



Long Beach-East Los Angeles Corridor Plan
Task Force Meeting #30 Table of Contents
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Long Beach-East Los Angeles Corridor Mobility Investment Plan
Task Force Meeting #30 Summary Report
March 18, 2024



ATTENDEES

TASK FORCE

Labor and Economic / Workforce Development

Louie Diaz, Vice President, International Brotherhood of Teamsters, Local Union 848 (Teamsters)
Chris Wilson, Public Policy Manager, LA County Business Federation (BizFed)

Transportation Agencies

Roderick Diaz, Director of Planning and Development, Metrolink (Southern CA Regional Rail Authority)
Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority (ACTA)
Marisol Barajas, Manager of Government Relations, Long Beach Transit (RideLBT)

Community-Based Organizations and Advocacy Groups

Dr. Wilma Franco, Executive Director, Southeast Los Angeles (SELA) Collaborative
Alberto Campos, Associate Director, Southeast Los Angeles (SELA) Collaborative
Jocelyn Del Real, Energy Policy Organizer, East Yard Communities for Environmental Justice (EYCEJ)
Jennifer Ganata, Senior Staff Attorney, Communities for a Better Environment (CBE)
Janeth Preciado Vargas, Southeast LA Youth Organizer, Communities for a Better Environment (CBE)
Ambar Rivera, Researcher, Communities for a Better Environment (CBE)
Jay Parepally, Federal Climate Fellow, Communities for a Better Environment (CBE)
Sylvia Betancourt, Project Manager, Long Beach Alliance for Children with Asthma (LBACA)
Marlin Dawoodjee Vargas, Community Outreach Liaison, Long Beach Alliance for Children with Asthma (LBACA)
Kimberly Leefatt, Attorney, National Resources Defense Council (NRDC)
Fernando Gaytan, Senior Attorney, Earthjustice
Vanessa Rivas Villanueva, Research and Policy Analyst, Earthjustice

Freight and Logistics Industry

Kerry Cartwright, Director of Goods Movement, Port of Los Angeles (POLA)
Sharon Weissman, Commissioner, Port of Long Beach (POLB)
Shana Espinoza, Port of Long Beach (POLB)
Theresa Dau-Ngo, Director of Transportation Planning, Port of Long Beach (POLB)
Thomas Jelenić, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Dr. Joe Lyou, President & CEO, Coalition for Clean Air (CCA)
Christopher Chavez, Deputy Policy Director, Coalition for Clean Air (CCA)

Academic / Research / Policy / Foundations

Marlon Boarnet, Director, METRANS
Dr. Genevieve Giuliano, Executive Committee, METRANS
Edward Muna, Project Manager, USC Equity Research Institute (ERI)

Local Jurisdictions

Luke Klipp, Senior Transportation Deputy, LA County Supervisorial District 1
Ben Feldman, Special Projects Deputy, LA County Supervisorial District 1
Hank Hsing, Project Manager, LA County Department of Public Works
Tina Backstrom, Senior Director of Transportation, Office of Mayor Karen Bass, City of Los Angeles
Kevin Lainez, Councilmember, City of Commerce/Member, I-710 GCCOG Ad-Hoc Committee

Ex-Officio

Hector De La Torre, Executive Director, Gateway Cities Council of Governments (GCCOG)
Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments (GCCOG)
Connell Dunning, Environmental Scientist, U.S. Environmental Protection Agency, Region 9 (EPA)

COMMUNITY LEADERSHIP COMMITTEE (CLC)

Maria Reyes, Long Beach

PROJECT TEAM

Metro

Michael Cano, Executive Officer of Countywide Planning & Development
Lilian De Loza Gutierrez, Executive Officer, Local Government Relations & Countywide Initiatives
Jessica Medina, Manager, Equity and Race
Lucy Delgadillo, Project Manager, Highway Programs

Caltrans

Kelly Ewing-Toledo, Office Chief
James Shankel, Senior Environmental Planner
Jeff Newman, Transportation Planner

AECOM

Dave Levinsohn, Vice President
Laura Adleman, Senior Outreach and Engagement Specialist
Aryeh Cohen, Urban Planner

Cal Strategic Management

Robert Cáliz, Principal

Here LA

Amber Hawkes, Co-Director
Shannon Davis, Co-Director

Morales+Morales Partners

Erika Morales, Partner

Ramboll

Julia Lester, Principal, Ramboll

Arellano Associates

Susan DeSantis, Senior Project Manager
Melissa Holguin, Senior Project Manager
Laura Herrera, Project Manager
Nora Casillas, Deputy Project Manager
Eric Davidian, Project Coordinator
Parker Wojciechowski, Assistant Project Coordinator

Meeting Summary

The Long Beach-East Los Angeles Corridor Plan (LB-ELA CP) Task Force Meeting #30 was held virtually on Monday, March 18, 2024 from 5-7:30pm. The intent of Task Force Meeting #30 was to:

- > Review input received from January 31st through March 15th and how that input may be considered in funding and program recommendations in the Draft Investment Plan
- > Respond to comments and questions received through feedback on the funding and program recommendations in the Draft Investment Plan
- > Conduct a Test for Consensus on the Draft Investment Plan

Simultaneous interpretation in Spanish, Tagalog, and Khmer was provided. Prior to the meeting, the LB-ELA CP Task Force received the agenda (**Appendix A**) and presentation (**Appendix B**). Detailed comments can be found in (**Appendix C**). Draft Investment Plan Comment Letter received from Coalition for Clean Air can be found in (**Appendix D**).

Welcome, Introductions, Agenda Review, Meeting Objectives, and Attendance

- > Erika Morales, Partner, Morales + Morales, welcomed participants to the meeting and introduced the Metro Project Team.
- > Ms. Morales reviewed the meeting objectives and agenda.
- > 32 Task Force members, 3 Ex-Officio members, 1 CLC member, and 11 members of the public were present.

Agenda Item #1: Metro Update

- > Michael Cano, Executive Officer, Countywide Planning & Development, Metro, provided an update on the Investment Plan and key dates.
 - o The public comment period has been extended to **Monday, April 1, 2024**
 - o The Draft Investment Plan is scheduled to be presented to the Metro Board for consideration at the Planning & Programming Committee Meeting on **Wednesday, April 17, 2024**.
- > Mr. Cano shared Metro’s coordinated planning efforts across state and local levels.
 - o Mr. Cano highlighted California State Transportation Agency’s Core Four Priorities:
 - *Safety, Equity, Climate Action, Economic Prosperity*

- > He referenced how the Corridor Mobility Investment Plan vision and goals is in line with the State of California’s Core Four Priorities, as well as LA Metro’s Mission as the lead transportation agency.
- > Mr. Cano highlighted other Metro planning studies that have been previously guided by Metro’s Equity Platform such as: Metro’s Strategic Plan: Vision 2028 and the Long-Range Transportation Plan.
- > Mr. Cano outlined how these previous plans served as a template for how this Corridor Mobility Investment Plan Project was developed.
- > He highlighted how this Investment Plan will serve as a precedent for how an agency should assess the priorities and goals of a corridor, that addresses comprehensively the needs of the stakeholders .
- > Mr. Cano reviewed how The Draft Investment Plan is in alignment with the vision, guiding principles, and goals determined by the Task Force, CLC, and community members.
- > He then invited Task Force member Luke Klipp, Senior Transportation Deputy, Office of Supervisor Janice Hahn, and Task Force member Benjamin Feldman, Special Projects Deputy, Office of Supervisor Hilda Solis, to share information on a Motion scheduled to be presented at the March 19, 2024, LA County Board of Supervisors meeting:
 - The Motion directs the LA County Chief Executive Officer (CEO) to designate a County Department liaison for each of the 15 Community Programs
 - Allows for LA County representatives to engage with the Community Programs by providing technical assistance, identifying resources, supporting grant applications, and participating in relevant working groups.
 - Requires the CEO to report back in 120 days on progress and implementation.
- > Mr. Cano shared an update on grant program results, noting that the Long Beach-East LA Corridor has received over \$57 million in grant funding from the US Department of Transportation Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs.
- > Mr. Cano thanked Task Force members for their continued dedication and acknowledged their contributions to the project.
- > Ms. Morales facilitated a discussion with Task Force members.
- > Discussion highlights :
 - Acknowledgement of Metro and Task Force members efforts throughout the project’s history.
 - Emphasized the importance of Community Programs being brought to fruition.
 - Importance of balancing funding needs across Community Programs and all other programs.

Agenda Item #2: The Draft Investment Plan: Here’s What We’ve Heard

- > Mr. Cano noted that since the Draft Investment Plan’s release on January 31, 2024, over 275 comments have been received to date.
- > Mr. Cano presented feedback on the Draft Investment Plan heard to date and proposed changes based on that feedback. Key themes covered:
 - Projects and Programs for Initial Investment (Slides 30-33 in [Appendix B](#))

- Most of the initial investment projects will require more work before implementation.
 - Metro proposes 2 more working groups that will help refine projects and programs on the recommended initial investment list. This additional work will include community engagement and opportunities to help shape the scope of the projects before the implementation stage.
 - Working Groups (Slides 34-38 in **Appendix B**)
 - There are 3 proposed Community Program Working Groups in the Draft Investment Plan:
 - Air Quality/Community Health; Environment; Housing Stabilization/Land Use; Job Creation/Work Opportunities
 - Metro proposes 2 additional "Modal" Working Groups:
 - Transit, Active Transportation, Arterial Roadways/Complete Streets
 - Freeway Safety and Interchange Improvements and Goods Movement
 - Technical Assistance (Slides 39-40 in **Appendix B**)
 - Metro's proposed START-UP Fund*, included in the CMIP and discussed at Equity Working Group Meeting #15 on February 8, would:
 - Support communities with the highest needs relative to their technical resources and capacity for project development and implementation.
 - Consider cities or neighborhoods:
 - Without any projects formally submitted for the CMIP
 - With only conceptual or development phase projects in the CMIP
 - With high concentrations on Equity Focus Communities (EFCs)
 - Facing the greatest cumulative impacts
 - Freeway Safety and Interchange Improvements (Slides 41-46 in **Appendix B**)
 - Transit (Slides 47-50 in **Appendix B**)
 - The Draft CMIP includes 4 bus priority lane corridors:
 - Metro proposes a greater commitment to transit by adding 4 more bus priority lane corridors from the modal program to the 4 identified in the Draft CMIP initial investment to create a bundle for evaluation, development and implementation:
 - Metro proposes shifting money from the modal program to the initial investments in transit. \$125M (to be leveraged to \$625M) to Transit projects:
- > Ms. Morales provided overview of input heard from CLC members.
- The CLC wants to enhance public perception of "freeway" projects by highlighting their community benefits, while also allowing more time for review and ensuring projects align with their intended goals.

- CLC members prioritize job training, economic opportunities, and community programs to ensure equitable benefits for all communities, and the need for clearer communication through visuals and an executive summary in the comprehensive draft.
- > CLC members tested for consensus during their meeting on Thursday, February 15.
 - Test for Consensus Statement Considered: Do you support the Draft Investment Plan?
 - Results: I support (10); I can live with (3); I have concerns (2)
 - CLC Members requested an in-person workshop to continue studying the plan before their April voting meeting. The CLC in-person study session workshop is scheduled for Thursday, March 21.
- > Mr. Cano presented recommendations given in a letter sent by Coalition for Clean Air on March 15.
- > Ms. Morales facilitated a discussion with Task Force members.
- > Discussion highlights:
 - Changes will be made to the Investment Plan once the entire public comment period closes and the Project Team will provide a redline version of the Investment Plan to show what changes were made from the Draft version.
 - Desire to be explicitly told how the Working Groups are going to tackle public health issues.
 - Metro will be considering developing a clear policy defining 'significant increase' thresholds for Vehicle Miles Traveled
 - The Project Team wants to leverage different modes to reach a zero-displacement outcome.

Agenda Item #3: Test for Consensus

- > A Test for Consensus was conducted with Task Force members.
 - Test for Consensus Statement Considered: I support the initial investment, modal program, community program, and technical assistance funding recommendations in the Draft Investment Plan.
 - Results: I Support (2, 11%), I Can Live With (7, 39%), I Have Concerns (4, 22%), I Will Stand Aside (5, 28%)
- > Ms. Morales facilitated a discussion with Task Force members.
- > Discussion highlights:
 - Importance of privacy protections for residents in the Corridor.
 - Importance of ensuring industry-backed projects are not given higher funding priority than projects that directly benefit communities.
 - Importance of expanding bus shelters along key routes.
 - Criticism of late-stage changes to project prioritization.
 - Concern over possible diversion of traffic into surrounding neighborhoods due to priority bus lanes.
 - Public health projects need to be uplifted as a key focus.

Closing Remarks & Next Steps

- > Ms. Morales reviewed the upcoming project meeting schedule.
- > The meeting was adjourned at 7:30 pm.

Meeting Format Logistics

- Meeting Format: Zoom Meeting
- Participants: Task Force, CLC, and Members of the Public

Meeting Materials

[Agenda](#)

[Presentation](#)

[Coalition for Clean Air Letter](#)



The Long Beach-East Los Angeles Corridor Mobility Investment Plan

Task Force Meeting #30 Agenda / Agenda de la Reunión #30 del Comité Consultivo

Monday, March 18, 2024 / Lunes, 18 de marzo de 2024

5-7:30pm

Webinar Link / Enlace de Reunión: lb-ela-cp-taskforcemeetings.com

Webinar ID / ID de Reunión: 836 0734 0206

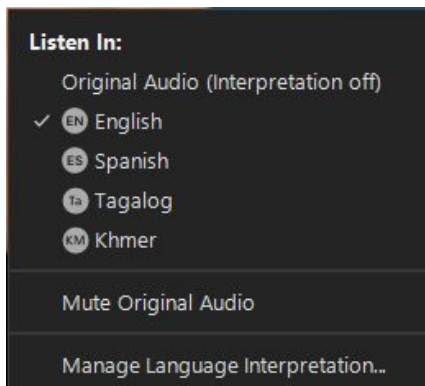
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- 5:00pm Welcome and Opening Remarks**
Bienvenida y palabras de apertura
- 5:05pm Agenda Item #1: Metro Update**
Punto #1 de la Agenda: Actualización del metro
- 5:25pm Agenda Item #2: The Draft Investment Plan: Here's What We've Heard**
Punto #2 de la Agenda: El borrador del Plan de Inversiones: Esto es lo que hemos escuchado
- 6:25pm Agenda Item #3: Test for Consensus**
Punto #3 de la Agenda: Prueba de consenso
- 7:25pm Closing Remarks & Next Steps**
Comentarios finales y próximos pasos
- 7:30pm Adjournment**
Aplazamiento

Zoom Protocols/*Protocolos de Zoom*

- > 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.
 - > Tech Support - Phone: 323.609.3345 Monitoring, translation support
- > *Haga clic en “Raise Hand” para “Levantar la mano” en los controles de la reunión, o*
 - *Presiona *9 en la línea telefónica.*
 - > *Para bajar la mano, haga clic en “Raise Hand” para “Levantar 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.*
 - > *Llame a la Asistencia Tecnológica por teléfono al 323.609.3345 para ayuda con la traducción*

Interpretation / Interpretación



- This meeting is transmitted in English, Spanish, Khmer and Tagalog.
- Everyone must choose the preferred language they would like to hear the meeting in
- Click the **Interpretation** icon in your meeting controls to enter an *English, Spanish, Tagalog, Khmer* room
- To hear the interpreted language only, click **Mute Original Audio** (Optional)
- *Esta reunión se transmite en inglés, español, jemer y tagalo.*
- *Todos deben elegir el idioma preferido en el que les gustaría escuchar la reunión.*
- *Haga clic en el icono de Interpretación en los controles de su reunión para ingresar a una sala en de interpretacion en el inglés, el español, el jemer o tagalo.*
- *Para escuchar solo el idioma interpretado, haga clic en "Mute Original Audio" o "Silenciar audio original" (Opcional)*

Task Force and CLC Member Identification

Identificación de miembros del Comité Consultivo y CLC

Task Force and CLC Members, please change your Zoom screen name to include: Name and Organization/Jurisdiction

Miembros del Comité Consultivo y del Comité de Liderazgo Comunitario, por favor cambien sus nombres de pantalla de Zoom para incluir: Nombre y su organización

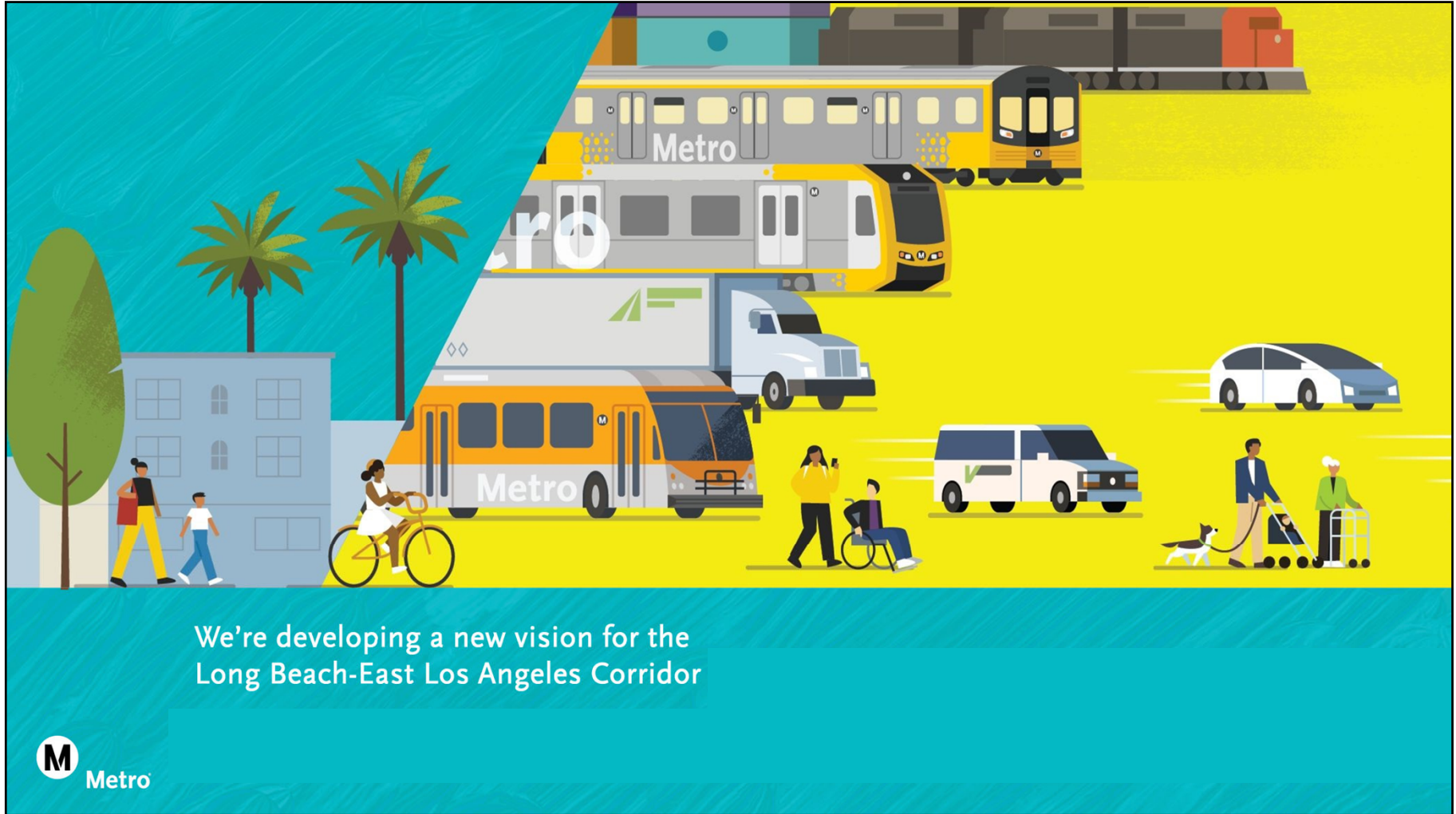
1
After launching the Zoom meeting, click on the "Participants" icon at the bottom of the window.

Después de iniciar la reunión de Zoom, haga clic en el icono de participantes en la parte inferior de la ventana

2
In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.

In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.





We're developing a new vision for the Long Beach-East Los Angeles Corridor



Welcome!

Task Force Meeting #30

March 18, 2024



Facilitators



Erika C.B. Morales

Partner, Morales + Morales Partners



Robert Cálix

Cal Strategic Management



Metro Project Team



Michael Cano
Countywide Planning &
Development



KeAndra Cylear-Dodds
Equity and Race



Jessica Medina
Equity and Race



Avital Barnea
Multimodal Integrated
Planning



Lilian De Loza-Gutierrez
Community Relations



Ernesto Chaves
Strategic Innovation



Lucy Delgadillo
Highway Programs



Welcome and Objectives



Ground Rules

1. Participate to the fullest of your ability - An inclusive Investment Plan depends on the participation of every stakeholder.
2. Respect others when they are speaking.
3. Listen actively with an ear to understand others' views.
4. If needed, ask questions or for clarifying information from speakers on the subject matter at hand.
5. Do not be afraid to respectfully challenge one another by asking questions but refrain from personal attacks – focus on ideas.

Meeting Objectives

- > Review input received from January 31st through March 15th and how that input may be considered in funding and program recommendations in the Draft Investment Plan
- > Respond to comments and questions received through feedback on the funding and program recommendations in the Draft Investment Plan
- > Conduct a Test for Consensus on the Draft Investment Plan

Detailed Agenda

- 5:00pm Welcome and Opening Remarks (5 mins)**
- i. Introductions, Ground Rules, Objectives, Agenda

- 5:05pm Agenda Item #1: Metro Update (20 mins)**
- i. Task Force Discussion
 - ii. Public Comment

- 5:25pm Agenda Item #2: The Draft Investment Plan: Here's What We've Heard (60 mins)**
- i. Input Received
 - ii. Clarifications & Proposed Responses
 - iii. Task Force Discussion
 - iv. Public Comment

- 6:25pm Agenda Item #3: Test for Consensus (60 mins)**
- i. Test for Consensus
 - ii. Task Force Discussion
 - iii. Public Comment

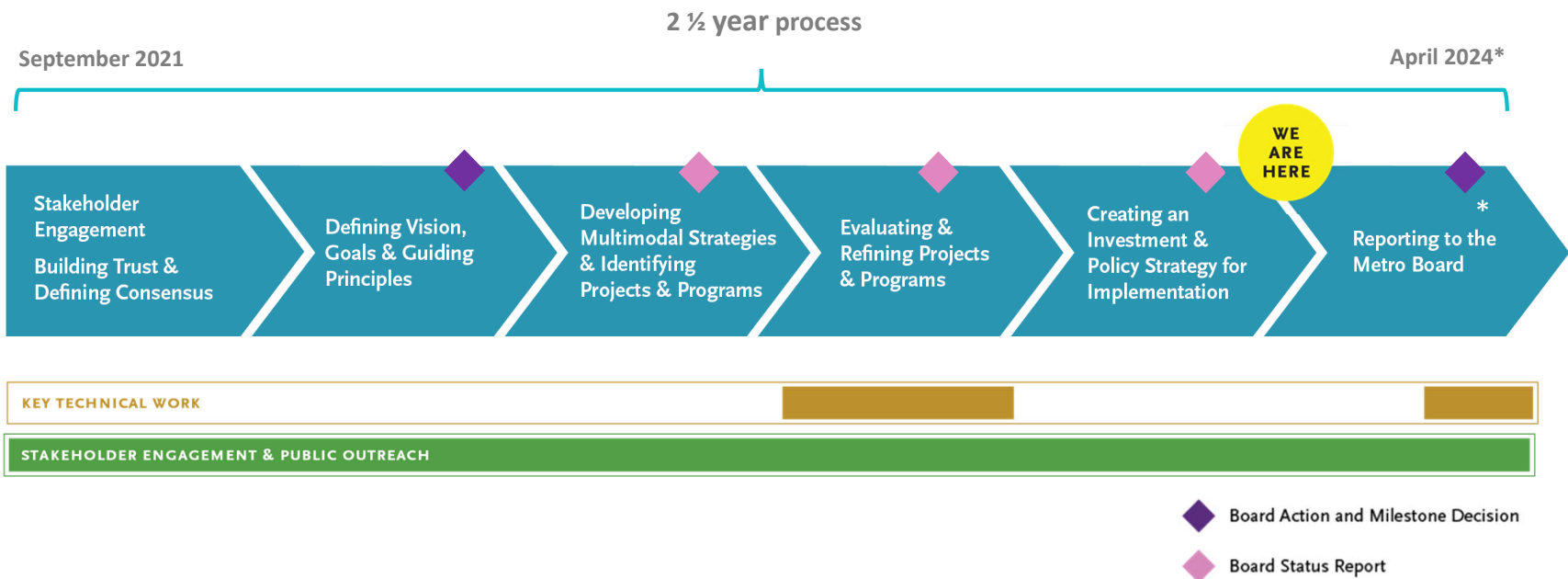
- 7:25pm Closing Remarks & Next Steps (5 mins)**
- i. Upcoming Meetings
 - ii. General Public Comment

7:30pm Adjournment

Agenda Item #1: Metro Update



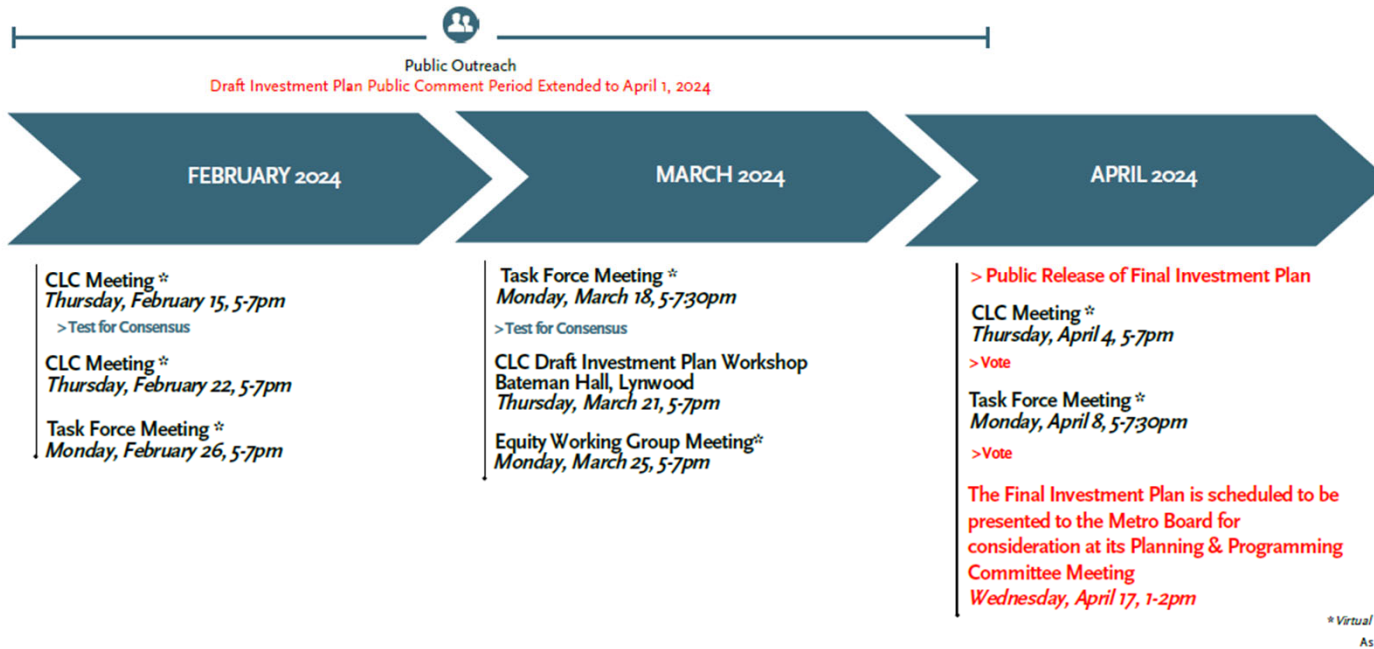
Project Timeline and Milestones



*Public Comment period extended to **Monday, April 1, 2024.**

Project Timeline

Long Beach - East Los Angeles Corridor Mobility Investment Plan Timeline and Schedule

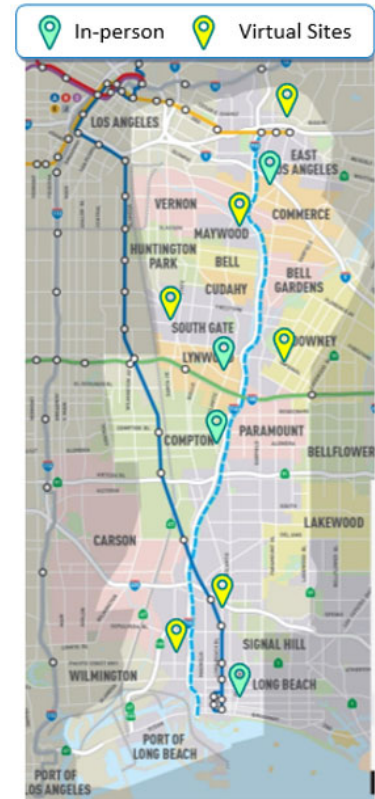


Community Meetings

In-Person



In-Person	Meeting Location
COMMERCE Thursday, February 1, 2024 6-8pm	Bristow Park Community Center 1466 S McDonnell Ave Commerce, CA 90040
LYNWOOD Wed., February 7, 2024 6-8pm	Bateman Hall 11331 Ernestine Ave Lynwood, CA 90262
LONG BEACH Monday, February 12, 2024 6-8pm	Museum of Latin American Art 628 Alamitos Ave Long Beach, CA 90802
COMPTON Wed., February 21, 2024 6-8pm	East Rancho Dominguez Park 15116 Atlantic Ave East Compton, CA 90221
PARAMOUNT Wed., March 13, 2024 6-8pm	Paramount Elks Lodge #1804 8108 Alondra Bl Paramount, CA 90723

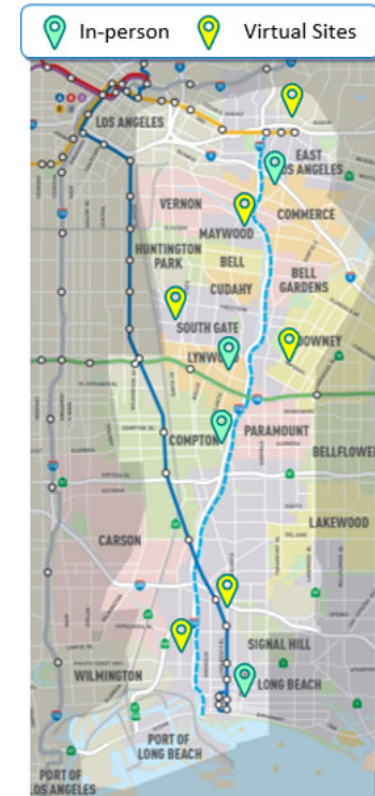


Community Meetings

Virtual



Virtual	Local Streaming Sites	
MEETING #1 – Lunch Thursday, February 1, 2024 12-2pm	EAST LOS ANGELES East Los Angeles College (ELA campus) 1301 Avenida Cesar Chavez Monterey Park, CA 91754	
MEETING #2 – Weekend Saturday, February 3, 2024 10-11:30am	SOUTH GATE East Los Angeles College South Gate Campus 2340 Firestone Blvd. South Gate, CA 90280	LONG BEACH Salvation Army Community Ctr 3000 Long Beach Blvd. Long Beach, CA 90807
Virtual Meeting #3 – Evening Monday, February 5, 2024 6-8pm	LONG BEACH Cabrillo High School 2001 Santa Fe Ave. Long Beach, CA 90810	
MEETING #4 – Evening Wednesday, February 13, 2024 6-8pm	MAYWOOD Southeast Rio Vista YMCA 4801 E. 58th St. Maywood, CA 90270	DOWNEY Rancho Los Amigos National Rehabilitation Center 7601 Imperial Hwy Downey, CA 90242
MEETING #5 – Evening Thursday, March. 14, 2024 6-8pm	BELL Bell Technology Center 4357 Gage Av Bell, CA 90201	



Alignment with State and Metro Priorities



CALSTA'S CORE FOUR PRIORITIES



SAFETY

Nearly 10% of all the year 2021 traffic deaths in the U.S. occurred on California roadways. Fatalities for Active Transportation users are also at a 16-year high. By embedding the Safe System approach into our investments, planning, design and innovation, we will be able to achieve better outcomes on this urgent responsibility.



EQUITY

Historically, transportation decisions prioritized movement of vehicles over the movement of people. We also built a transportation system that in some cases had detrimental impacts in underserved communities. We aim to create an equitable and accessible transportation network and to provide equitable opportunities for all people.



CLIMATE ACTION

Nearly half of all climate-changing pollution in California comes from the transportation sector, and this demands our action for a cleaner future for all Californians. We must continue making our carbon footprint smaller by investing in a more multimodal system, embracing smarter land use development and utilizing innovation around zero emission vehicles.

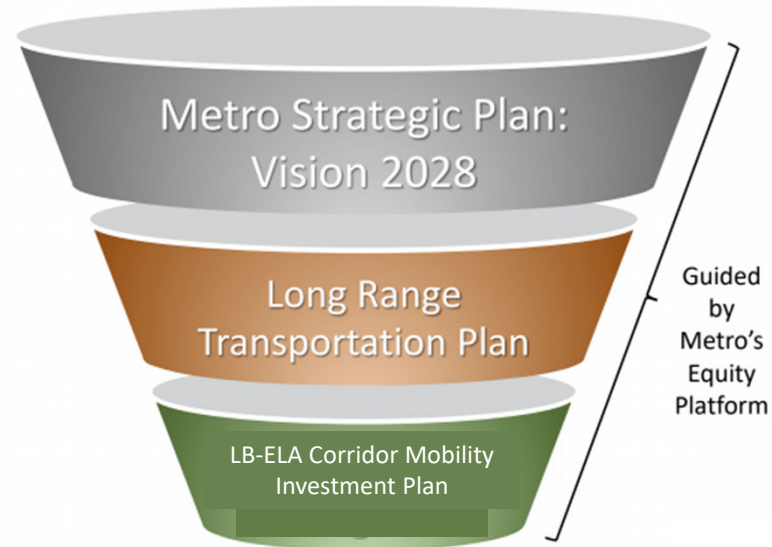


ECONOMIC PROSPERITY

Transportation policy done right creates well-paying jobs, provides affordable options, supports housing opportunities and powers our economy. This must be our focus as we strive for all people to be on equal footing, resulting in more thriving, robust communities.



Metro's Mission: *To provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.*



Investment Plan - Vision, Guiding Principles and Goals

Vision

An equitable, shared LB-ELA Corridor transportation system that provides safe, quality multimodal options for moving people and goods that will foster clean air (zero emissions), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the Corridor.

Guiding Principles

Equity

A commitment to
 (1) strive to rectify past harms;
 (2) provide fair and just access to opportunities; and
 (3) eliminate disparities in project processes, outcomes, and community results.

The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.

Sustainability

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.

Goals



Grant Program Results: Reconnecting Communities & Neighborhoods / Neighborhood Access and Equity

The LB-East LA Corridor received over \$57 million in grant funds from the USDOT Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs for the following projects:

LB-ELA Community	Project Name	Grant Amount (\$)
East Los Angeles	I-710 Humphreys Avenue Crossing for Pedestrians/Bicyclists (PIPO)	\$10.0 million
East Los Angeles	Reconnecting East LA: State Route 60 Green Bridge Project for Belvedere Park	\$0.8 million
Los Angeles (Port of LA)	Pedestrian Bridge over two freight tracks in the Port of Los Angeles	\$5.0 million
Long Beach	Hamilton Loop Project @ SR-91	\$1.2 million
LB-ELA Communities: Bell, Bell Gardens, Carson, Downey, Huntington Park, LA County, Long Beach	Removing Barriers and Creating Legacy-A Multimodal Approach for LA County (Florence Ave. Bus / Willow Mobility Hub & Open Streets / Del Amo & Avalon Blvd FLM)	\$40+ million for LB-ELA Communities <i>\$139 million (total)</i>

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Task Force Discussion




Public Comment




Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

- > Click **Raise Hand** or 
- > **Press*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

*Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.*

- > *Haga clic en “**Raise Hand**” o *
- > *“**Levantar la mano**” **presione *9** en la línea telefónica.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A** en el panel de control.*

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Agenda Item #2
The Draft Investment Plan –
Here’s What We’ve Heard...
Proposed Responses



Agenda Item Overview

In this section, we will...

- Present a summary of input received on the Draft Investment Plan from January 31st through March 15th

Time Target

- 60 minutes

Task Force Actions

- Provide feedback on Metro's clarifications and proposed responses.

Here's What We've Heard

Since the release of the Draft Investment Plan on January 31, 2024, the Project Team has received **over 275 comments to date** from the following sources:

- > 10 community meetings (5 in-person, 5 virtual)
- > 1 Task Force Meeting
- > 2 CLC Meetings
- > 2 Working Group Meetings (Equity, Zero-Emission Truck)
- > 1 Coordinating Committee Meeting
- > 2 Small Stakeholder Group Meetings (CEHAJ, Freight Industry)
- > Project Email
- > Letters to Metro
- > Project Dashboard

Here's What We've Heard – CLC Input

What input have you heard from the CLC?

Highlights of CLC input include:

- > Better frame and explain the "freeway" projects so people understand that they have community benefits
- > More time to review the materials and see what others said.
- > Make sure projects are implemented as intended.
- > Need emphasis on job training, economic opportunity, and more focus on community programs.
- > Need to ensure all communities benefit from the plan.
- > Need more visuals and an executive summary.
- > The draft is comprehensive that reflects our vision and goals.

CLC Members tested for consensus on Thursday, February 15, but have not yet taken a vote:

- > Test for Consensus Statement Considered: Do you support the Draft Investment Plan?
- > Results: I support (10); I can live with (3); I have concerns (2)
- > CLC Members requested an in-person workshop to continue studying the plan before their April voting meeting. The CLC in-person study session workshop is scheduled for Thursday, March 21.

Here's What We've Heard – Projects for Initial Investment

What are the next steps for the projects/programs recommended for initial investment?

- > Most of the initial investment projects will require more work before implementation.
- > Metro proposes 2 additional working groups that will assist in the refinement of projects and programs on the recommended initial investment list. This additional work will include community engagement and opportunities to help shape the scope of the projects before the implementation stage.

Here's What We've Heard – Working Groups

What are the proposed Working Groups?

There are 4 proposed Community Program Working Groups in the Draft Investment Plan:

1. Air Quality/Community Health
2. Environment
3. Housing Stabilization/Land Use
4. Job Creation/Work Opportunities

Metro proposes 2 additional "Modal" Working Groups:

1. Transit, Active Transportation, Arterial Roadways/Complete Streets
2. Freeway Safety and Interchange Improvements and Goods Movement

Here's What We've Heard – Working Groups

- > **The CMIP includes 4 Community Program Working Groups for 15 Community Programs**

Working Group Topic Area	Programs & START-UP Fund
Air Quality/ Community Health	Bus Electrification Projects
	LB-ELA Corridor Community Health Benefit Program
	Zero-Emission Infrastructure for Autos
	Air Quality Monitoring Stations
Environment	LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program
	LB-ELA Corridor "Urban Greening" Initiative
	Public Art/Aesthetics
Housing Stabilization/ Land Use	Southeast Gateway Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)
	Transit-Oriented Communities/Land Use
	Homeless Programs
	Housing Stabilization Policies
Job Creation/ Work Opportunities	Vocational Educational Programs
	Targeted Hire Programs
	Employment/Recruitment Initiatives
	Economic Stabilization Policies

- > **Metro proposes 2 "Modal" Working Groups for the Initial Investment Projects and 5 Modal Programs**

Working Group Topic Area	Programs & START-UP Fund
Transit, Active Transportation, Arterial Roadways/Complete Streets	Initial Investment Projects/Program and Modal Programs, START-UP Fund
Freeway Safety and Interchange Improvements, Goods Movement	Initial Investment Projects/Program and Modal Programs, START-UP Fund

Here's What We've Heard –Technical Assistance

How will the CMIP support communities with fewer projects or that lack resources to develop additional projects?

Metro's proposed START-UP Fund*, discussed at Equity Working Group Meeting #15 on February 8, would:

- > Support communities with the highest needs relative to their technical resources and capacity for project development and implementation.
- > Consider cities or neighborhoods:
 - Without any projects formally submitted for the CMIP
 - With only conceptual or development phase projects in the CMIP
 - With high concentrations of Equity Focus Communities (EFCs)
 - Facing the greatest cumulative impacts

*START-UP Fund (Strategic Technical Assistance for Reparative Transportation Uplifting People)

Here's What We've Heard – Working Groups

What will the Working Groups do?

Metro envisions a process of continuing community engagement and stakeholder involvement in the design and development of CMIP projects and programs. All 6 Working Groups will:

- > Align outcomes with the Vision, Goals, and Guiding Principles of the CMIP.
- > Continue collaborative partnerships and hold meaningful discussions with a broad range of stakeholders, including Task Force, Community Leadership, and community members, in implementing the CMIP after adoption.
- > Include relevant expertise and stakeholders to help support program outcomes and success.

Here's What We've Heard – Working Groups

Who will be invited to participate in Working Groups?

- > Task Force members are welcome to participate, as are CLC members.
- > Other community stakeholders and partner agencies, who have certain expertise and ideas or programs to contribute, will also be welcome.
- > Metro will continue to consult with the Task Force and CLC on participation in the Working Groups.

Here's What We've Heard – Freeway Safety and Interchange Improvements

How do the proposed freeway improvement concepts and programs reflect the vision, goals, and principles adopted by the LB-ELA Task Force and existing Metro Board policy?

The proposed freeway-related improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy.

What we are considering:

- Safety and Operational improvements focused on On/Off Ramps and Connectors
- Multimodal Improvements for Interchanges/Overcrossings
- Safety, Efficiency, and Pollution Reduction Technology
- Mitigations for Community Benefit

What we are not considering:

- Freeway widening
- Full freeway to freeway interchanges
- General purpose or HOV/HOT lanes
- Concepts with known displacements
- Concepts with major community impacts

Here's What We've Heard – Freeway Safety and Interchange Improvements

How do the targeted freeway investments support multiple modes?

- **Multimodal** - Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts
- **Operational** - Safety-focused auxiliary lanes that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points
- **Safety** - Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, traffic signal controls.
- **Access** – Greater access to bus service, pedestrian/bicycle paths, and personal mobility leading to greater access to communities, education, healthcare, and other economic opportunities. Safer local access to the freeway system.

Here's What We've Heard – Freeway Safety and Interchange Improvements

How will Metro evaluate potential increases in vehicle miles traveled (VMT) concerning safety improvements on the freeway?

- > VMT Analysis will be one consideration in the Alternatives Analysis and subsequent Environmental Studies for proposed project concepts
- > Metro will assess the VMT Impacts of the safety & multimodal interchange/ramp project concepts by using accepted regional travel forecasting & traffic operations analysis models
 - Proposed interchange improvements in similar recent studies have shown small increases in VMT due to safer flow of traffic
 - Proposed auxiliary lanes do not add through lane capacity and are not adjacent, thus only small increases in VMT are expected
- > VMT and other impacts will be considered in relation to benefits provided by the projects, particularly safety

Here's What We've Heard – Projects for Initial Investment

Project Stages of Development

Development

Funding is for project or program concepts that require substantial work to define scope, agency roles, potential impacts and benefits, and agency responsibilities and may require technical assistance to define them better.

- Initial Investment Projects
- Modal Programs
- Community Programs
- Equity and Technical Assistance

Working Groups

Community Engagement

Metro Board Review prior to implementation

Pre-Implementation

Well-defined projects or programs that require funding and support for pre-construction activities such as planning, design, community engagement, and environmental review.

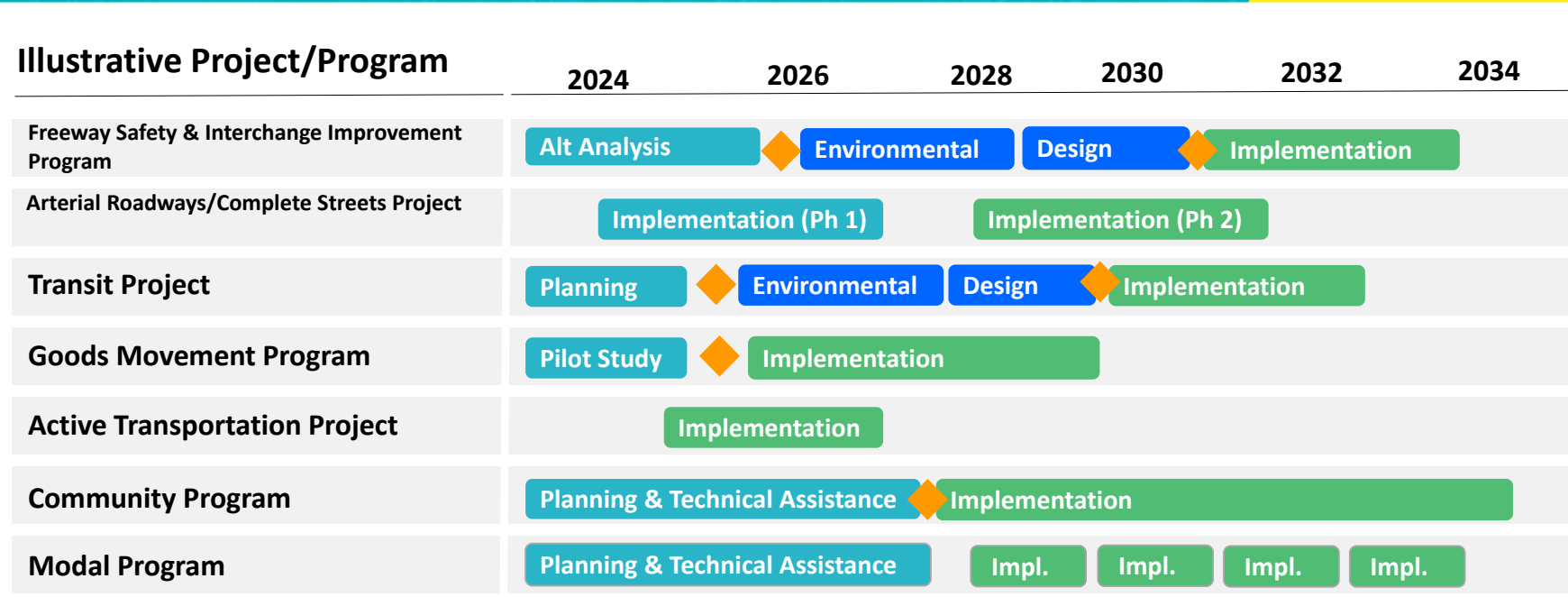
Working Groups

Implementation

Funding indicates projects or programs that are ready for construction or launch of the program, and likely eligible to compete for discretionary grant funding in the next few years.

Working Groups

Here's What We've Heard – Projects for Initial Investment Concurrent Timeline for Project Development / Implementation (Ex.)



Measure R – funding for implementation
 Measure M – funding for planning (available now)
 Measure M – funding for implementation (FY26 and FY32 resources)

◆ Funding reserved for future phases if the project passes these decision points and has Metro Board approval.
 ■ ■ During these stages of development, projects/programs will be developed through Working Groups






Opportunities for Community Involvement – Freeway Safety and Interchange Improvements

Project ID		Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost (\$ in millions)	Phase
Various	12 Interchanges + 2 Auxiliary Lanes	Freeway Alternative Analysis	\$5.0	\$5.0	Development
	Top 3-4 Priority Projects	Freeway Project CEQA/NEPA Phase	\$34.0	\$34.0	Pre-implementation
	Top 2-3 Environmentally Cleared Projects	Freeway Design & Construction	\$114.6	\$573	Implementation
LB-ELA_0156		Traffic Controls at LB-ELA Freeway Ramps	\$10.0	TBD	Development/ pre-Implementation
LB-ELA_0181		Freeway Lids, Caps, Widened Bridge Decks	\$5.0	TBD	Development
LB-ELA_0157		LB-ELA Particulate Matter (PM) Reduction Pilot Project	\$2.0	TBD	Development
Freeway Safety and Interchange Improvements Initial Investment			\$170.6		
Freeway Safety and Interchange Improvements Modal Program Investment			\$49.4		
Total Freeway Safety and Interchange Improvements Investment			\$220.0		

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Here's What We've Heard – Projects for Initial Investment

Freeway Safety & Interchange Improvement Program

Project/Program	2024	2026	2028	2030	2032	2034
I-710 Freeway Safety and Operations Infrastructure Improvement Projects Bundle <ul style="list-style-type: none"> I-710/Firestone Interchange Improvements I-710/Florence Interchange Improvements I-710/Willow Interchange Improvements I-710/Del Amo Interchange Improvements I-710/Long Beach Boulevard Interchange Improvements I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors I-710/Imperial Interchange Improvements I-710/Auxiliary Lanes (Willow to Wardlow) I-710/I-405 Connector Project Improvements I-710/I-105 Connector Project Improvements I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard) I-710/Anaheim Interchange Improvement I-710/PCH Interchange Improvement I-710/Wardlow Interchange Improvement 	Alt. Analysis <ul style="list-style-type: none"> 12 Interchanges + 2 Auxiliary Lanes Freeway Alternatives Analysis of 14 projects Select top 3-4 priority projects to advance to CEQA/NEPA phase 	Environmental <ul style="list-style-type: none"> Freeway Project CEQA/NEPA Phase Complete separate studies of the detailed analyses of the benefits, impacts and costs of each priority project Select 3-4 projects to advance to design and construction 	Design <ul style="list-style-type: none"> Freeway Design & Implementation Design and implement the Preferred Alternative for each of the 3-4 priority projects 	Implementation		
		Measure R – funding for implementation Measure M – funding for planning (available now) Measure M – funding for implementation (FY26 and FY32 resources)				
		 Funding reserved for future phases if the project passes these decision points and has Metro Board approval.				
		  During these stages of development, projects/programs will be developed through Working Groups				

Here's What We've Heard – Transit

Can Metro make a greater commitment to transforming Transit in the LB-ELA Corridor Draft Investment Plan?

- > Metro proposes to transform transit by creating a greater commitment. We are adding 4 more priority bus lane corridors from the modal program to the 4 identified in the Draft CMIP initial investment to create a bundle for evaluation, development and implementation:
 - Atlantic Blvd, Florence Blvd, Long Beach Blvd, Slauson Ave (Draft CMIP)
 - Whittier Blvd, Olympic Blvd, Gage Blvd, and Firestone Blvd (Modal Programs)
- > Shift money from the modal program to the initial investments in transit. \$125M (to be leveraged to \$625M) to Transit projects:
 - Draft CMIP: \$29M in initial investments; \$96M in modal programs
 - Proposal: \$57M in initial investments; \$68M in modal programs
- > This proposal is responsive to the request to provide a more complete and transformative investment in transit in the LB-ELA Corridor.

CMIP Measure R/M Investment Summary – Transit

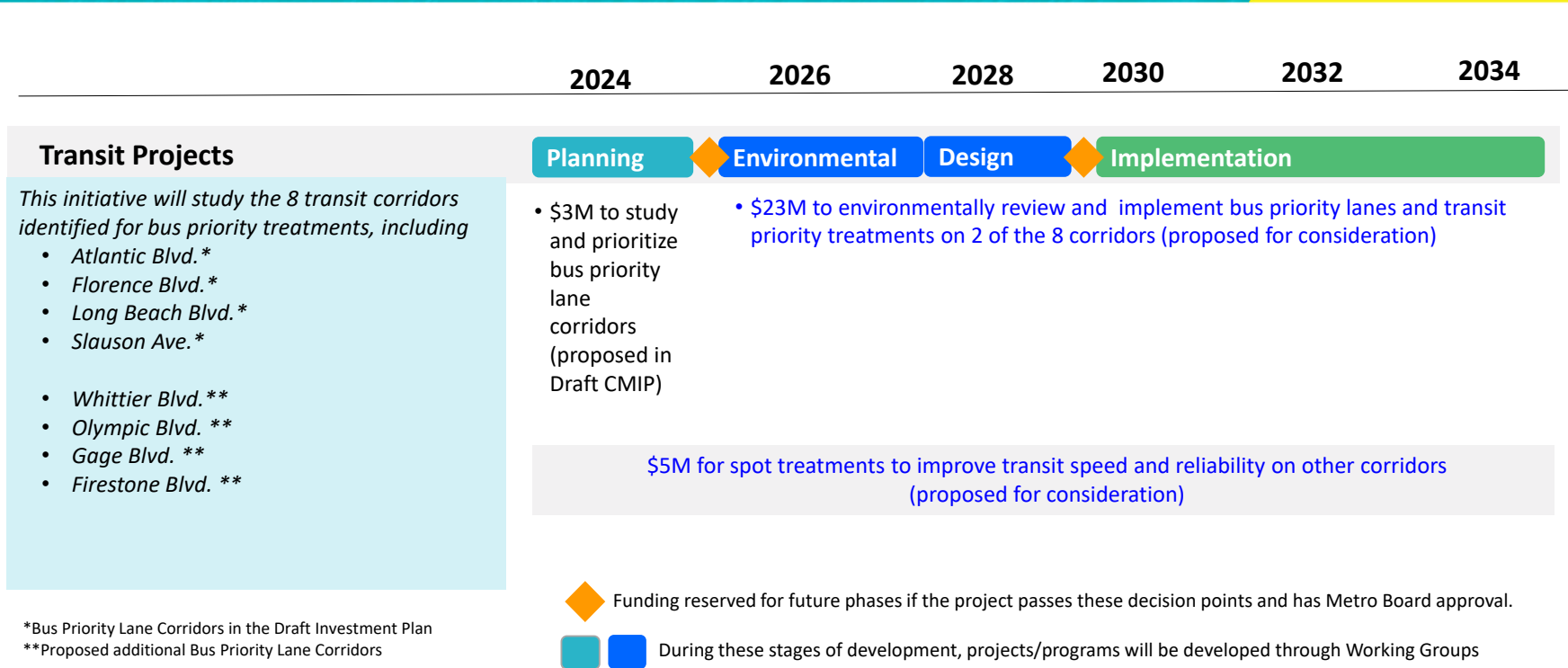
Project ID	Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost* (\$ in millions)	Phase
LB-ELA_0203	Bus Stop Improvements	\$19.0	\$19.0*	Development / Implementation
LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings	\$5.0	\$5.0*	Development / Pre-implementation
LB-ELA_0168	Compton Transit Management Operations Center Enhancements	\$2.0	\$27.0**	Pre-Implementation / Implementation
LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	\$1.0	-	Pe-implementation
LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)	\$1.0	-	Pre-implementation
LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	\$0.5	-	Pre-implementation
LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	\$0.5	-	Pre-implementation
Transit Initial Investment		\$29.0		
Transit Modal Program		\$ 96.0		
Total Transit Investment		\$ 125.0		



*Estimated project costs are totaled from individual city submissions.
 ** Total cost based on installation of a defined number of improvements.
 ***Project cost based on Blue Line First Last Mile estimate for Compton.

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Proposal to Transform Transit in the LB-ELA Corridor – Initial Investments



*Bus Priority Lane Corridors in the Draft Investment Plan

**Proposed additional Bus Priority Lane Corridors



Task Force Discussion




Public Comment




Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

- > Click **Raise Hand** or 
- > **Press*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

*Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.*

- > *Haga clic en “**Raise Hand**” o *
- > *“**Levantar la mano**” **presione *9** en la línea telefónica.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A** en el panel de control.*

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Agenda Item #3

Test for Consensus



Test for Consensus (This is not a vote): Draft Investment Plan

Proposal Statement: I support the funding and program recommendations in the Draft Investment Plan.



I SUPPORT
the proposal

I CAN LIVE WITH
the proposal

I HAVE CONCERNS
about the proposal


I WILL STAND ASIDE
on this one

Public Comment




Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

- > Click **Raise Hand** or 
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Closing Remarks and Next Steps



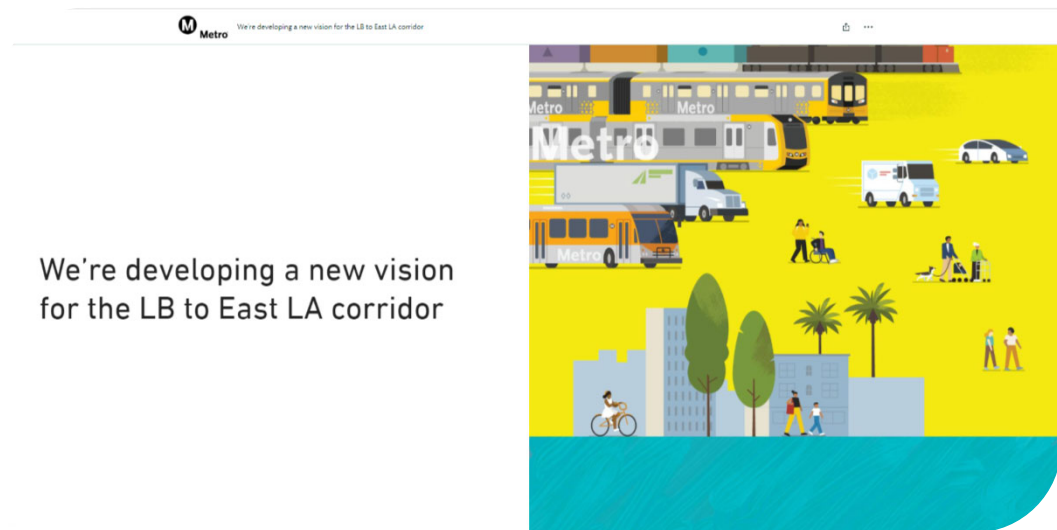
Project StoryMap

> **StoryMap content** Project overview/history

- Current Conditions
- Interactive map
- Community Stakeholder Partners and Engagement to date
- CBO Partnerships

> **Explore the StoryMap!**

Visit: metro.net/lb-ela-cp-hub



Project Dashboard



[About LB-ELA](#)

[Projects & Programs](#)

[Evaluation](#)

English ▾



We're developing a new vision for the Long Beach-
East LA Corridor.

Mobility Investment Plan

Visit: <https://lbeladashboard.com/>

Task Force Member Reminder! – Demographic Survey



- > This is a **voluntary survey** intended to gather demographic data on advisory body members to help Metro determine if participation is representative of Metro's ridership and Los Angeles County population.
- > All questions are optional to complete.
- > The collection and tracking of demographic data will also assist Metro in complying with the Federal Transit Administration's Title VI Circular 4702.1B.
- > Personal identifying information gathered will be kept confidential.
- > Aggregated demographic information may be shared publicly.



Upcoming Schedule – MARK YOUR CALENDARS!

LB-ELA Meetings

CLC – In-Person Workshop

Bateman Hall

11331 Ernestine Ave Lynwood, CA 90262

Thursday, March 21, 2024, 5:30-7:30pm

Equity Working Group Meeting #16 – Virtual Meeting

Monday, March 25, 5-7pm

CLC Meeting #26 – Virtual Meeting

Thursday, April 4, 2024, 5-7pm

Task Force Meeting #31 – Virtual Meeting

Monday, April 8, 2024, 5-7pm

Metro Meeting

Planning & Programming Meeting

Wednesday, April 17, 2024, 11:00am

Board Meeting

Thursday, April 25, 2024, 10:00am

Investment Plan

Public Comment Period Ends

Monday, April 1, 2024

Updated Investment Plan Release

Tuesday, April 2, 2024

For the most updated list of meeting dates, please visit:

<https://www.metro.net/projects/lb-ela-corridor-plan/>

General Public Comment




General Public Comment

You will be given **2 minutes** to make your question or comment, in order to maximize participation.



- > Click **Raise Hand** or
- > **Press*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

*Se le dará **2 minutos** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.*

- > Haga clic en **"Raise Hand"** o 
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Stay connected to this project



Michael Cano
Executive Officer
Countywide Planning & Development
LA Metro
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Los Angeles, CA 90012



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<https://www.metro.net/projects/lb-ela-corridor-plan/>



@metrolosangeles



losangelesmetro



Thank you!



NAME	QUESTION/COMMENT	AGENDA SECTION
Mario Dominguez, Jr.	I don't trust the L.A. County Board of Scumbags. They need to get their act together and do a much better job of taking care of my city. And the surrounding cities around South Gate. The L.A. County Board of Scumbags are master ratfuckers. Ratfucking cities out of programs, projects, and services is what they do best. These goddamn soulless motherfuckers need to start proving their worth. They need to start proving their worth a damn.	Agenda Item #1.2: Metro Update ii. Public Comment
Mario Dominguez, Jr.	You're welcome. God help us.	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Mario Dominguez, Jr.	My pleasure. I do it because I care. And I want to fight for my city. And I want to see these people get shit done for all of us.	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Unknown	I have to duck out.	Agenda Item #3: Test for Consensus
Mario Dominguez, Jr.	What is wrong with these people? Why can't they vote and say that they support this plan? My city needs this fucking thing to pass.	Agenda Item #3: Test for Consensus
Unknown	I can add	Agenda Item #3: Test for Consensus
Unknown	Please get Mario Dominguez, Jr. out of here. He's participated too much already.	Agenda Item #3: Test for Consensus
Fernando Gaytan	I first want to start by thanking staff for their efforts to make these accessible I am pleased to hear these community events happened. I also want to thank Metro for listening to community concerns regarding commenting on the Investment Plan. We're down to the wire. I think this final push to analyze the projects being proposed. We want to thank Supervisor Hahn for supporting us in this extension. I am hoping that this further feedback will be reflected in the final analysis. I also want to uplift Supervisors Hahn and Solis for supporting community programs. Overall, I think having these community facing programs will be essential. What you'll see from us, and we're hoping to provide you with some comprehensive comments pretty soon, is a call to make sure those community programs don't fall by the wayside. We need to see a balance in terms of the monetary amounts that are being invested. You'll see some comments there in terms of making sure those dollar amounts are balanced.	Agenda Item #1.1: Metro Update i. Task Force Discussion
Mario Dominguez Jr, Public	I got a problem with what I'm hearing. I'm not happy with the LA County Supervisors who I believe are racist. If you come down to my city here in South Gate and I got one street, Garfield Ave., between Imperial Highway and Firestone Blvd. Just walk that stretch of road and you'll see just how industrial my city is. You folks need to blast this fuckin thing, and launch it to the moon. You need to make this happen with lightning speed. I am going to need someone who is going to fight for my city and the surrounding cities near South Gate to deliver a project. We are talking about decades of neglect, decades of abandonment, of being forgotten and tossed aside. Where is the vision, where is the commitment. Hell, where is the investment. That is what I want to see. I heard a lot of talk, now I want to see implementation. You people need to go to work now.	Agenda Item #1.2: Metro Update ii. Public Comment
Connell Dunning, EPA	I want to understand the difference between air quality, community health, and environment. Is it the source of funding that's causing the different? What is causing the difference between air quality and greenhouse gases?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Comm. Sharon Weissman	Were any changes made to the draft Investment Plan made following feedback received since it was released in January?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Comm. Sharon Weissman	Are we voting on something different in April than we are today?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Comm. Sharon Weissman	Will we get those ahead of time so we have time to study any proposed changes?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard

<p>Comm. Sharon Weissman</p>	<p>When we get the new document will there be a sheet that highlights key changes?</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>
<p>Fernando Gaytan</p>	<p>I wholeheartedly agree with Comm. Weissman. Having a clear indication of what's changed will be really helpful. Especially if we are down to the wire and trying to review something in 5 days. One thing I heard from my colleagues at CEHAJ repeatedly is that we got in these 4 categories and their community programs, the same applies to the other 2 as well, the modal programs, we got a lot of categories that touch on different things. One thing that's missing is the overarching on public health and impacts that are going to be made, to the extent that Working Group meetings can have that embedded in what they're going to be asked to analyze and come up with startups. We need to have public health float to the top. It would be great to have that reflected here officially on how these Working Group meetings are going to actually tackle the issue of public impacts that currently exist, the potential to improve those public health outcomes through investments, and the dangers of perpetuating current harms through investments that are not fully vetted. It would be great to see that in each of these categories but certainly also perhaps its own category. One group that is laser focused on vetting those issues. You've heard that from CEHAJ repeatedly, and I know that we've got a lot of back and forth on the evaluation criteria, how it would be used, but in these working groups, it sounds like there's an opportunity there to further flesh out some of these investments. It would be great to see public health issue float to the top.</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>
<p>Kerry Cartwright</p>	<p>Given the timeframe, I urge Metro to consider changing the meeting date from April 8th to allow more time for Task Force members to review. I think April 8th is too soon.</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>
<p>Chris Chavez</p>	<p>Want to echo Fernando's comment regarding having some of the working groups' commitment oriented around public health. We know there are air quality challenges that connect back to historical disparities and issues stemming multiple decades. I think it's also important to have a public health focus as part of the implementation of this plan. We need to make sure projects are aligned with the health needs of a localized community.</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>
<p>Comm. Sharon Weissman</p>	<p>If further analysis shows that more than 3 are beneficial and don't violate anything we've talked about in terms of widening or severe air quality impacts. Why wouldn't we do more than 3?</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>
<p>Comm. Sharon Weissman</p>	<p>Clearly we have to prioritize. What I want to make certain with prioritizing is that we aren't going to remove projects that aren't as beneficial. We are just moving them down the road.</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>
<p>Joe Lyou</p>	<p>I really do appreciate the sensitivity to the auxiliary lane issue. There's concern about VMT on those auxiliary lanes. When it comes to VMT you have Clean Air Act transportation conformity issues that you'll have to deal with. I like the answer that Michael gave with providing context into the considerations behind your approach. Some of the interchange options I think could be more complicated. Auxiliary lanes are pretty straight forward. We know where they're going to go. In addition to considering the alternatives, you have to consider if you can so under the Clean Air Act. I agree with Commissioner Weissman that if we can make real safety improvements at more than 3 interchanges, then we should go ahead and consider more than 3 projects. One of our concerns has been that we really don't have any idea what those interchange projects look like. Obviously safety is a huge priority. With all the commitments that are being made to active transportation, Complete Streets, and those types of improvements, you can't let it all fall apart because you can't get from one side of the freeway to the other safely. I think we have to consider if we can do those kind of auxiliary projects under the Clean Air Act.</p>	<p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard</p>

Chris Chavez	Has Metro looked more at what would be considered a significant increase to Vehicle Miles Traveled? Caltrans said that any projects in an MPO that creates a VMT increase is considered significant. I'd like clarification on what you're considering to be a threshold.	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Jennifer Ganata	Can I see the slide on shifting funds again?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Jennifer Ganata	So technical funding would be funded from something different?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Marisol Barajas	Wardlow Offramp was a high concern for community members when it comes to safety. Why did some offramps make it on the list and others didn't? Is it based off of complete streets investments from other jurisdictions?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Marisol Barajas	Willow has the highest number of accidents in the corridor.	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Mario Dominguez Jr, Public	Mr. Cano you are winning major points with me. Look at slide 50. All of these are major streets that run through South Gate. So you're telling me that we won't get these streets done until 2030? Is that set in stone?	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard ii. Public Comment
Chris Chavez	I appreciate LA Metro putting together this slide (on CCA letter). So far the draft Investment Plan is certainly an improvement over 5C. I definitely want to recognize that there is improvement in that. I think you adequately explained some of the main points of our letter.	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Joe Lyou	I appreciate that you've taken the time to review and consider our letter.	Agenda Item #2: The Draft Investment Plan: Here's What We've Heard
Fernando Gaytan	I have concerns' - Obviously the point of our written comments is to point out the concerns we have. I hope once you receive our letter there will be some opportunities to engage in further dialogue. Part of what we've been calling for includes community benefits programs, the allocation of improved transit, improved rider experience, active transportation projects, and ZET infrastructure. In each of those projects I think there are nuances that are important to address. We urge Metro to expand bus shelters along key routes. We have concerns about whether priority bus lanes diverts traffic into surrounding neighborhoods. On active transportation we highly encourage class 4 bike lanes only. We are concerned that this might lead to streamlining of environment processes. You will be getting a more thorough letter from us. High level concerns include that at the very last phase of this TF process, we got a quick change in how projects were being prioritized. It led us to think scoring was being skewed at the 11th hour. The plan has no unequivocal commitment to no displacement. We'd like to have that confirmed in the actual plan itself.	Agenda Item #3: Test for Consensus
Jennifer Ganata	I also wanted to uplift resident and privacy protections. We support a lot of the community focused programs in this CMIP but we caution against programs that are framed as being community support but are really increased surveillance efforts. We want to talk about centering health. I think these are concerns we've had throughout the entire process.	Agenda Item #3: Test for Consensus

Jocelyn Del Real	We are uplifting that we share many of these concerns. We are also part of this letter. We feel it needs a lot more to work to make it equitable. We also want to highlight funding gaps we see amongst projects especially industry backed projects versus those that directly benefit communities.	Agenda Item #3: Test for Consensus
Sylvia Betancourt	I also want to lift up the point I always raise up around health. Our concerns and this project really have been around actual investments in how we're going to address health. It is not clear and well over the last two years it is something that I consistently raised. It's concerning that here we are in the late stage and it's not clearly defined. I do appreciate that Supervisor Hahn is proposing a motion to oversee funding and community programs. At the same time, I think it feels like it was not part of this Investment Plan and will be a second phase. As my colleagues in CEHAJ brought up, we have reviewed the CMIP and are going to be responding more thoroughly in a letter.	Agenda Item #3: Test for Consensus
Michael Leue	I just need a little more time to develop a position.	Agenda Item #3: Test for Consensus
Hank Hsing	Need more time to discuss internally.	Agenda Item #3: Test for Consensus
Albertos Campos	We need more time to discuss internally. Curious to see how the motion with Board of Supervisors goes.	Agenda Item #3: Test for Consensus
Mario Dominguez Jr, Public	This is a good plan. My city needs this. There's a lot of great shit in this plan. To the folks that have concerns, I'm sure they can be addressed. Mr. Cano can the Plan be amended as you guys proceed with it? This is something that my city desperately needs. I encourage you guys to work with Mr. Cano and his team.	Agenda Item #3: Test for Consensus ii. Public Comment
Mario Dominguez Jr, Public	I desperately want this for South Gate and the surrounding cities. I'm sure you folks have your concerns but this is such a tremendous opportunity. We're talking about projects that uplift humanity and the spirit of people. The thing I want to say about the LA County Board of Supervisors is they're the drivers. The rest of us are just along for the ride. I encourage you all to consider your position and the tremendous amount of good you'd be doing by voting for this plan. LA County has turned a blind eye to South Gate and the surrounding cities.	Agenda Item #3: Test for Consensus ii. Public Comment



Friday, March 15, 2024

Michael Cano
Executive Officer
Countywide Planning and Development
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

Re: Comments on the draft Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Mr. Cano,

Like Southern California's other freeways, Interstate 710 has become a defining force of its adjacent communities. Unfortunately, since its inception, Interstate 710 has always prioritized goods movement and economic considerations over public health and other community needs. As a result, freeway-adjacent neighborhoods have long endured significant pollution burdens. Southern California is already [home to the smoggiest air in the nation](#); so much so that the region has persistently violated National Ambient Air Quality Standards (NAAQS). Communities living near Interstate 710 are [exposed to even higher levels of pollution](#) – namely, carcinogenic diesel particulate matter.

The demise of the proposed expansion of Interstate 710 and the development of the Long Beach - East Los Angeles Corridor Mobility Investment Plan present an opportunity to improve regional transportation while also addressing community needs and air quality obligations. Rather than following California's long-followed orthodoxy of "adding just one more lane" and encouraging more driving, LA Metro can and should instead prioritize the communities impacted by the freeways. While many of the draft plan's proposed projects, such as increased transit services and complete streets infrastructure, are laudable, LA Metro needs to provide further clarification and safeguards to ensure community needs are met, civil rights protected, and Clean Air Act transportation conformity requirements fulfilled.

We appreciate LA Metro creating numerous opportunities for public input and discussion in the development of the LB-ELA Corridor Mobility Investment Plan. This process included many meetings and a lot of hard work by LA Metro staff and project consultants. We also understand that more opportunities for engagement are ahead, both in terms of finalizing the Corridor Mobility Investment Plan and its implementation. Yet, the plan is currently at a critical stage of development. LA Metro must use this moment to ensure the Corridor Mobility Investment Plan truly addresses the region's longstanding environmental inequities. To this end, we offer these comments:

- **The Corridor Mobility Investment Plan must be designed to address the main reason we are here: the harm from unhealthy air in the Interstate 710 communities and Southern California as a whole.**

In creating and implementing the Corridor Mobility Investment Plan, it is important to remember why we are here in the first place: the persistent environmental justice issues plaguing freeway adjacent communities, as well as the detrimental impacts Option 5C would have wrought. [As noted](#) by the United States Environmental Protection Agency (US EPA), expanding Interstate 710 would have illegally worsened air quality (and violated the Clean Air Act) even if the I-710 Clean Truck Program had been fully implemented. In other words - if every truck on a widened Interstate 710 were a zero-emissions vehicle, increases in tire, brake and road dust would still create unacceptable levels of air pollution. Further, US EPA has [just tightened](#) the standard for particulate matter (PM) and is [considering rejecting](#) the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan due to its inability to meet federal air quality standards. These developments underscore the need for any plan to reduce vehicle miles traveled (VMT), improve air quality and address community needs rather than prioritizing economic considerations.

It is also important to remember that failure to meet National Ambient Air Quality Standards (NAAQS) carries significant risks that not only puts public health in jeopardy, but also threatens the regional, and potentially, national, economy. If SCAQMD and the California Air Resources Board (CARB) are unable to demonstrate a viable pathway towards meeting air quality standards, US EPA can withhold almost all federal transportation funding, require two-to-one pollution offsets for new and expanding businesses, place hefty non-attainment fees upon stationary sources of air pollution, and impose a Federal Implementation Plan (FIP). FIP actions will likely include no-drive days for heavy-duty trucks and a loss of local control over air quality regulation. [Transportation is the largest source](#) of air pollution in California and attaining federal clean air standards will not be possible without reducing transportation-related emissions.

- **We remain concerned about the large number of highway-related projects and funding allocations in the proposed Corridor Mobility Investment Plan. LA Metro needs to provide more detail about the nature of these projects.**

We are concerned that the Corridor Mobility Investment Plan includes many highway-related projects. Of the more than forty initial projects identified for funding, at least sixteen are related to interchanges, auxiliary lanes or other highway projects. Similarly, the largest single investment category is for "Freeway Safety and Interchange Improvements." These projects are undefined and largely conceptual, which makes it impossible to provide informed and substantive feedback. We appreciate LA Metro's commitment to hold community hearing sessions to determine the design of these projects. We also appreciate LA Metro's public commitment to focus on improving smaller interchanges rather than constructing large projects focused on capacity

expansion. Still, the lack of specific information about the scope of these projects prevents us from endorsing the entire plan.

We do not oppose projects that are truly rooted in safety, such as improving lane and interchange geometry. LA Metro, however, should not use these projects as an opportunity to increase highway capacity. [Caltrans's policies](#) for California Environmental Quality Act (CEQA) analyses state that within an MPO area, a project that results in an increase in VMT in comparison to a no-build scenario, "will generally be considered significant" and require mitigation. Of particular concern is the potential to discreetly expand Interstate 710 through auxiliary lanes and freeway interchange to freeway interchange "gap" closures. While auxiliary lanes help moderate traffic flow and merging, multiple chained, long auxiliary lanes can result in de facto freeway expansion. This is an approach that LA Metro should avoid.

- **We strongly support proposed investments that will improve transit access and service as well as complete streets projects. We also support funding for community-based programming and LA Metro's plans to partner with local organizations.**

As already stated, California and the Los Angeles region must reduce transportation-related pollution. To achieve this, we support meaningful improvements to public transit, active transportation, and micromobility. These investments are imperative if Southern California is to reduce VMT and transportation-related pollution. The same can also be said for complete streets projects that are built around active transportation and clean mobility (rather than merely adding rudimentary infrastructure to a widened street as an afterthought).

We also support projects that have environmental justice benefits, such as the Shoemaker Bridge Replacement Project. This bridge replacement project will realign the Shoreline Drive/Interstate 710 connector in downtown Long Beach that currently cuts off disadvantaged, park-poor neighborhoods from much needed greenspace. Lastly, we support programmatic investments that address health, economic and other needs in communities along the Interstate 710 corridor. To this end, we encourage LA Metro to work with and foster community-based leadership to ensure residents of the corridor communities have ownership in and enjoy the direct benefits of these investments.

- **Many, if not most, of these projects are off-the-shelf and have been "in the works" for some time. LA Metro needs to provide more information as to what these proposals were originally attached to, and which projects are designed in response to Taskforce and Community Leadership Committee discussions.**

While it is understandable to have an extensive list of projects ready for the Corridor Mobility Investment Plan, LA Metro should be transparent about the origin of these projects and be careful to not crowd out community initiatives. Otherwise, the Corridor Mobility Investment Plan could ultimately serve as a wish list of previously unfunded LA Metro priorities rather than addressing community needs. Additionally, many of these proposals are likely tied to other projects. As such, LA Metro needs to be clear as to which of these proposals are part of other projects (and what those projects are), and which proposals were developed specifically in response to the Corridor Mobility Plan development process.

- **Should LA Metro create a congestion pricing system, it must minimize impacts on low-income residents. Further, congestion pricing underscores the need for high-quality, affordable and safe transit and mobility options.**

We understand that congestion pricing proposals require much thought and consideration. Currently, corridor-adjacent communities subsidize the costs and impacts of vehicular traffic through poor health, shortened lifespans, and a degraded quality of life. A well-designed, equity-focused congestion pricing system would instead shift this cost away from these vulnerable communities. A poorly designed system, however, could increase costs for low-income residents who must drive for work or to access basic goods and services. As such, any congestion pricing system must carefully consider how to minimize, or preferably, eliminate impacts on low-income households. Failure to do so would, at best, negate the benefits realized from congestion pricing, and at worst accelerate displacement due to increased transportation costs. Additionally, congestion pricing underscores the need for public transportation, active transportation, and micromobility investments, as people will need safe, clean and reliable alternatives to driving.

- **The Corridor Mobility Investment plan should clarify that Pacific Harbor Line (PHL) is independent of Union Pacific and BNSF. Additionally, Metro should consider including multiple zero-emission rail technologies as part of its investment strategy.**

Perhaps unintentionally, the draft Corridor Mobility Investment Plan seems to assume Pacific Harbor Line is part of Union Pacific and/or BNSF. Specifically, Project LB-ELA_0217: Freight Rail Electrification Pilot Project states:

“Work with the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads to continue to develop and test various battery electric locomotives for operation **on the Pacific Harbor Line** and in the Alameda Corridor, with an ultimate goal of advancing a ZE technology capable of entering commercial, revenue service operation.”

We support efforts to deploy zero-emission locomotives and have long pushed Union Pacific and BNSF to deploy their cleanest locomotives to Southern California. PHL, however, is a separate Class III short line railroad that is not part of Union Pacific or BNSF. It is also worth noting that PHL has been proactive in reducing emissions and is currently engaged in projects to test and demonstrate zero emissions locomotives. As such, the Corridor Mobility Plan should clarify PHL's status as an independent operator and partner in the implementation of the Plan. Additionally, LA Metro may want to consider other zero-emission locomotive technologies as part of the Plan as heavy-duty freight rail is a "hard-to-electrify" sector.

Thank you for your consideration of our comments. We again want to express our appreciation for the numerous opportunities for public comment and involvement. We recognize that, even as a draft document, the Corridor Mobility Investment Plan is an improvement over the original Option 5C proposal. We hope LA Metro uses these and other community comments to improve and strengthen the proposal and create a plan that will both transform and empower the communities along the Interstate 710 Corridor.

Sincerely,

A handwritten signature in cursive script that reads "Christopher Chavez". The signature is fluid and includes a long, sweeping underline that extends to the right.

Christopher Chavez
Deputy Policy Director