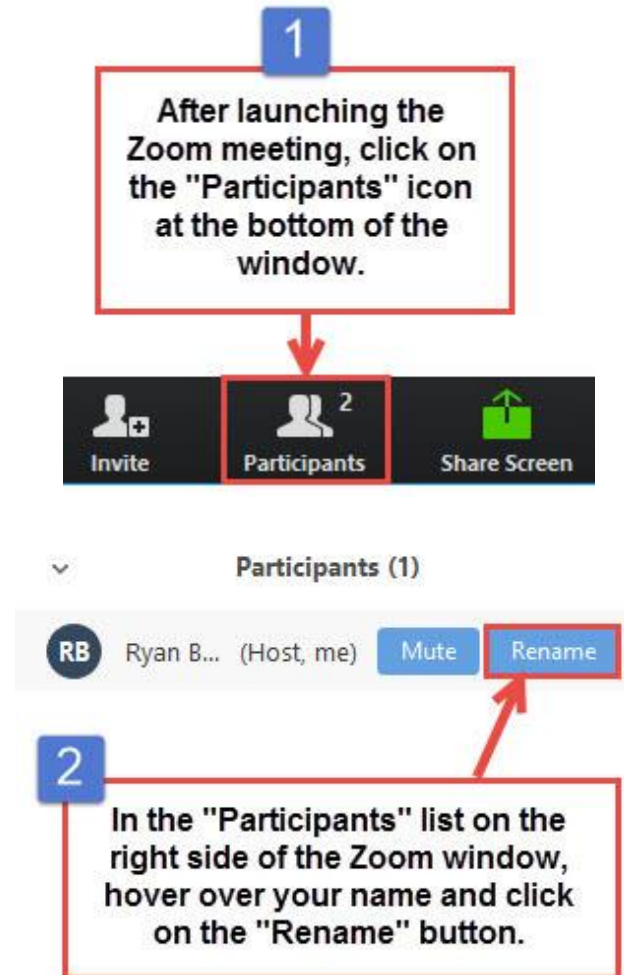
- > Click the **Interpretation** icon in your meeting controls to enter an *English or Spanish* room
- > (Optional) To hear the interpreted language only, click **Mute Original Audio**



- > Haga clic en el ícono de **Interpretación** en los controles de su reunión para ingresar a una sala en inglés o español
- > (Opcional) Para escuchar solo el idioma interpretado, haga clic en "**Mute Original Audio**" o "**Silenciar audio original**"

Task Force/CLC Member Identification

Task Force and CLC Members, please change your Zoom screen name to include:
Name, and whether you are a Task Force or CLC Member



Raise Hand / *Levantarse la mano*

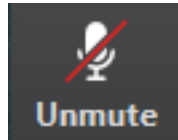


- > Click **Raise Hand** in your meeting controls or
- > **Press*9** on the phone line.
- > To lower your hand, click **Raise Hand** in your meeting controls.
- > Comments & questions can also be provided in writing by using the **Chat** function.
- > The **Chat** button is located on the control panel at the bottom of your screen.
- > **You can also physically raise your hand while your video is on and the speaker will call on you**

- > *Haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión o*
- > ***Presiona *9** en la línea telefónica.*
- > *Para bajar la mano, haga clic en “**Raise Hand**” o “**Levantarse la mano**” en los controles de la reunión.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Chat**.*
- > *El botón **Chat** se encuentra en el panel de control en la parte inferior de la pantalla.*
- > ***También puede levantar físicamente la mano mientras su video está encendido y el orador/la oradora lo llamará***

Zoom Tips / Consejos de Zoom

- > To **mute** and **unmute**, click the microphone icon on the bottom left of your control panel



- > To **start** and **stop** your video, click the camera icon at the bottom left of your control panel



- > To switch between views during the meeting click or tap on **Standard**, **Side-by-side Speaker View**, and **Side-by-side Gallery View** at the top right corner of your zoom screen

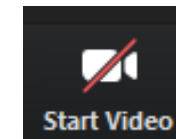
Tech Support - Google phone line/text

- > Phone: 323.609.3345
- > monitoring, translation support

- > *Para **silenciar** y **cancelar el silencio**, haga clic en el ícono del micrófono en la parte inferior izquierda de su panel de control*



- > *Para **iniciar** y **detener** su video, haga clic en el ícono de la cámara en la parte inferior izquierda de su panel de control.*



- > *Para cambiar entre vistas durante la reunión, haga clic o toque **Estándar**, **Vista de orador en paralelo** y **Vista de Galería en Paralelo** en la esquina superior derecha de la pantalla de zoom.*

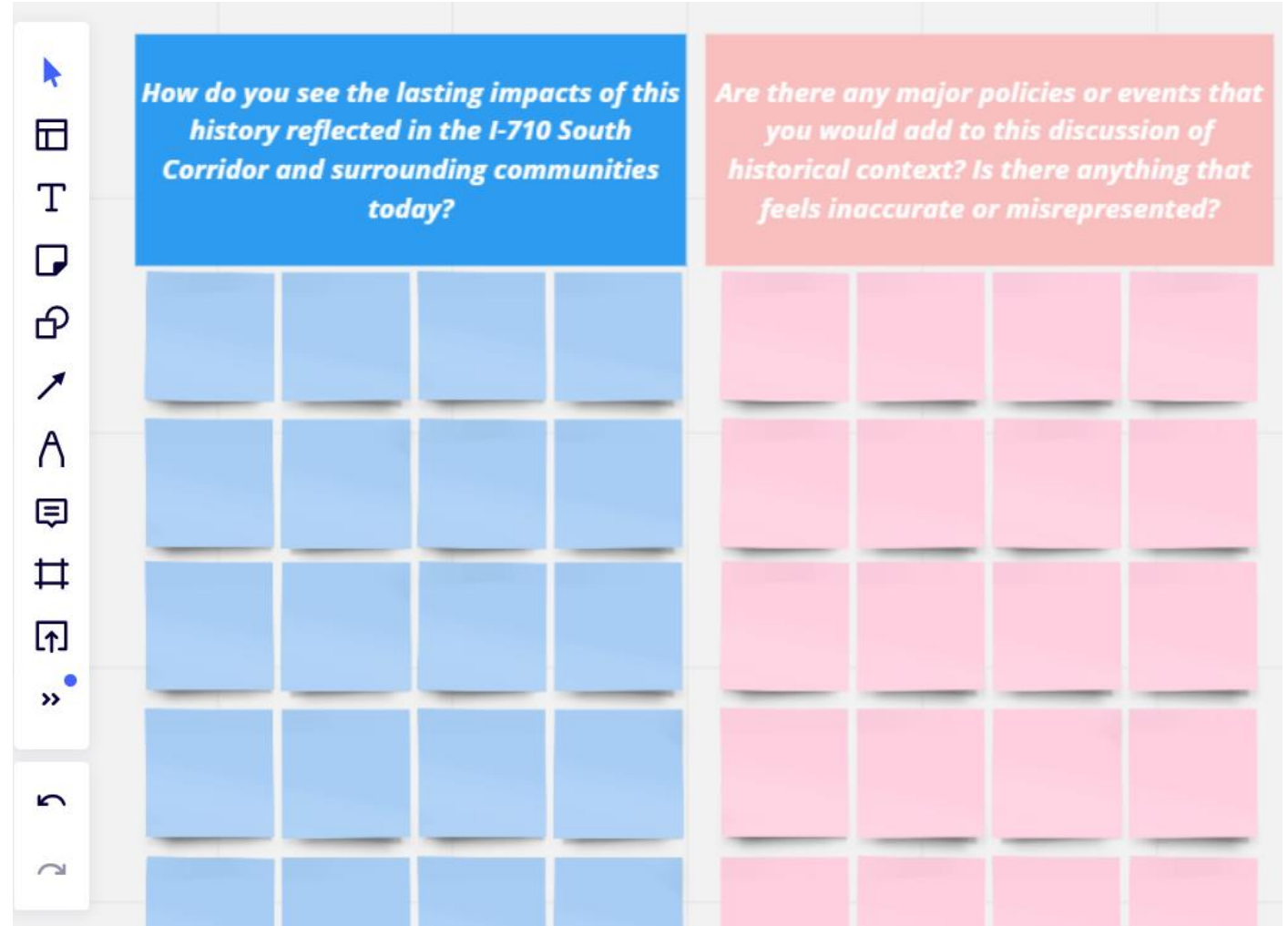
Soporte técnico: línea telefónica/texto de Google

- > Teléfono: 323.609.3345
- > seguimiento, soporte de traducción

Miro Board

Tips for using Miro Board:

- > Press space bar and click mouse to maneuver around the board
- > Zoom accessibility is located on the bottom left corner of the board
- > Double click a colored sticky note to populate a comment
- > Refrain from erasing or editing other entries
- > If a phone is being used, the app will need to be downloaded



Welcome!

Metro and Consultant Team



KeAndra Cylear Dodds

LA Metro, Equity and Race



Jessica Medina

LA Metro, Equity and Race



Ernesto Chaves

LA Metro, Highway Programs



Lilian De Loza-Gutierrez

LA Metro, Community Relations



Susan Ambrosini

AECOM, Equity Team



Robert Cálix

Cal Strategic Management

Meeting Objectives

During this meeting, the working group will:

- > Review the Equity Planning and Evaluation Tool (EPET) purpose, key terms, and progress to date
- > Discuss historical equity context of the I-710 south corridor and surrounding communities
- > Discuss how a Procedural Equity approach can guide the project's ongoing outreach process

Equity Working Group Meeting #2 Recap

Summary

- > Held virtually via Zoom on Tuesday, April 19th
- > 14 participants (7 Task Force Members, 5 CLC Members, 1 Ex-Officio, 1 GCCOG)
- > Meeting topics included:
 - Continued detailed discussion of Equity Definition
 - Discussed Vision, Goals & Objectives Approach and proposal to introduce Equity Guiding Principle
 - Reviewed and discussed Preliminary Vision Statement and Goals
 - Engaged in consensus building and made formal recommendations to Task Force

Highlights

- ✓ EWG agreed to recommend that Equity be included as a Guiding Principle rather than a Goal
- ✓ Discussion around the Equity Guiding Principle focused on the need for a clear and ambitious statement of values that also reflects realistic expectations for the scope and outcomes of the I-710 South Corridor plan
- ✓ EWG reached consensus to recommend Equity Guiding Principle and refined Vision Statement to Task Force

Agenda

- 5:00pm Welcome, Agenda, and Meeting Objectives (10 min)**
- 5:10pm Agenda Item #1: Equity Planning and Evaluation Tool Overview and Progress to Date (15 min)**
- 5:25pm Agenda Item #2: Discussion of Historical Equity Context (30 min)**
- 5:55pm Agenda Item #3: Discussion of Procedural Equity Approach (30 min)**
- 6:25pm Closing Comments, Next Steps, and Thank You (5 min)**

Detailed Agenda

- > **5:00pm Welcome, Agenda, and Meeting Objectives (10 min)**
 - Details
- > **5:10pm Agenda Item #1: Equity Planning and Evaluation Tool Overview and Progress to Date (15 min)**
 - Review of the EPET's purpose and the Task Force/EWG's progress to date on stages 1-4 of the EPET
- > **5:25pm Agenda Item #2: Discussion of Historical Equity Context (30 min)**
 - Overview and discussion of significant planning, policy, and infrastructure decisions impacting the I-710 corridor and surrounding communities, regional transportation inequities, and patterns of population growth and change
- > **5:55pm Agenda Item #3: Discussion of Procedural Equity Approach (30 min)**
 - Overview and discussion of outreach and engagement for next phases of project
- > **6:25pm Closing Comments, Next Steps, and Thank You (5 min)**

Agenda Item #1:
Equity Planning and Evaluation Tool (EPET)
Overview and Progress to Date

Equity Planning and Evaluation Tool (EPET)

The EPET's purpose is to assist the I-710 Coalition:



Identify disparities that impact mobility, economic opportunities, and health outcomes, and how related services, programs, and projects are experienced

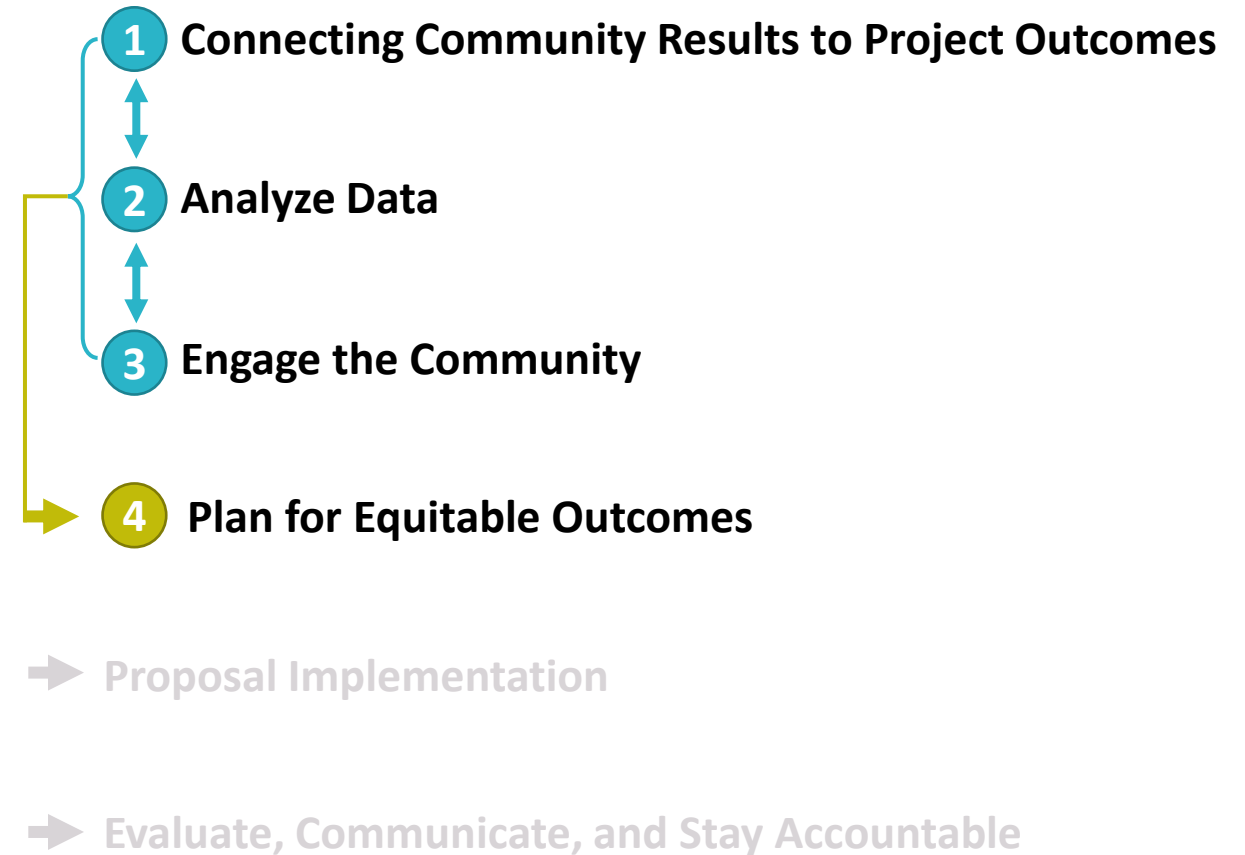


Understand the root causes of those disparities



Develop and implement strategies, projects, programs, and investment priorities in a manner that provides more equitable outcomes.

EPET Steps



Equity Planning and Evaluation Tool (EPET)

1

Connecting Community Results to Project Outcomes

- > Which areas of opportunity/concern can the project impact?
- > What are the desired community results?



Progress to Date

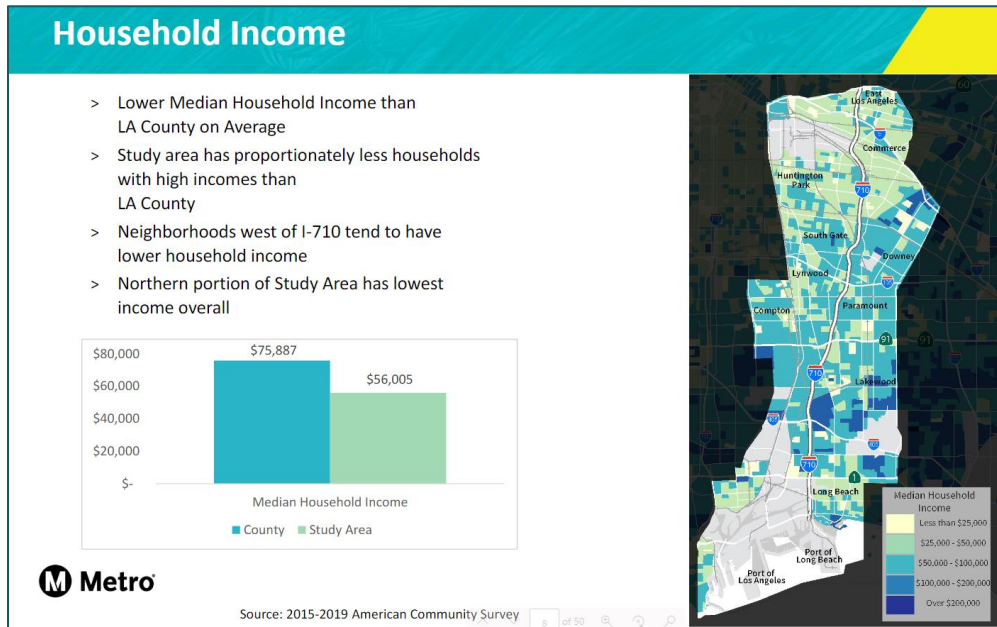
- > Established a shared Vision statement for the overall future of the I-710 corridor
- > Identified distinct goals for various areas of concern that the project can impact
- > Recommended an Equity Guiding Principle to inform all aspects of the project

Equity Planning and Evaluation Tool (EPET)

2

Analyze Data

- > What are the demographics and characteristics of the project's impacted area(s)?
- > What does the data tell us about existing disparities in those areas?



Progress to Date

- > Reviewed existing study area demographics and socioeconomic outcomes to identify disparities in areas such as income, employment, education
- > Reviewed data on environmental impacts and public health outcomes, including pollution burden, asthma rates
- > Reviewed transportation patterns such as how individuals commute, where congestion and collisions occur

Equity Planning and Evaluation Tool (EPET)

3

Engage the Community

- > How have impacted communities been engaged previously and in this project?
- > What historic investments, decisions, events or developments contributed to current community conditions?

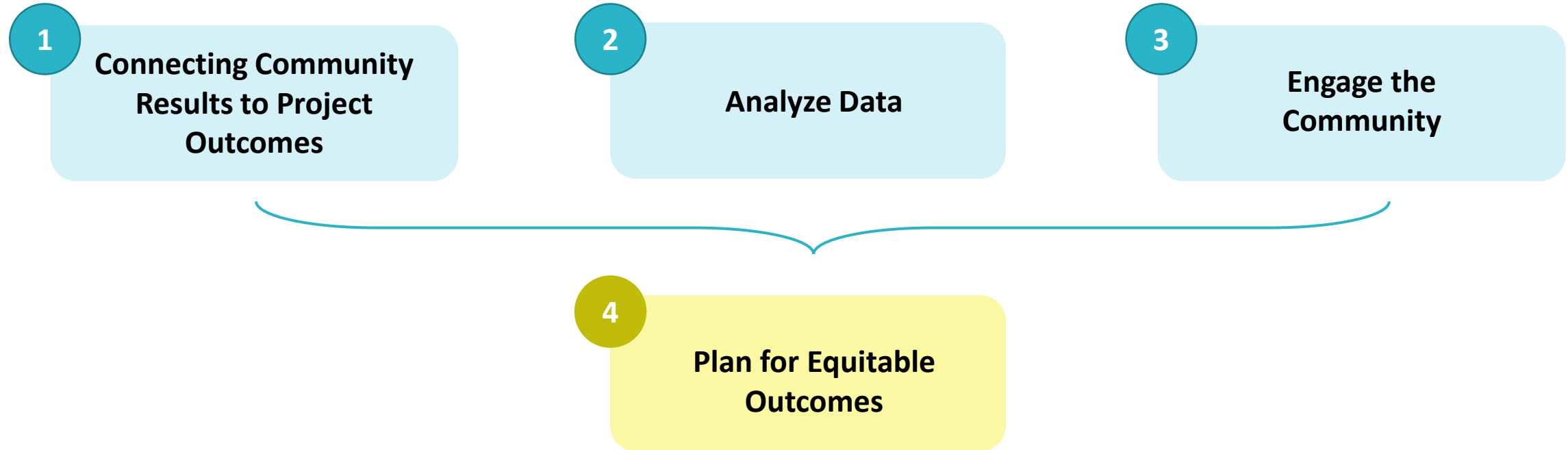
Progress to Date

- > Established Task Force with a broad coalition of community leaders and advocates, industry and elected representatives
- > Established CLC to bring an expanded range of community perspectives, lived experience and expertise, and leadership skills into the process

Tonight's Agenda:

- > **Discuss Historical Equity Context**
- > **Discuss Procedural Equity Approach for future stages of the I-710 South Corridor Project**

Equity Planning and Evaluation Tool (EPET)



- > How have proposed actions been designed to ensure equitable outcomes?
- > How has engagement with impacted communities informed the proposals?
- > How will project impacts be measured and tracked?

**Agenda Item #2:
Discussion of Historical Equity Context**

Early Residential and Industrial Growth

Zoning of “Central Manufacturing District” along LA River (early 1900s)

- > Jobs and housing generally restricted to white workers
- > Preceded by forced displacement of Indigenous Tongva peoples and Mexican villages
- > Areas now within cities of Commerce, Bell, Vernon

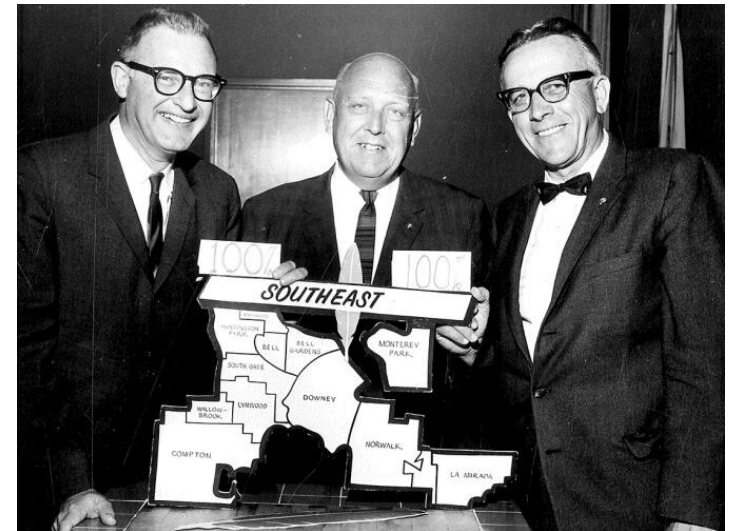
Working class suburban neighborhoods developed throughout Southeast LA between 1900-1960s

- > Cheap land promoted to low- and middle-income white families
- > Non-white and immigrant populations restricted from buying property
- > “Redlining” in 1935-1940 furthers segregation and racial gaps in wealth, public investment, property ownership

Source: <https://www.kcet.org/the-right-to-live-southeast-los-angeles-life-in-three-moments>



Bomber Aircraft Factory in Downey, 1943



White businessmen promoted “Anglo-only Enclaves” throughout Southeast LA
(Source: City of Bell Gardens photo archive; KCET)

“Redlining”

“Redlining” is a common term for the federal government’s assessment of mortgage risk for financial lenders as part of a New Deal-era program

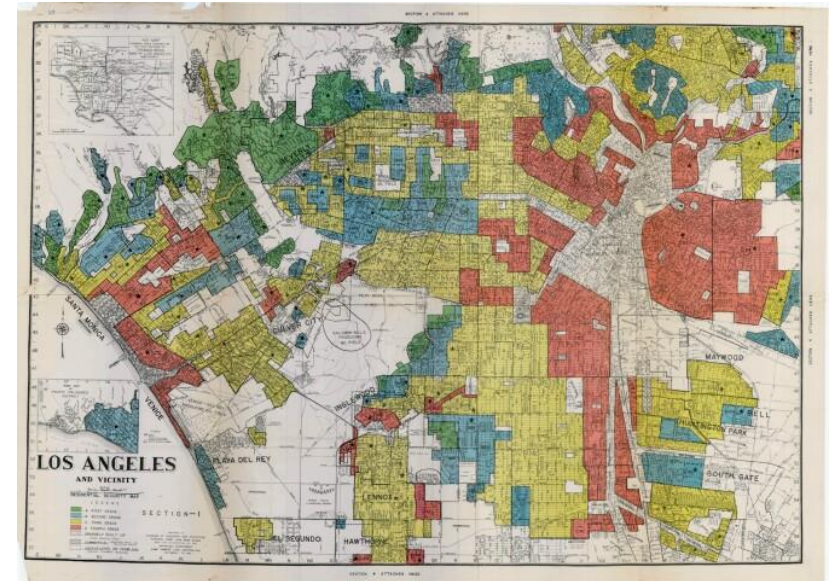
- > Ratings were mapped by the Homeowners’ Loan Corporation Between 1935-1940
- > Assessments were based in racist and anti-immigrant ideology
- > Assessments also considered multi-family housing, industrial areas, heavy infrastructure, highways, and environmental hazards as 'higher-risk'
- > Prevented Black, Hispanic/Latinx, Asian-American, and various recent immigrant communities from accessing federally-backed loans to buy or maintain property, leading to cycles of disinvestment
- > Incentivized white homeowners to exclude minority populations from moving into their neighborhoods

Sources:

[Hillier, Amy E., "Redlining and the Homeowners' Loan Corporation" \(2003\). Departmental Papers \(City and Regional Planning\).](#)
[Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," American Panorama, ed. Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A. | KCET](#)

“Redlining” Ratings

A	"Best"
B	"Still Desirable"
C	"Definitely Declining"
D	"Hazardous"



1939 HOLC "redlining" map of central Los Angeles
(Source: LaDale Winling and urbanoasis.org.)

I-710 Area Redlining Map

Redlining in the I-710 study area reflects several patterns of 20th century development:

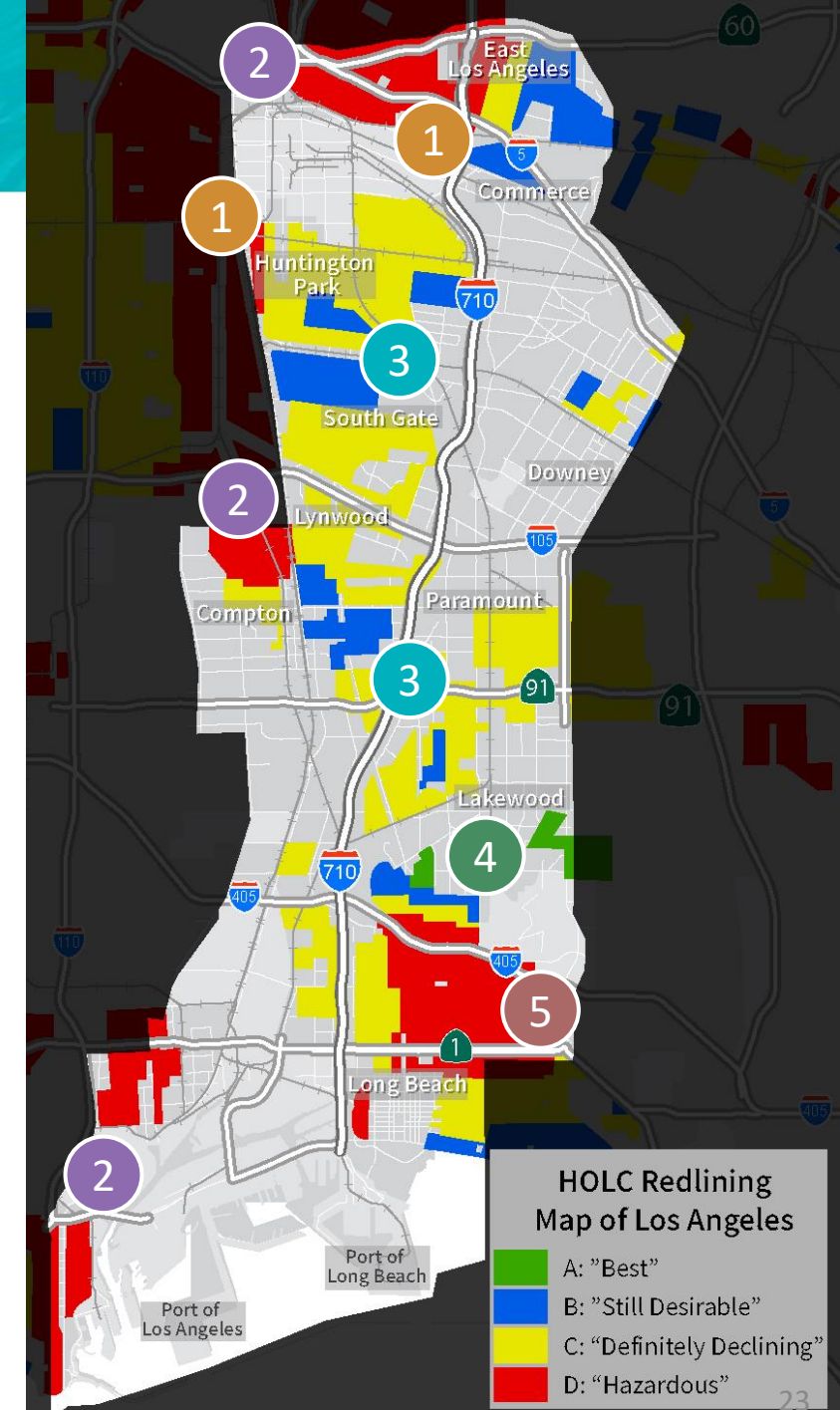
- 1 Industrialization:** "Central Manufacturing District" in Commerce, Bell, and Vernon, growth of factory worker neighborhoods throughout Southeast LA.
- 2 Multi-ethnic Communities:** Non-white and immigrant populations indicated by Grade D (Red) in East Los Angeles, Compton, Wilmington, San Pedro, Long Beach
- 3 White Working-class Suburbanization:** Racially exclusive suburbs - Grade B (Blue) indicates white-collar, higher-income districts, Grade C (Yellow) indicates factory workers, lower-income districts. Almost entirely white residents at time of assessment.
- 4 Wealth Concentration:** Establishment of highly-exclusive areas in Bixby Knolls and Lakewood, Grade A (Green) indicates white business executives, military officers
- 5 Environmental Hazards:** Signal Hill oil field indicated by Grade D (Red)

Note: Redlining occurred prior to the construction of any major freeways (freeways labeled for visual reference)



Sources:

Hillier, Amy E., "Redlining and the Homeowners' Loan Corporation" (2003). *Departmental Papers (City and Regional Planning)*.
Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," *American Panorama*, ed.
[Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A. | KCET](#)



Policy and Population Shifts

Changing Industry

- > Decline in industrial land uses and union jobs after World War II

Civil Rights Movement, Desegregation, “White Flight”

- > 1965 Watts Uprising in response to racial injustices
- > Fair Housing Act prohibits housing discrimination (on paper), provides more residential options for Black, Hispanic/Latinx, Asian-American, and other immigrant populations.
- > White and middle-class migration from working class areas to more affluent suburbs in response to desegregation

Immigration

- > Many new immigrants, primarily from Mexico and Central America, come to working-class suburban areas in Southeast LA



1965 Watts Uprising (source: LA Sentinel)

Freeway Construction and Displacement

- > **“Port Freeway” (now I-710)** built by City of Long Beach between 1953-1964, initially planned to serve as export route for manufacturing district
- > **Federal-Aid Highway Act of 1956** promotes and funds construction of interstate freeways, connecting affluent suburbs to urban job centers while cutting through disinvested non-white neighborhoods
- > **Construction of freeways displaces tens of thousands of residents**, disrupts business districts, and diminishes property values
- > **Demographic changes** between 1960 and 1980 clearly reflect division between areas east and west of the I-710 Freeway and LA River



Central Manufacturing District with I-710 under construction in foreground, 1956
(source: Kelly-Holiday Collection of Negatives and Photographs, Los Angeles Public Library)

Regional Transportation Inequity, Resistance, and Progress

Goods Movement and Commuting Inequities

- > I-710 Corridor communities bear concentrated pollution burden of imported goods traveling from POLB and POLA to regional and national destinations
- > In LA County, commuters from majority-white areas disproportionately travel through majority non-white areas to drive to work, and areas whose residents drive less experience more air pollution on average

[Source: Pacific Southwest Region University Transportation Center, USC](#)



Freeway Resistance and Outcomes

- > Whiter, wealthier communities successfully prevented freeways in Beverly Hills, Reseda, Malibu, Laurel Canyon in 1970s, and 710/210 gap through South Pasadena in 2017
- > Similar resistance efforts in Black and Latino communities (including I-710 corridor) have been largely unsuccessful

I-105 (“Century Freeway”)

- > Originally designed in 1972, eventually completed 1993
- > Displaced 21,000 people and bisected predominantly Black neighborhoods, created urban blight
- > Delayed by decade-long lawsuit from residents, civil rights/environmental orgs, City of Hawthorne
- > Eventually allowed to proceed with requirement to relocate or build housing, include local hire program, reduce lanes, and incorporate a transitway (now Metro C Line (Green))

Regional Transportation Inequity, Resistance, and Progress

Metro A Line (Blue)

- > 1990 - Metro's first rail line, connecting Long Beach and Downtown Los Angeles through Rancho Dominguez, Compton, Willowbrook, Watts, and South Central/South LA

1992 Los Angeles Uprising/Riots

- > Civil unrest and violence sparked by acquittal of police officers in the beating of Rodney King
- > Particularly concentrated in underinvested neighborhoods throughout South Central/South LA, with long history of racist and abusive policing



1996 Bus Riders Union/Metro Consent Decree

- > Labor/Community Strategy Center and Bus Riders Union file class-action civil rights lawsuit against Metro on grounds of discriminatory over-investment in rail transit at the expense of bus service and riders
- > Consent Decree settlement includes fare reductions, load factors (fewer standees), and major investments in new buses to address overcrowding and bus conditions

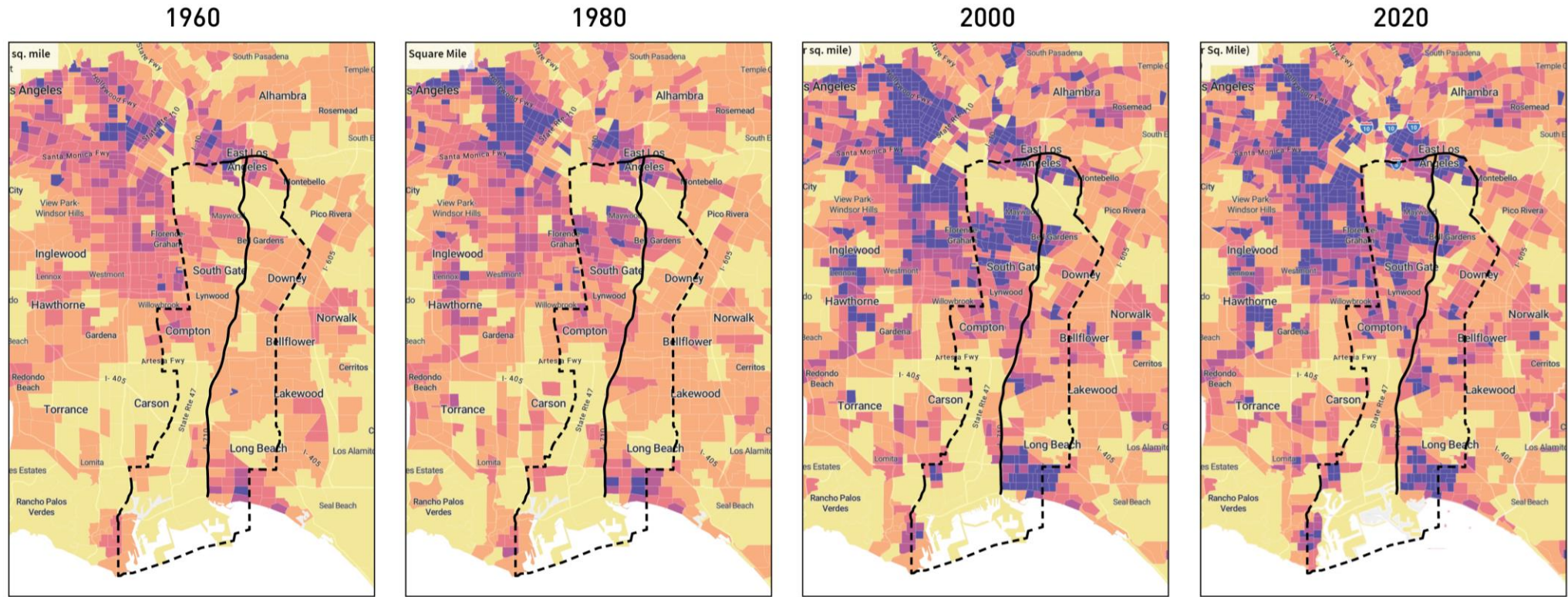
Measure M

- > 2016 - Half-cent LA County sales tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities

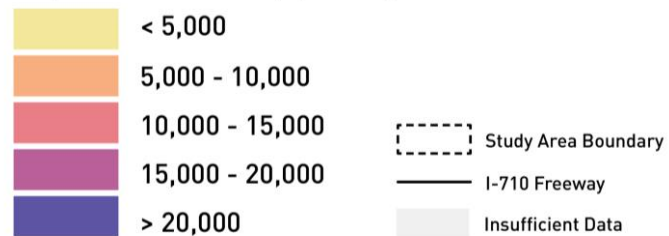
Metro NextGen Bus Plan

- > 2020 - Developed to increase bus service, frequency, reliability, and improve first-last mile connections and bus stop environments

Population Density Over Time

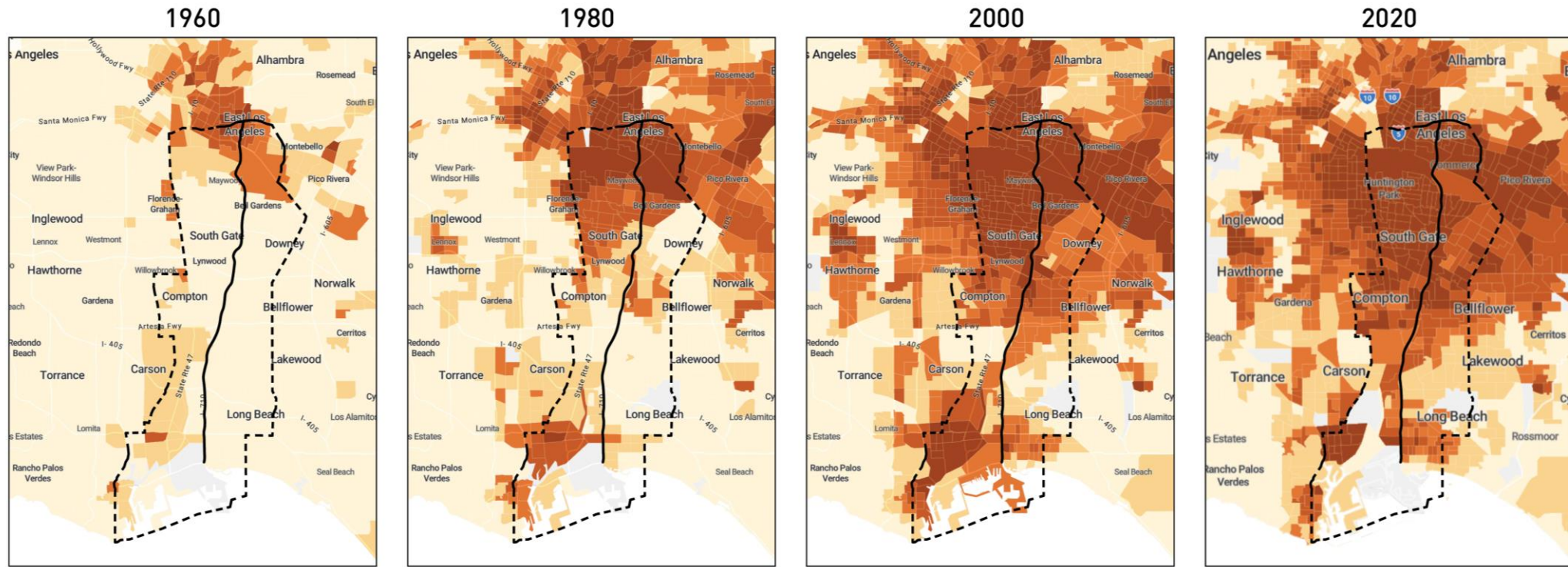


Population Density per Square Mile



Source: Social Explorer (U.S. Census Data)

Hispanic/Latinx Population over Time



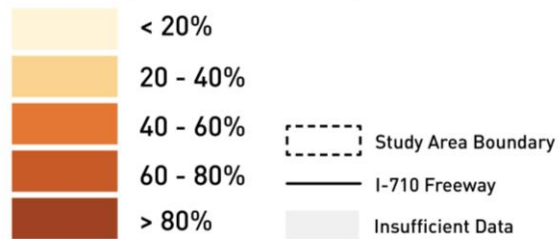
"Puerto Rican or Spanish Surname"

"Persons of Spanish Origin"

"Hispanic or Latino"

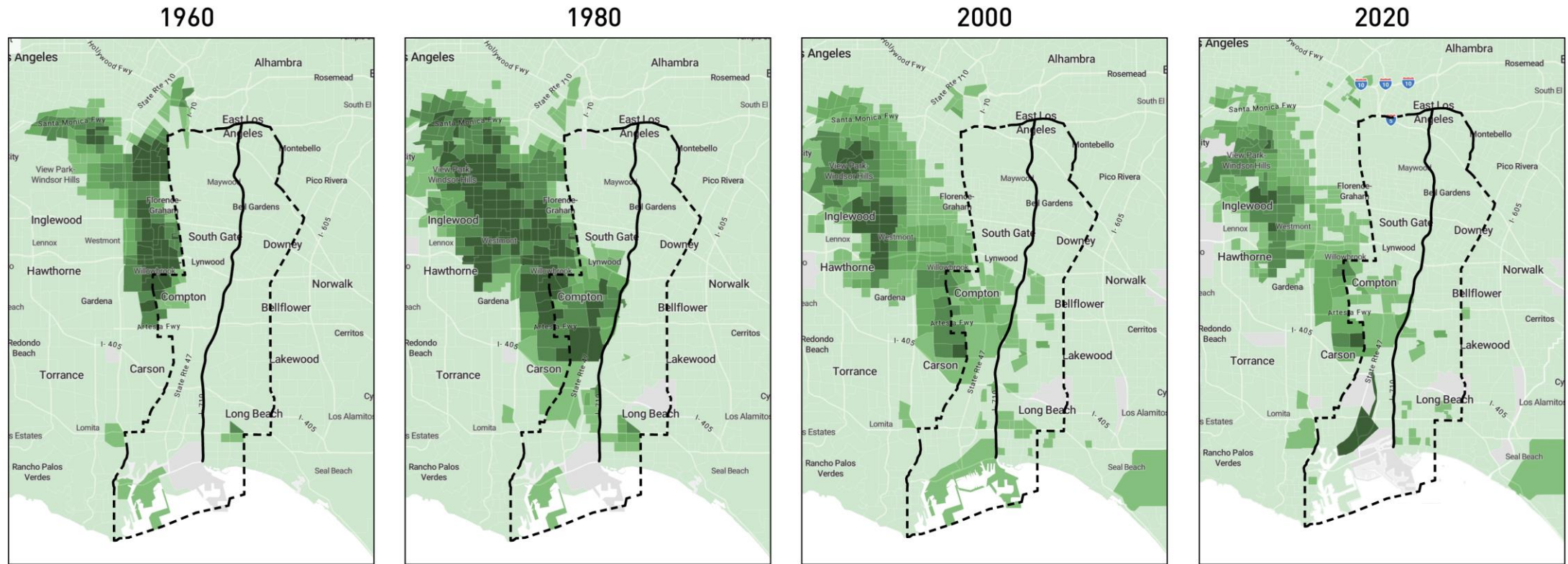
"Hispanic or Latino"

Total Population %: Hispanic or Latinx



Source: Social Explorer (U.S. Census Data)

Black/African-American Population over Time

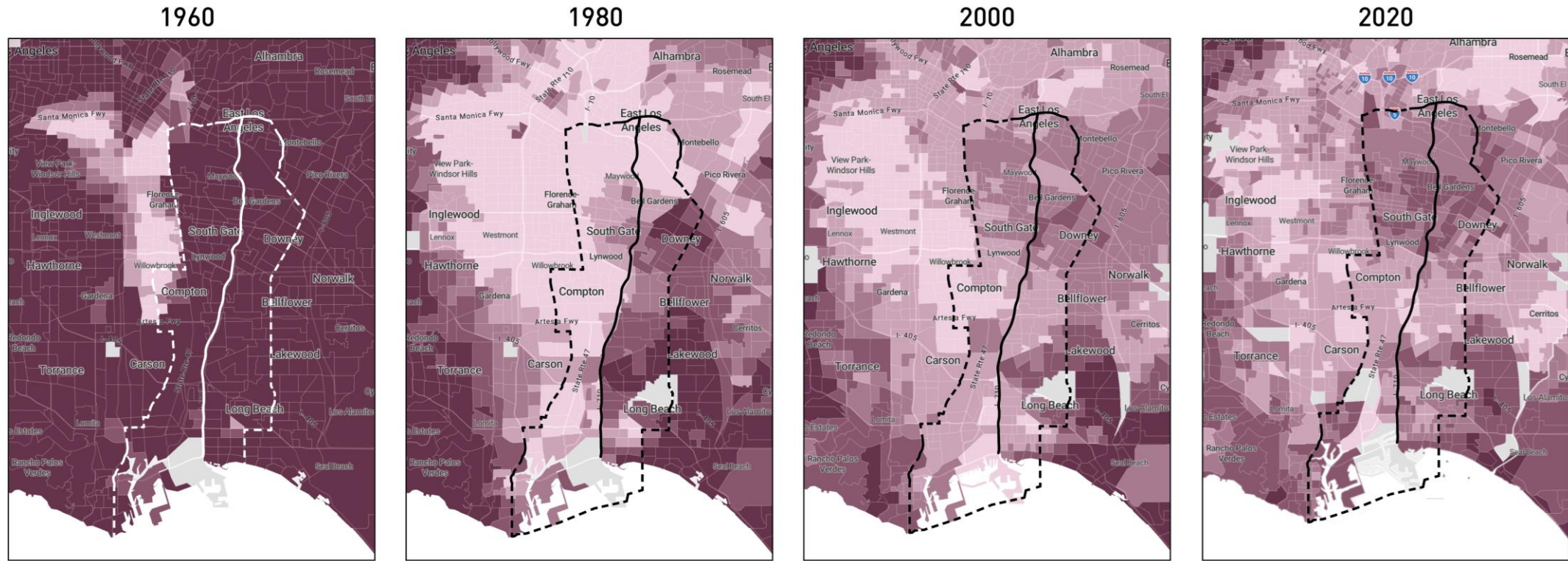


Total Population %: Black or African American

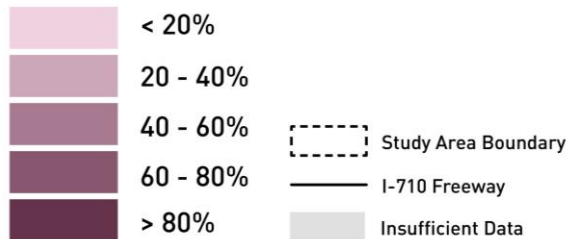


Source: Social Explorer (U.S. Census Data)

White Population over Time



Total Population %: White



Source: Social Explorer (U.S. Census Data)

Historical Equity Context - Discussion

Discussion Questions

- > How do you see the lasting impacts of this history reflected in the I-710 South Corridor and surrounding communities today?
- > Are there any major policies or events that you would add to this discussion of historical context? Is there anything that feels inaccurate or misrepresented?
- > What lessons or implications feel especially relevant to shaping an equitable investment plan for the I-710 South Corridor?

Agenda Item #3:
Discussion of Procedural Equity Approach

Desired Outcomes of Procedural Equity

Procedural Equity

- > Proactive and accessible community engagement that bridges linguistic, technology, and ability gaps to meet communities where they are and enable participatory and representative decision-making processes.
- > Ongoing systems of accountability and communication to build and maintain trust

Desired Outcomes of Procedural Equity

Procedural Equity

- > Proactive and accessible community engagement that bridges linguistic, technology, and ability gaps to meet communities where they are and enable participatory and representative decision-making processes.
- > Ongoing systems of accountability and communication to build and maintain trust

- > Earned trust between Metro, community members, and community partners
- > A collection of project ideas and feedback from a range of people that accurately reflect the project area's population
- > Community-identified metrics and benchmarks for project evaluation
- > Project outcomes that reflect the priorities and needs of communities most impacted by the I-710 and other past planning and policy harms
- > Meaningful experiences that inspire participants to maintain involvement across remaining project phases and implementation of the Investment Plan, as well as other future planning processes

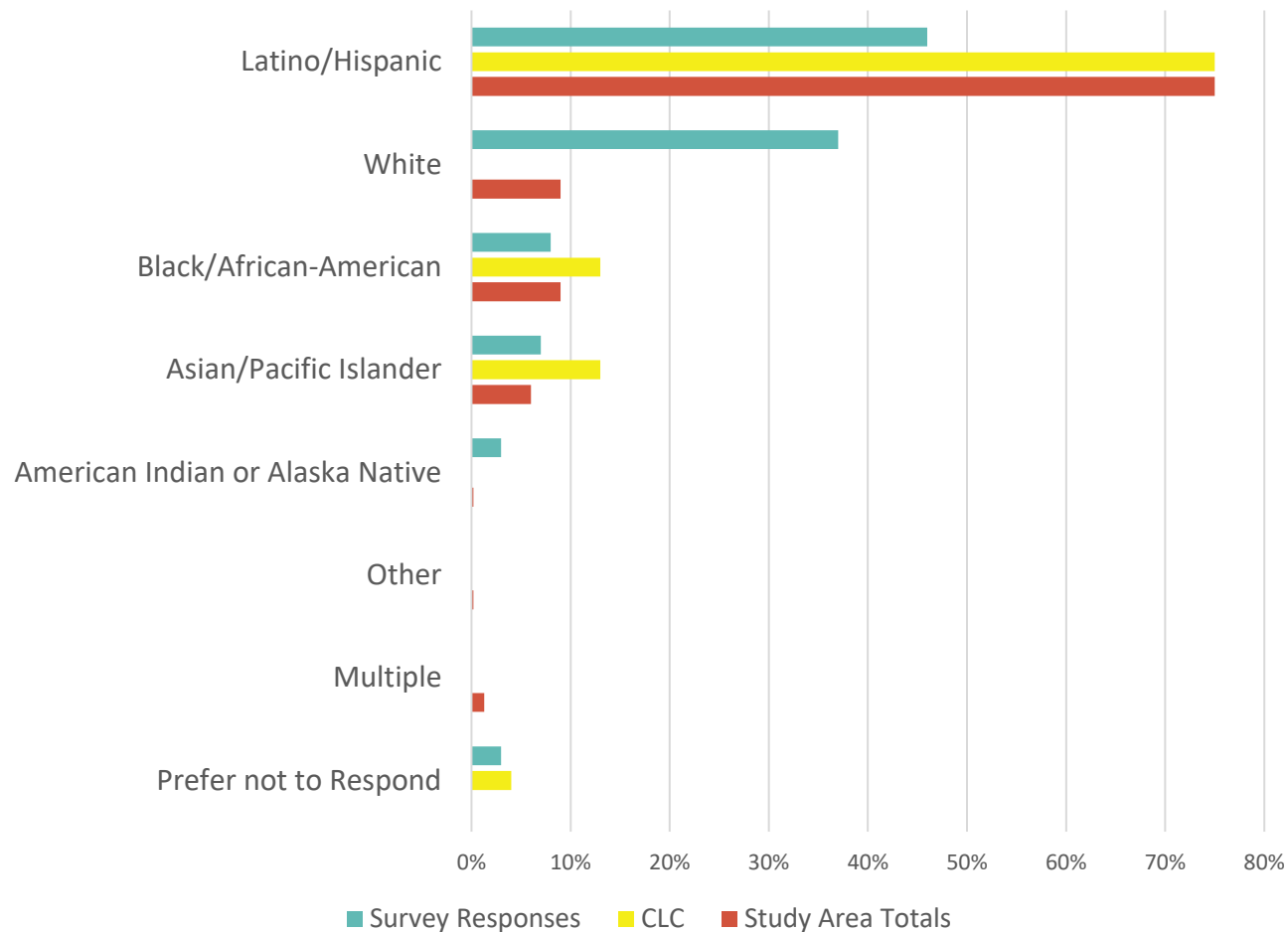
Outreach and Engagement Approach

- > Task Force established as a broad coalition of community leaders and advocates, industry, and elected representatives
- > CLC brings an expanded range of community perspectives, lived experience, expertise, and leadership skills into the process
- > Working Groups engage Task Force and CLC members with specific interest, experience, or stake in detailed topic areas
- > Outreach and engagement throughout, including surveys and public workshops, to gather priorities and input from general public

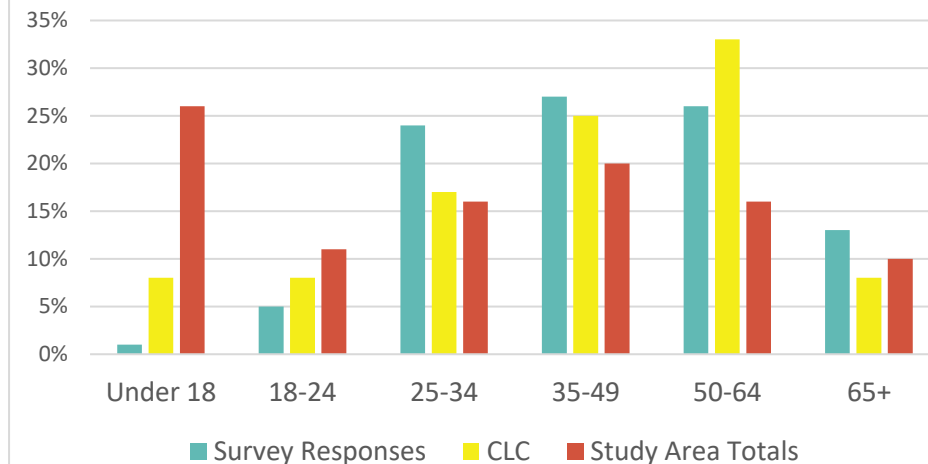
As we move forward into more substantive conversations around **strategies, projects, and programs**, we want to continue building an **inclusive, effective, and meaningful** outreach and engagement plan

Participant Demographic Characteristics

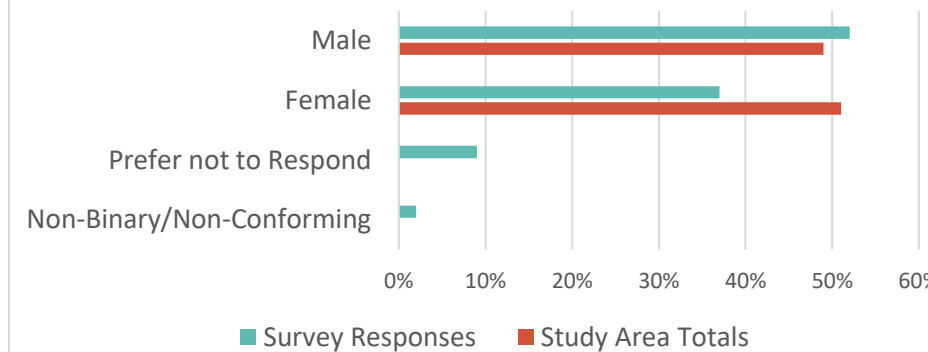
Race and Ethnicity



Age Groups



Sex and Gender



“Study Area Totals” reflects combined data for all census tracts fully or partially included within the I-710 Study Area Boundary

(Source: American Community Survey 2019 5-Year Estimates)

Methods for Meaningful Engagement

> Procedural Equity requires us to:

- **Meaningfully engage** with a sample of community members that **reflects** the study area's overall population
- Communicate in a **transparent and accountable** way about how community input is reflected in the **decision-making outcomes**.

Methods for Meaningful Engagement

- > Procedural Equity requires us to meaningfully engage with a sample of community members that reflects the study area's overall population, and to communicate in a transparent and accountable way about how community input is reflected in the decision-making outcomes.
- > Discussion for today:
 - **Who** do we need to connect with?
 - **What** type of interactions are most effective?
 - **Where** should we be having these conversations?
 - **When** is the right time to most effectively engage?
 - **How** do communicate about **why** it is important to participate?

Methods for Meaningful Engagement

- > Procedural Equity requires us to meaningfully engage with a sample of community members that reflects the study area's overall population and to communicate in a transparent and accountable way about how community input is reflected in the decision-making outcomes.
- > Discussion for Today: **Who** do we need to connect with? **What** type of interactions are most effective? **Where** should we be having these conversations? **When** is the right time to most effectively engage? **How** do communicate about **why** it is important to participate?
- > Potential engagement methods for next phases of the project:

Easy-to-understand survey, using existing partnerships for distribution and available in multiple languages

In-person and/or virtual public meetings in partnership with CBOs

Booths at community events and gathering spaces, including markets, schools, businesses, cultural/faith-based events

Ongoing communications through e-blasts, newsletters, social media, advertising, and in-person canvassing

Focus groups or smaller group meetings

Questions for the EWG

- > In your experience, which of these engagement or outreach methods below have been most or least effective for developing a list of community-driven strategies and projects?
Ideas for other methods?

Easy-to-understand survey, using existing partnerships for distribution and available in multiple languages

In-person and/or virtual public meetings in partnership with CBOs

Booths at community events and gathering spaces, including markets, schools, businesses, cultural/faith-based events

Ongoing communications through e-blasts, newsletters, social media, advertising, and in-person canvassing

Focus groups or smaller group meetings

Questions for the EWG

- > In your experience, which of these engagement or outreach methods have been most or least effective for developing a list of community-driven strategies and projects? Ideas for other methods?
- > How can we most effectively engage individuals without access to/comfort using technology, facing language barriers, with disabilities, or the unhoused, when developing a list of strategies and projects?

Questions for the EWG

- > In your experience, which of these engagement or outreach methods have been most or least effective for developing a list of community-driven strategies and projects? Ideas for other methods?
- > How can we most effectively engage individuals without access to/comfort using technology, facing language barriers, with disabilities, or the unhoused, when developing a list of strategies and projects?
- > Are there other specific groups or geographic areas that you are concerned have not been reached or engaged meaningfully? How can we expand our reach to these specific groups and geographic areas?

Questions for the EWG

- > In your experience, which of these engagement or outreach methods have been most or least effective for developing a list of community-driven strategies and projects? Ideas for other methods?
- > How can we most effectively engage individuals without access to/comfort using technology, facing language barriers, with disabilities, or the unhoused, when developing a list of strategies and projects?
- > Are there other specific groups or geographic areas that you are concerned have not been reached or engaged meaningfully? How can we expand our reach to these specific groups and geographic areas?
- > In your experience, what strategies work best when communicating about the importance of the Task Force's work? How do you typically explain this work to members of your own community?

Closing, Next Steps, and Thank You

Upcoming Meetings

Working Groups

- > **Zero-Emission Truck Working Group Meeting #7**

Tuesday, June 21, 1-2:30 pm

- > **Equity Working Group #4**

Thursday, June 23, 5-7 pm

Community Leadership Committee

- > **CLC Meeting #3**

Thursday, May 19, 5-7 pm

- > **CLC Meeting #3 continued**

Monday, May 23, 5-7 pm

Task Force

- > **Task Force Meeting #9**

Monday, June 13, 5-7:30 pm

Stay connected to this project



Michael Cano, *Executive Officer (Interim)*
Countywide Planning & Development
Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012



213.922.4710



710corridor@metro.net



metro.net/projects/i-710-corridor



@metrolosangeles



losangelesmetro

Thank you for joining us!