



Long Beach-East Los Angeles Corridor Plan
Task Force Meeting #31 Table of Contents
 April 8, 2024

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Long Beach-East Los Angeles Corridor Mobility Investment Plan
Task Force Meeting #31 Summary Report
April 8, 2024



ATTENDEES

Labor and Economic / Workforce Development

Louie Diaz, Vice President, International Brotherhood of Teamsters, Local Union 848

Chris Wilson, Public Policy Manager, LA County Business Federation (BizFed)

Jermaine Hampton, Vice President Workforce Development & Special Projects, LA County Economic Development Corporation (LAEDC)

Transportation Agencies

Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority (ACTA)

Niki Okuk, Deputy Director, CALSTART

Alyssa Haerle, Director of Infrastructure Incentive Administration, CALSTART

Scott Strelecki, Program Manager II, Southern California Association of Governments (SCAG)

Roderick Diaz, Director of Planning and Development, Metrolink (Southern CA Regional Rail Authority)

Marisol Barajas, Manager of Government Relations, Long Beach Transit (RideLBT)

Lupe Valdez, Senior Director Public Affairs, Union Pacific Railroad

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

Laura Cortez, Community Organizer / Co-Director, East Yard Communities for Environmental Justice (EYCEJ)

Janeth Preciado Vargas, Southeast LA Youth Organizer, 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)

Fernando Gaytan, Senior Attorney, Earthjustice

Vanessa Rivas Villanueva, Research and Policy Analyst, Earthjustice

Kimberly Leafat, Attorney, National Resources Defense Council (NRDC)

Freight and Logistics Industry

Sharon Weissman, Commissioner, Port of Long Beach (POLB)

Kerry Cartwright, Director of Goods Movement, Port of Los Angeles (POLA)

Matt Schrap, Chief Executive Officer, Harbor Trucking Association (HTA)

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)

Michele Grubbs, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Christopher Chavez, Deputy Policy Director, Coalition for Clean Air (CCA)

Academic / Research / Policy / Foundations

Dr. Genevieve Giuliano, Director, METRANS
Edward Muna, Project Manager, USC Equity Research Institute (ERI)
Fidencio Gallardo, Education Innovation Deputy, LA Unified School District

Local Jurisdictions

Viviana Gomez, Transportation Deputy, LA County Supervisorial District 4
Ben Feldman, Special Projects Deputy, LA County Supervisorial District 1
Karishma Shamdasani, Senior Deputy of Transportation and Infrastructure, County Supervisorial District 2
Steve Burger, Deputy Director, Transportation, LA County Department of Public Works (DPW)
Kevin Lainez, Councilmember, City of Commerce/GCCOG I-710 Ad Hoc Committee
Tina Backstrom, Senior Transportation Director, City of Los Angeles

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)

Community Leadership Committee (CLC)

Phyllis Ollison, Compton
Fa'alagilagi Meni-Siliga, Carson
Marcos Lopez, Long Beach

Project Team

Metro

Michael Cano, Executive Officer of Countywide Planning & Development
Lilian De Loza Gutierrez, Executive Officer, Local Government Relations & Countywide Initiatives
KeAndra Cylear-Dodds, Executive Officer, Equity and Race
Jessica Medina, Manager, Equity and Race
Akiko Yamagami, Manager, Transportation Planning & Goods Movement
Lucy Delgadillo, Project Manager, Complete Streets and Highways

Caltrans

Jeff Newman, Transportation Planner
Kelly Ewing-Toledo, Deputy District Director Environmental Division

AECOM

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

Cal Strategic Management

Robert Cálix, Principal

Here LA

Amber Hawkes, Co-Director

Shannon Davis, Co-Director

Cambridge Systematics

Jon Overman, Senior Associate

Morales+Morales

Erika Morales, Partner

Ramboll

Julia Lester, Principal

North Star Alliances

Chris Degroof, Chief Operating Officer

Leila Bardales, Project Manager

Arellano Associates

Melissa Holguin, Staff & Project Director

Susan DeSantis, 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 #31 was held virtually on Monday, April 8, 2024, from 5-7:30pm. The intent of Task Force Meeting #31 was to:

- > Review comments received from January 31st through April 1st and report on how that input has been considered in the Final Investment Plan recommendations
- Communicate the CLC Vote and messages to the Task Force
- > Review Next Steps
- > Conduct Consensus Building and Vote on the 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**). Task Force Vote and Vote Statements Summary 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.
- > 36 Task Force members, 2 Ex-Officio members, 3 CLC members, 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 Project Timeline.
 - The Draft Investment Plan will be presented at the Metro Planning and Programming Committee Meeting on Wednesday, April 17, and at the Metro Board meeting on Thursday, April 25.
- > The Long Beach-East LA Corridor received over \$57 million in grant funds from the U.S. Department of Transportation's Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs for following projects:
 - I-710 Humphreys Avenue Crossing for Pedestrians/Bicyclists (PIPO)
 - Reconnecting East LA: State Route 60 Green Bridge Project for Belvedere Park
 - Pedestrian Bridge over two freight tracks in the Port of Los Angeles
 - Hamilton Loop Project @ SR-91
 - Removing Barriers and Creating Legacy-A Multimodal Approach for LA County (Florence Ave. Bus / Willow Mobility Hub & Open Streets / Del Amo & Avalon Blvd FLM)
- > Mr. Cano provided an overview of the \$1.095 billion in grant funding received by the Long Beach-East LA Corridor since September 2021. See slides 17-19 in **Appendix B** for a complete list of grants received.
- > KeAndra Cylear-Dodds, Executive Officer, Equity and Race, shared an update on the CLC Meeting and the outcome of the CLC vote that took place on April 4th.
 - The CLC voted on the following motion: "I support the adoption of the Investment Plan and its recommendations."
 - The motion passed with **62% of members in support, and 38% voting no.** CLC Members were given the opportunity to provide a [brief statement](#) to accompany their vote that would be shared with Task Force members and the Metro Board
 - Ms. Cylear-Dodds shared themes from both the "Yes" vote and the "No" vote statements of CLC Members:
 - "Yes" Vote Statement Themes:
 - The Plan integrates goals and parameters that we have sought and agreed upon.
 - Support for the CLC process and collaboration over the months.
 - Excitement about implementation, with health, greening, and employment opportunities.
 - Praise for considering the disability community.

- Support for the Plan as presented, despite its imperfections.
 - Support for the Implementation Guidelines to ensure projects are implemented as intended.
 - While there are many needs, this is a transportation agency plan that cannot do everything to meet needs.
 - “No” Vote Statement Themes included:
 - Written commitment from Metro needed to protect communities from future projects that put health in jeopardy.
 - Metro to assume accountability to ensure improvements are realized. Clarity requested on public health in the Plan.
 - More detailed data requested on which to base projects and decisions.
 - Explicit language requested that calls out the community opposition to displacement and surveillance.
 - Lack of transparency; historical distrust of Metro and Caltrans persists.
 - Despite a “no” vote, support for the process and collaboration that has taken place.
- > Mr. Cano previewed the Task Force vote statement:
- “I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while acknowledging that there is more work to be done through the working groups to collectively refine implementation.”
- > Ms. Morales facilitated a discussion with Task Force members.
- > Discussion highlights include:
- Need to uplift and address community concerns and feedback, especially feedback from those who voted against the Draft Investment Plan at the CLC meeting.
 - Concerns about last-minute changes to the plan and the limited time provided for review, emphasizing the importance of transparency and thorough review processes.
 - Call for concrete plans and funding commitments to address health disparities and impacts, with concerns raised about the perceived lack of attention to health in the current Investment Plan.
 - Acknowledgment of the complexity of the plan and the need for continued collaboration to address issues such as urban heat island effects, social and economic disparities, and other community conditions.
 - Recognition of the importance of community engagement and addressing diverse perspectives in the planning process.
 - Despite some opposition, there is support for infrastructure projects like bike paths and mass transit improvements, with an emphasis on their benefits for communities and the environment.

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

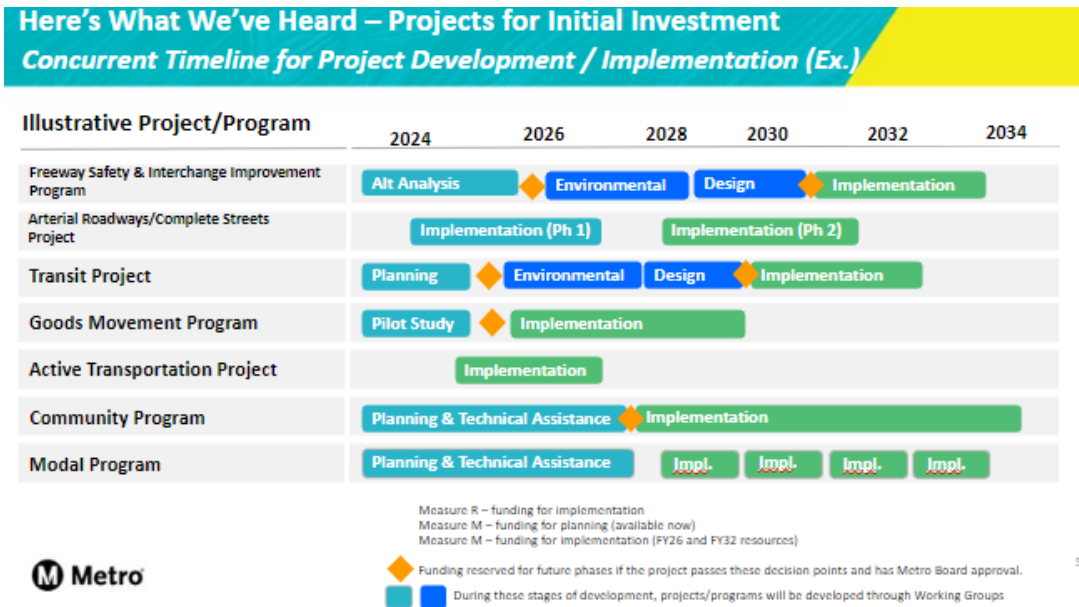
- > Mr. Cano noted that since the Draft Investment Plan’s release on January 31, 2024, over 420 comments have been received to date from multiple sources.

- > A breakdown of the different meetings and forums where comments were received include:
 - 10 community meetings (5 in-person, 5 virtual)
 - 2 Task Force Meetings
 - 3 CLC Meetings (Including In-Person Workshop & April 4th Meeting)
 - 2 Working Group Meetings (Equity, Zero-Emission Truck)
 - 1 Coordinating Committee Meeting
 - 4 Small Stakeholder Group Meetings (CEHAJ, Freight Industry, Air Quality/Health Working Group, SELA)
 - LA County Board of Supervisors Motion
 - Email Messages
 - Letters (CEHAJ & LiBRE, CCA, POLB, POLA, EPA Region 9, BizFed, LA County District 15)
 - Project Dashboard
- > Mr. Cano presented feedback on the Draft Investment Plan heard at the community meetings held throughout the public comment period. For a full list of general comment themes see Slides 32-33 in **Appendix B**.
- > Mr. Cano outlined the highlights of the comments that were provided on the Draft Investment Plan from Task Force Meeting #30:
 - Need to focus on public health in investment decisions for all projects and keep at the forefront of the Working Groups.
 - The importance of aligning projects with the safety and health needs of the community, particularly in areas with historical disparities.
 - Project selection criteria and funding allocations must be transparent, as well as a commitment to community benefits and equity.
 - Keep Community Programs at the forefront, particularly in addressing concerns through ongoing oversight and funding.
 - Request for confirmation of Metro's commitment to no displacement in the Plan
- > Ms. Cylear-Dodds reported out on highlights from Equity Working Group Meeting #16:
 - Existing programs, challenges, and opportunities around Health and Air Quality, which have been key concerns for the Equity Working Group;
 - Proposed objectives and structure for the new Community Programs Working Group focused on Air Quality and Community Health;
 - Input received on Community Health/Air Quality initiatives that participants are engaged in and how that may inform future partnerships under the Community Health Benefit Program;
 - Feedback provided on defining community health includes elements such as access to healthcare, recreation, and health education, housing and economic stability.
 - Concerns about equity in project prioritization and funding gaps between industry-backed projects and those benefiting communities.
- > Mr. Cano shared with Task Force members that six letters regarding the Draft Investment Plan were received during the public comment period from the following Task Force and Task Force Ex-Officio organizations:
 - Coalition for Clean Air (CCA) (March 15, 2024)
 - Port of Long Beach (POLB) (March 18, 2024)
 - Port of Los Angeles (POLA) (March 19, 2024)

- Coalition for Environmental Health and Justice (CEHAJ) and Long Beach Residents Empowered (LiBRE) (March 28, 2024)
- United States Environmental Protection Agency Region 9 (EPA 9) (March 29, 2024)
- Los Angeles County Business Federation (BizFed) (April 1, 2024)
- > Two letters were received after the Draft Investment Plan public comment period from the following elected official offices
 - Anthony Rendon, Assembly Speaker Emeritus (dated April 1, 2024)
 - Councilmember Tim McOsker LA City Council District 15 (April 2, 2024)
- > A summary of the letters' key themes can be found on Slides 36-37 in **Appendix B**.
- > Mr. Cano shared the list of changes that were made in the Draft Final Investment Plan based on feedback received. For detailed information on these changes, see Slides 39-41 in **Appendix B**.
- > The list of final funding allocations by category and by mode was presented with the final initial funding recommendations.
- > Mr. Cano shared changes in initial investments.
 - Metro sent an application to the US Department of Transportation for the "I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities" - \$2M Community Planning Grant award from the FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program in September 2023.
 - Metro pledged that the agency would commit \$500,000 to leverage \$2M in USDOT Reconnecting Communities and Neighborhoods (RCN) funds for a total package of \$2.5M
 - Note: This local funding commitment represents 20% of the total estimated cost of \$2.5M to develop the Plan.
 - Measure M funds, in addition to Measure R, can be used as a funding source for the "I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities.
 - Metro also will seek partnership opportunities with academic agencies & community organizations METRANS/SELA & CBOs to support on the planning effort on Reconnecting Communities Grant Application-
- > Metro's policy on displacement in the Investment Plan was reviewed:
 - Metro is pleased to affirm that the Investment Plan, in contrast to the prior I-710 South Corridor Project, **does not** recommend any projects or programs with any known displacements for funding and remains committed to ensuring these Board policies remain intact through the implementation of the Investment Plan.
 - Metro committed at the beginning of this process to ensure there will be no displacement and has removed any project that had known displacements from consideration for evaluation or funding.
- > Ms. Cylear-Dodds presented how Health and Air Quality will be improved in the Investment Plan.
 - Health and Air Quality were integrated into Goals & Sustainability Guiding Principle as well as the evaluation process.
 - Metro recognizes that health disparities are connected to transportation issues.

- Metro will invest in and support a comprehensive set of strategies including the promotion of zero-emission vehicles, active transportation network, traffic flow improvements, green infrastructure, safety improvements, and Community Programs and the START-UP Program.
- This START-UP Program will also be monitored and maintained by specialized Working Groups that will ensure these projects are truly promoting better health and air quality outcomes for people in the corridor.
- > Ms. Cylear-Dodds shared the next steps for Air Quality & Health.
 - Moving forward in the Investment Plan, all applicable projects must adhere and fully pass CEQA/NEPA and Clean Air Act conformity requirements
 - The Air Quality, Health, and Environment Working Group will be formed to serve as a body that oversees the growth of these projects.
 - A LB-ELA Performance Tracking Program will be implemented to establish tools and methods for tracking project outcomes.
- > Mr. Cano gave insight into the next steps for the projects and programs recommended for initial investment.
 - The initial investment projects need further refinement before implementation. Metro suggests creating two "Modal" working groups to aid in this refinement process, alongside three working groups for Community Programs.
 - These additional groups will focus on community engagement and shaping project scopes before moving to the implementation phase.
 - Once a project has reached the implementation phase, these projects will be tracked and monitored by said working groups.
- > See slides 57 and 58 below for details on the project stages of development and an example concurrent timeline for project development and implementation:





- > An update was given on the Working Groups. The Investment Plan includes:
 - 3 Community Program Working Groups that will help develop 15 Community Programs
 - 2 "Modal" Working Groups will cover the Initial Investment Projects and 5 Modal Programs
 - Metro envisions a process of continuing community engagement and stakeholder involvement in the design and development of Investment Plan projects and programs.
 - All 5 Working Groups will be structured to ensure they follow these criterions and guidelines listed below:
 - Align outcomes with the Vision, Goals, and Guiding Principles of the Investment Plan.
 - Continue collaborative partnerships and hold meaningful discussions with a broad range of stakeholders, including Task Force, Community Leadership, and community members, in implementing the Investment Plan after adoption.
 - Include relevant expertise and stakeholders to help support program outcomes and success.
- > Mr. Cano shared a motion put forth by LA County Supervisors Hahn and Solis which passed on March 19, 2024.
 - The Board of Supervisors Motion highlights the following:
 - Adopts the LB-ELA CMIP Community Programs as a priority for Los Angeles County for Los Angeles County to support in their development and implementation.

- Directs the Chief Executive Officer to designate a County Department liaison for each of the 15 Community Programs to provide technical assistance, identify resources, support grant applications, and participate in relevant working groups.
 - Directs the Chief Executive Officer to report back in 120 days on progress and implementation of the above items.
- > Mr. Cano explained how the Investment Plan will support communities with fewer projects or that lack resources to develop additional projects.
 - Metro’s Strategic Technical Assistance for Reparative Transportation Uplifting People (START-UP) Fund included in the Investment Plan 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 Investment Plan or with only conceptual or development phase projects in the Investment Plan
 - With high concentrations of Equity Focus Communities (EFCs)
 - Facing the greatest cumulative impacts
- > Mr. Cano reviewed the Freeway Safety and Interchange Improvement Program. See Slide 68 below for detailed information.
 - Based on a request from the CLC, I-710 Freeway Safety and Operations project bundle is now named I-710 Multimodal, Operational, Safety, and Access Investments for the Community (MOSAIC) Program to better reflect intent of improvements.

Projects Recommended for Initial Investment
Freeway Safety & Interchange Improvement Program

| Project/Program | 2024 | 2026 | 2028 | 2030 | 2032 | 2034 |
|--|--|--|---------------|---|---|-------------------|
| I-710 MOSAIC Program <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/ Interchange Improvements • 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/Anahelm Interchange Improvement • I 710/PCH Interchange Improvement • I 710/Wardlow Interchange Improvement | Alt. Analysis 12 Interchanges + 2 Auxiliary Lanes- \$5M <ul style="list-style-type: none"> • Freeway Alternatives Analysis of 14 I-710 MOSAIC projects • Select top 3-4 priority I-710 MOSAIC projects to advance to CEQA/NEPA phase • Safety, GHG, Community Impacts, VMT, Air Quality, Multimodal Benefits • Community Engagement | Environmental Freeway Project CEQA NEPA Phase- \$34M <ul style="list-style-type: none"> • Complete separate studies of the detailed analyses of the benefits, impacts and costs of each priority I-710 MOSAIC projects • Select 3-4 I-710 MOSAIC projects to advance to design and construction • Community Engagement | Design | Implementation Freeway Design & Implementation- \$114.6M <ul style="list-style-type: none"> • Design and implement the Preferred Alternative for each of the 3-4 priority I-710 MOSAIC projects • Community Engagement | | |
| | | | | | <small>Measure R – funding for implementation Measure M – funding for planning (available now) Measure M – funding for implementation (FY26 and FY32 resources)</small> | <small>68</small> |
| | | Funding reserved for future phases if the project passes these decision points and has Metro Board approval. | | | | |
| | | | | | | |
| | <small>During these stages of development, projects/programs will be developed through Working Groups</small> | | | | | |



- > Mr. Cano presented how Metro can make a greater commitment to transforming Transit in the LB-ELA Corridor Investment Plan:
 - The Investment Plan recommended 4 bus priority lane corridors for planning funds
 - Metro increased commitment to transit in the Final Investment Plan by adding 4 more bus priority lane corridors from the modal program to the 4 identified in the Investment Plan initial investment and added funding for development and implementation.
 - Shift money from the modal program to the initial investments in transit.
 - \$125M to LB-ELA Corridor Bus Transit Priority Program projects (leveraged to \$625M)
 - This final investment plan is responsive to the request to provide a more complete and transformative investment in transit in the LB-ELA Corridor.
- > For detailed information on the LB-ELA Corridor Bus Transit Priority Program Initial Investments, see Slide 71 in **Appendix B**.
- > Mr. Cano presented the next steps following the adoption of the Investment Plan. A full breakdown of these steps can be found on Slide 73 in **Appendix B**.
- > Ms. Morales facilitated a discussion with Task Force members.
- > Discussion highlights include:
 - Desire for the Investment Plan to incorporate hydrogen as an essential element in zero-emission strategies.
 - Messaging and collaboration around the plan are crucial.
 - Concerns about ZET travel zone restrictions.
 - Freeway decommissioning, particularly the Terminal Island Freeway, was a contentious issue with concerns about its impacts and the involvement of various entities like Metro and Caltrans.
 - Several members expressed concerns about rushing the voting process without fully addressing issues and requested more time for thorough consideration.
 - Despite concerns, there's recognition of improvements in the plan over previous versions, but emphasis on the need to build trust with the community.
 - Focus on health and safety implications, especially regarding truck traffic, and the need to consider these factors in decision-making.
 - Questions about equity and potential harms to communities, emphasizing the importance of understanding the full impact before proceeding.
 - Acknowledgment of upcoming funding opportunities and the need to avoid missing out by delaying the vote.
 - Desire to see a commitment from Metro to continued engagement and addressing community concerns, even after the voting process.

Agenda Item #3: Reaching Consensus & Vote

- > Ms. Morales facilitated a Vote with Task Force members.
 - Vote Statement Considered: “I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while

acknowledging that there is more work to be done through the working groups to collectively refine implementation.”

- Results: **Yes (19, 70%), No (8, 30%), Abstain (6, 0%)**
 - See **Appendix D** for the Task Force Vote and Vote Statements Summary.
- > Mr. Cano acknowledged the significance of the vote and recognized the work ahead to meet the goals laid out in the Investment Plan. Mr. Cano also expressed the Project’s Team humble appreciation for the chance to collaborate with Task Force members throughout the project while reiterating the commitment to remain in continued dialogue and conversation with the Task Force.

Closing Remarks & Next Steps

- > Ms. Morales reviewed the upcoming project meeting schedule.
 - The Draft Final Investment Plan will be voted on by the Metro Planning and Programming Committee on Wednesday, April 17.
 - The Metro Board will vote on whether to adopt the Investment Plan at the Thursday, April 25th Board Meeting.
- > 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](#)



The Long Beach-East Los Angeles Corridor Mobility Investment Plan

Task Force Meeting #31 Agenda / Agenda de la Reunión #31 del Comité Consultivo

Monday, April 8, 2024 / lunes, 8 de abril del 2024

5-7:30pm

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

Webinar ID / ID de Reunión: 813 9364 2310

Passcode / Contraseña: 5851

- 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
- 6:00pm Agenda Item #3: Reaching Consensus & Vote**
Punto #3 de la Agenda: Llegar a un Consenso y la Votación
- 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



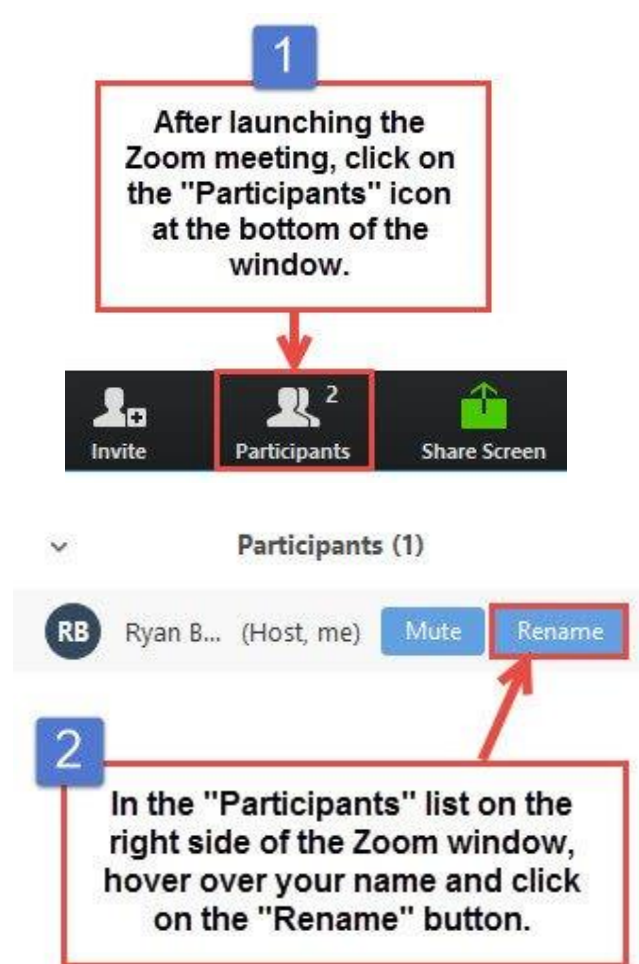
- This meeting is transmitted in English, Spanish, Khmer and Tagalog.
 - Everyone must choose the preferred language they would like to hear the meeting in
 - Click the **Interpretation** icon in your meeting controls to enter an *English, Spanish, Tagalog, Khmer* room
 - To hear the interpreted language 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





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

Welcome!

Task Force Meeting #31

April 8, 2024

Facilitators



Erika C.B. Morales

Partner, Morales + Morales Partners



Robert Cálix

Cal Strategic Management

Metro Project Team



Michael Cano
Countywide Planning &
Development



Avital Barnea
Multimodal Integrated
Planning



Ernesto Chaves
Strategic Innovation



KeAndra Cylear-Dodds
Equity and Race



Lilian De Loza-Gutierrez
Community Relations



Lucy Delgadillo
Highway Programs



Jessica Medina
Equity and Race

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 comments received from January 31st through April 1st and discuss how that input has been considered in the Final Investment Plan recommendations
- > Communicate the CLC Vote and messages to the Task Force
- > Review Next Steps
- > Consensus Building
- > Conduct a Vote on the Investment Plan

Detailed Agenda

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

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

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

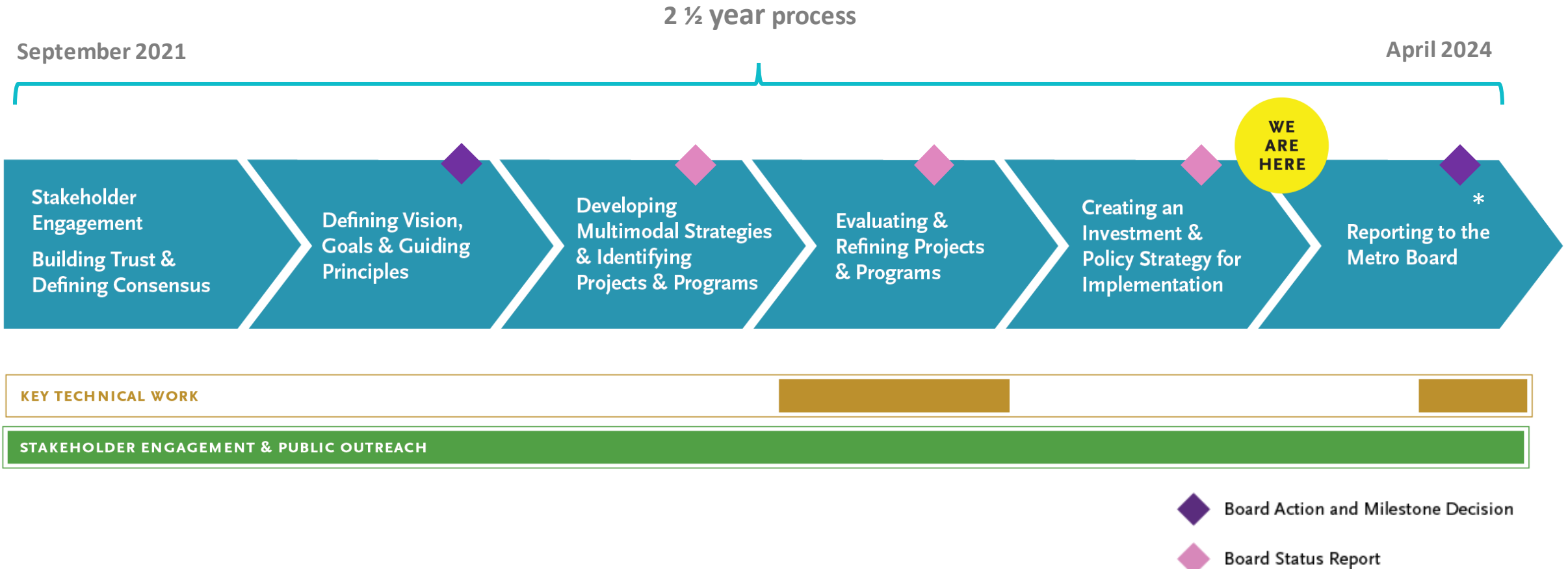
7:30pm **Adjournment**

- 5:25pm** **Agenda Item #2: The Investment Plan:
Here's What We've Heard** *(35 mins)*
- i. Input Received
 - ii. Task Force Interactive
 Discussion: Clarifications & Proposed
 Responses
 - iii. Public Comment

- 6:00pm** **Agenda Item #3: Reaching Consensus & Vote** *(85 mins)*
- i. Consensus Building
 - ii. Vote
 - iii. Public Comment

Agenda Item #1: Metro Update

Project Timeline and Milestones



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



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> |

LB-East LA Corridor Projects have received \$1.095 billion in grants since September 2021 *(slide 1 of 3)*

| Sponsor Agency | Project Name | Funding Received | Grant Program | Mode |
|---|--|--|--|---|
| United States Department of Transportation | I-710 Humphreys Avenue Crossing for Pedestrians/Bicyclists (PIPO) | \$10.0 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation |
| United States Department of Transportation | Reconnecting East LA: State Route 60 Green Bridge Project for Belvedere Park | \$0.8 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation |
| United States Department of Transportation | Pedestrian Bridge over two freight tracks in the Port of Los Angeles | \$5.0 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation |
| United States Department of Transportation | Hamilton Loop Project @ SR-91 | \$1.2 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation / Community Program |
| United States Department of Transportation | 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> | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Transit / Active Transportation |
| United States Department of Transportation | West Shoreline Drive | \$30 million | USDOT Reconnecting Communities Pilot program | Arterial Roadway / Community Program |
| United States Department of Transportation, Maritime Administration (MARAD) | Middle Harbor Zero Emission Conversion Project | \$30.14 million | USDOT / Maritime Administration (MARAD) Port Infrastructure Development Program | Goods Movement |
| State of California | Bell Gardens Complete Streets Project Phase 2 | \$3.0 million | Active Transportation Program | Active Transportation |
| State of California | Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements | \$2.1 million | Active Transportation Program | Active Transportation |
| State of California | Mid-City Bicycle and Pedestrian Connections | \$8.8 million | Active Transportation Program | Active Transportation |

LB-East LA Corridor Projects have received \$1.095 billion in grants since September 2021 *(slide 2 of 3)*

| Sponsor Agency | Project Name | Funding Received | Grant Program | Mode |
|---|---|------------------|---|-----------------------|
| State of California | Wilmington Safe Streets: A People-First Approach | \$32.3 million | Active Transportation Program | Active Transportation |
| United States Department of Transportation, Maritime Administration (MARAD) | Middle Harbor Zero Emission Conversion Project | \$30.14 million | USDOT / Maritime Administration (MARAD) Port Infrastructure Development Program | Goods Movement |
| State of California | Metro A Line Connections for Unincorporated Los Angeles County | \$9.9 million | Active Transportation Program | Active Transportation |
| California Transportation Commission | Metro I-710 Integrated Corridor Management (ICM) Project (Metro PIPO project) | \$27.84 million | SB 1 Trade Corridor Enhancement Program | Freeway |
| California Transportation Commission | Port of LA Maritime Support Facility Access — Terminal Island Project | \$14.936 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |
| California Transportation Commission | Port of LB Pier B Early Rail Project | \$70.442 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |
| California Transportation Commission | Southeast LA Transit Improvements Project (PIPO) | \$14.5 million | SB 1 Local Partnership Program – Competitive | Transit |
| California Transportation Agency | Commerce Flyover Project | \$12 million | Port and Freight Infrastructure Program | Goods Movement |
| State of California | Metro A Line Connections for Unincorporated Los Angeles County | \$9.9 million | Active Transportation Program | Active Transportation |
| California Transportation Commission | Metro I-710 Integrated Corridor Management (ICM) Project (Metro PIPO project) | \$27.84 million | SB 1 Trade Corridor Enhancement Program | Freeway |
| California Transportation Commission | Port of LA Maritime Support Facility Access — Terminal Island Project | \$14.936 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |

LB-East LA Corridor Projects have received \$1.095 billion in grants since September 2021 *(slide 3 of 3)*

| Sponsor Agency | Project Name | Funding Received | Grant Program | Mode |
|--------------------------------------|--|------------------------|--|-----------------------|
| California Transportation Commission | Port of LB Pier B Early Rail Project | \$70.442 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |
| California Transportation Commission | Southeast LA Transit Improvements Project (PIPO) | \$14.5 million | SB 1 Local Partnership Program – Competitive | Transit |
| California Transportation Agency | Commerce Flyover Project | \$12 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Hobart/Commerce IMF Leads Project | \$15 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LA SR-47/Seaside Ave/Navy Way Project | \$41.79 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LA Rail Mainline Bridge | \$42.08 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | AQMD's Freight Air Quality Solutions (FAQS) | \$76.25 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LA Maritime Support Facility Project | \$149.33 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LB System-Wide Investment in Freight Transport (SWIFT) Program | \$383.35 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Commission | 13 projects; Projects in Carson (2), Cudahy, Downey, Huntington Park (PIPO), Los Angeles, Los Angeles County unincorporated, Maywood, Paramount, Signal Hill, and South Gate (2) | \$74.535 million | State Active Transportation Program—MPO | Active Transportation |
| TOTAL | | \$1.095 billion | | |

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.*



CLC voted on April 4th, 2024:

"I support the adoption of the Investment Plan and its recommendations."

- > The motion passed with 62% of members in support, and 38% voting no, with statements on rationale.
- > Many CLC members also provided a statement that accompanied their vote, which they wanted to be passed on to the Task Force and Metro Board.

CLC Update: Themes from "Yes" Vote Statements

"Yes" Vote Themes:

The Plan
Integrates goals and
parameters we have
sought and agreed
upon.

Excited about
implementation,
health, greening,
and employment
opportunities.

Support for
the CLC process
and joint
collaboration
over the months.

The Plan takes
into account
the disabled
community.

Support for
the Plan
as presented, even
with an imperfect
Plan.

Support for the
Implementation
Guidelines to make
sure projects are
implemented as
intended.

There are a lot of
needs, but we have
to remember this is
a transportation
agency plan and it
can't do everything.

CLC Update: Themes from "No" Vote Statements

"No" Vote Themes:

Need written commitment from Metro to protect communities from future projects that put health in jeopardy.

Need Metro accountability to make sure improvements get done.

Need clarity about public health in the Plan.

We need more detailed data on which to base projects and decisions.

Need language that calls out the community opposition to displacement and surveillance.

Lack of transparency; historical distrust of Metro and Caltrans persists.

Despite my "no" vote, I support the process and collaboration that has taken place.

Despite my "no" vote, I support content in the Plan.

VOTE

I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while acknowledging that there is more work to be done through the working groups to collectively refine implementation.


- Yes
- No
- Abstain *(Not included in total vote count)*

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.*

01:00

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Agenda Item #2

The Investment Plan – Here's What We Heard

Agenda Item Overview

In this section, we will...

- Present summary of input received on the Investment Plan from January 31st through April 1st.

Time Target

- 45 minutes

Task Force Actions

- Interactive discussion & feedback on Metro's clarifications and proposed responses.

Public Input on the Investment Plan

Here's What We Heard

The Project Team received **over 420 comments** on the Investment Plan from the following sources:

- > 10 community meetings (5 in-person, 5 virtual)
- > 2 Task Force Meetings
- > 3 CLC Meetings (Including In-Person Workshop & April 4th Meeting)
- > 2 Working Group Meetings (Equity, Zero-Emission Truck)
- > 1 Coordinating Committee Meeting
- > 4 Small Stakeholder Group Meetings (CEHAJ, Freight Industry, Air Quality/Health Working Group, SELA)
- > LA County Board of Supervisors Motion
- > Email Messages
- > Letters (CEHAJ & LiBRE, CCA, POLB, POLA, EPA Region 9, BizFed, LA County District 15)
- > Project Dashboard

Investment Plan Input – Community Meeting Input

General comment themes included:

Freeway and Roadway Infrastructure: Concerns expressed about the impact of the 710 freeway on local communities, specifically concerns about freeway widening, truck traffic, pedestrian safety, congestion, and the Alameda corridor.

Public Transit Enhancements: Interest expressed for additional public transit options, requests for improvements to existing bus stop infrastructure, and requests for increased bus service frequency.

Community Involvement and Transparency: Interest in seeing more community involvement in meetings. Questions about specific project details, methods of keeping the community informed, and the process of community participation.

Funding and Allocation: Diverse perspectives on funding allocation, including the balance between investments in freeway projects and green initiatives and the importance of financial transparency throughout the project.

Safety and Security: Concerns about public transportation safety issues related to Metro's enforcement of its Code of Conduct and the general cleanliness of transit vehicles.

Health and Environmental Impact: Concerns about air quality and health impacts and expressed interest in zero-emission initiatives and Vision Zero efforts for traffic safety.

Equity and Social Issues: Comments focused on equity initiatives, hiring practices, job opportunities created by the project, and ensuring that improvements benefit all population segments. Stakeholders asked for the inclusion of youth perspectives in the planning process and developing equitable requirements and preferences in relation to the corridor.

Project Implementation and Management: Clarity requested on the management of community programs, project timelines, funding kick-offs, and maintenance of completed projects.

Specific Projects and Areas of Focus: A desire to enhanced links along the corridor, particularly advocating for a pathway joining Bristow Park with Bandini Park, the installation of facilities for electric vehicles, and a call for the creation of additional green spaces as well as programs that prioritize local employment opportunities.

Active Transportation and Green Spaces: Additional bike lanes, pedestrian pathways, green buffers, and general improvements to active transportation infrastructure.

Technological and Future Planning: Interest in the comparative evaluation of technological choices, like hydrogen and electric, for transport solutions and forward-thinking strategies for initiatives like congestion pricing and the shift to electrified freight rail systems.

Here's What We Heard - Task Force Meeting #30

Summary

- Held virtually on Monday, March 18, 5-7:30pm
- 32 Task Force/Alternates/Ex-Officio Members, 1 CLC Member, 11 Members of the Public

Comment Highlights:

- > Need to focus on public health in investment decisions for all projects and keep at the forefront of the Working Groups.
- > The importance of aligning projects with the safety and health needs of the community, particularly in areas with historical disparities.
- > Project selection criteria and funding allocations must be transparent, as well as a commitment to community benefits and equity.
- > Keep Community Programs at the forefront, particularly in addressing concerns through ongoing oversight and funding.
- > Request for confirmation of Metro's commitment to no displacement in the Plan
- > Concerns about equity in project prioritization and funding gaps between industry-backed projects and those benefiting communities.

Here's What We Heard – Equity Working Group #16

Summary

- Held virtually via Zoom on Monday, March 25, 2024
- 15 participants (9 Task Force Members, 1 Ex-Officio, 5 CLC members)

Key Themes

- > Existing programs, challenges, and opportunities around Health and Air Quality, which have been key concerns for the Equity Working Group
- > Proposed objectives and structure for the new Community Programs Working Group focused on Air Quality and Community Health
- > Input received on Community Health/Air Quality initiatives that participants are engaged in and how that may inform future partnerships under the Community Health Benefit Program
- > Feedback provided on defining community health to include elements such as access to healthcare, recreation, and health education, as well as housing and economic stability

Letters Received on the Investment Plan

Coalition for Clean Air (CCA) (March 15, 2024)

Port of Long Beach (POLB) (March 18, 2024)

Port of Los Angeles (POLA) (March 19, 2024)

**Coalition for Environmental Health and Justice (CEHAJ) and
Long Beach Residents Empowered (LiBRE) (March 28, 2024)**

**United States Environmental Protection Agency
Region 9 (EPA 9) (March 29, 2024)**

Los Angeles County Business Federation (BizFed) (April 1, 2024)

Anthony Rendon, Assembly Speaker Emeritus (dated April 1, 2024)*

Councilmember Tim McOsker LA City Council District 15 (April 2, 2024)*

Letters – Summary of Key Themes

Transparency and Community Involvement: (CCA, CEHAJ, US EPA Region 9)

- Urging transparency in project origins and ensuring meaningful community involvement in the planning process.
- Clarifying roles of stakeholders to enhance collaboration and accountability.

Air Quality and Environmental Justice: (CCA, CEHAJ)

- Prioritizing pollution reduction and public health improvement in freeway-adjacent communities.
- Ensuring environmental justice by mitigating negative impacts on vulnerable populations.

Equity in Congestion Pricing and Highway Projects: (CCA, CEHAJ)

- Minimizing the impact of congestion pricing on low-income residents.
- Advocating for detailed information on highway projects to prevent unintended consequences like increased vehicle miles traveled.

Transit and Complete Streets Projects: (CCA)

- Advocating for investments in transit access, active transportation, and complete streets to promote clean mobility and equity.

Rail Operations and Technology Assessment: (CCA)

- Clarifying rail operations independence and advocating for diverse zero-emission rail technologies.
- Emphasizing the need for further study on hydrogen fuel cell and other zero-emission technologies.

Opportunity for Change and Principles for Action: (CEHAJ)

- Leveraging investments to benefit impacted residents and promote equity.
- Upholding principles of equity, environmental justice, and community involvement in decision-making processes.

Letters – Summary of Key Themes *continued*

Community Opposition and Engagement to Freeway Expansion Projects: (CEHAJ)

- Addressing community concerns and opposition to freeway expansion projects.
- Prioritizing community-centered decision-making and meaningful engagement throughout the planning process.

Displacement and Community Impact: (CEHAJ)

- Mitigating displacement of residents and small businesses due to proposed projects.
- Committing to zero displacement and prioritizing community protection.

Pollution Reduction and Emerging Technologies: (US EPA Region 9)

- Committing to pollution reduction, adopting emerging technologies, and promoting active transportation and transit.
- Increasing community programs to address existing disparities and prioritize environmental justice.

Collaboration with EPA and Environmental Review Process: (US EPA Region 9)

- Collaborating with regulatory agencies to ensure compliance and alignment with statutory requirements.
- Updating and clarifying the environmental review process for transparency and accountability.

Project Prioritization and Monitoring: (POLB)

- Evaluating project prioritization and ensuring ongoing monitoring of progress and implementation.
- Updating performance metrics to ensure project effectiveness and accountability.

Policy Adjustments and Infrastructure Viability: (POLA)

- Recommending policy adjustments based on impending regulatory changes.
- Assessing infrastructure viability and considering alternative approaches for long-term sustainability.

Interchange Improvements and Goods Movement: (BizFED)

- Supporting interchange improvements for efficient movement of goods and people.
- Advocating for alternative fuel infrastructure and clean truck programs to meet climate goals.

What's Changed In the Plan?

Chapters 5 and 6:

- > I-710 Freeway Safety and Operations project bundle is now named I-710 Multimodal, Operational, Safety, and Access Investments for the Community (MOSAIC) Program to better reflect intent of improvements (CLC Request)
- > Defined new technical assistance "Strategic Technical Assistance for Reparative Transportation Uplifting People" (START-UP) program

Chapters 7 and 8:

- > LB-ELA Corridor Bus Transit Priority Program – expanded this project to be a more comprehensive program and added significant funding to initial investment (\$3M to \$31M)
- > I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities – new program recommended for initial investment
- > Humphreys Avenue Pedestrian/Bicycle Overcrossing - added to initial investment list
- > Goods Movement Freight Rail Study – slight increase in funding (scope to be discussed)
- > Added more funding to technical assistance (START-UP) to increase from \$22.5M to \$40M
- > Reallocated \$10M from Freeway modal program to Active Transportation program to support the increased START-UP funding
- > Added new projects to each modal program list (to be evaluated in future implementation Working Groups)

Chapter 9 :

- > Added guidance for Project Development and Implementation

What's Changed In the Plan?

Here are some of the examples of the things that have changed in the Final Plan:

- > In the Initial List, the I-710 Freeway Safety and Operations Infrastructure Improvement Projects Bundle was retitled: ***I-710 MOSAIC Program: Multimodal, Operational, Safety, and Access Investments for the Community***
- > Rebranded the technical assistance project as START-UP (Strategic Technical Assistance for Reparative Transportation Uplifting People)
 - Increased START-UP funding to \$40m from \$22.5m
- > Defined working groups to carry projects forward
- > Added Implementation Guidelines to help ensure projects will be implemented as intended
- > Established a Performance Tracking Program to track Investment Plan progress
- > Reallocated \$10m from the Freeway modal program to the Active Transportation Program
- > Moved funding to transit priority projects in the Initial List, from the Modal Program (from \$3m to \$31m)

What's Changed In the Plan?

Here are some of the examples of changes to the Initial List in the Final Plan:

- > Updated names of several projects in the initial recommendation list for clarify and ease of understanding.
- > Revised the initial funding recommendation amount for projects:
 - Humphreys Avenue Pedestrian/Bicycle Overcrossing
 - LB-ELA Corridor Bus Transit Priority Program
 - Goods Movement Freight Rail Study
- > Added one entirely new project to the initial funding recommendation list:
 - I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities
- > Revised several factsheets, including:
 - Updated the LB-ELA Corridor Transit Priority Program description to include all 8 corridors and the funding for implementation.
 - Addressing concerns over hydrogen fuel in the Zero Emission Truck (ZET) Program factsheet.
 - Revised the I-710 Freeway Safety and Operations project bundle with the new name (I-710 MOSAIC Program).

What Changed in the Final Plan

Here are some of the examples of the things that have changed in the Final Plan (changes to the Modal Programs):

- > Added other new projects to Investment Plan in the Modal Programs
 - SB 710 Firestone On-Ramp and Safety Improvements
 - Inductive charging/roadway charging for ZE Electric Trucks
 - Hamilton Loop (Long Beach)
 - Terminal Island Freeway Decommissioning Project (Long Beach)
 - Florence/Studebaker/Imperial Bus Priority Improvements (Huntington Park, Bell, Bell Gardens, Downey)
 - Lomita Blvd (Carson/Wilmington)
 - Southern Connector (South Gate)
 - SELA Bridge Park connector (Lynwood)
 - LA River Bike Projects: Western Levee, Terminal Island to Rio Hondo, Compton Blvd
 - I-710 Active Traffic Management

Final Funding Allocation by Category

| | Initial Investment | Modal Program Investment | | Investment Total |
|---|--------------------------------|---------------------------------------|----------------------------|------------------------|
| Mode | Initial Investment Total (\$M) | START-UP Fund (Tech Assistance (\$M)) | Modal Program Total (\$M)* | Investment Total (\$M) |
| Active Transportation | \$44.33 | \$11.50 | \$55.67 | \$100.00 |
| Arterial Roadway / Complete Streets | \$115.85 | \$14.50 | \$72.15 | \$188.00 |
| Freeway Safety and Interchange Improvements | \$170.60 | \$0.00 | \$39.40 | \$210.00 |
| Goods Movement | \$62.00 | \$0.00 | \$18.00 | \$80.00 |
| Transit | \$57.08 | \$14.00 | \$67.93 | \$125.00 |
| Community Programs Catalyst Fund | \$40.00 | \$0.00 | \$0.00 | \$40.00 |
| Total Programmed | \$496.85 | \$40.00 | \$246.35 | \$743.00 |

Final Funding Allocation by Mode

| Mode | Funding Allocation By Mode (\$M) | % of Total | Estimated Total with Leveraging (\$M) |
|---|----------------------------------|-------------|---------------------------------------|
| Active Transportation | \$100* | 13% | \$195 |
| Arterial Roadway / Complete Streets | \$188* | 25% | \$1,767 |
| Freeway Safety and Interchange Improvements | \$210 | 28% | \$894 |
| Goods Movement | \$80 | 11% | \$332 |
| Transit | \$125* | 17% | \$477 |
| Community Programs Catalyst Fund | \$40 | 5% | \$340 |
| Total Programmed | \$743 | 100% | \$4,005 |

Final Initial Funding Recommendations

| Project ID | Project Name | Total Cost / Leveraged Target (\$M) | Investment Plan (\$M) |
|-------------------------|---|-------------------------------------|-----------------------|
| LB-ELA_0203 | Bus Stop Improvement Projects/Programs | \$38.00 | \$19.00 |
| Various (8 corridors)** | LB-ELA Corridor Bus Transit Priority Program | \$461.50 | \$31.08 |
| LB-ELA_0060 | Complete Street Corridor: Alondra Blvd | \$45.00 | \$9.00 |
| LB-ELA_0057 | Complete Street Corridor: Atlantic Blvd | \$457.22 | \$68.58 |
| LB-ELA_0058 | Complete Street Corridor: Florence Ave | \$124.46 | \$24.89 |
| LB-ELA_0062 | Complete Street Corridor: Long Beach Blvd | \$1.5* | \$0.75 |
| LB-ELA_0061 | Complete Street Corridor: Slauson Ave | \$18.00 | \$3.60 |
| LB-ELA_0165 | Compton Creek Bike Underpasses | \$1.0* | \$0.50 |
| LB-ELA_0168 | Compton Transit Management Ops. Center Enhancements | \$27.00 | \$2.00 |
| LB-ELA_0217 | Freight Rail Electrification Pilot Project | \$50.00 | \$10.00 |
| LB-ELA_0151 | Goods Movement Freight Rail Study | \$10.00 | \$2.00 |
| LB-ELA_0139 | Humphreys Avenue Pedestrian/Bike Overcrossing | \$24.28 | \$8.96 |
| LB-ELA_0203 | Bus Stop Improvement Projects/Programs | \$38.00 | \$19.00 |

Final Initial Funding Recommendations *continued*

| Project ID | Project Name | Total Cost / Leveraged Target (\$M) | Investment Plan (\$M) |
|--------------------------------|--|-------------------------------------|-----------------------|
| LB-ELA_0181 | I-710 Freeway Lids, Caps & Widened Bridge Decks | \$15.00 | \$5.00 |
| Various (14 projects)** | I-710 MOSAIC Program (Interstate 710 Multimodal, Operational, Safety, and Access Improvements for the Community) | \$612.00 | \$153.60 |
| LB-ELA_0157 | I-710 Particulate Matter (PM) Reduction Pilot Project | \$10.00 | \$2.00 |
| NA - New | I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities | \$2.50 | \$2.50 |
| LB-ELA_0156 | I-710 Traffic Controls at Freeway Ramps | \$50.00 | \$10.00 |
| LB-ELA_0008 | Metro A Line First/Last Mile Improvements | \$12.30 | \$9.76 |
| LB-ELA_0175 | Metro A Line: Quad Safety Gates at all A Line Crossings | \$10.00 | \$5.00 |
| LB-ELA_0006 | Rail to River Active Transportation Corridor, Segment B | \$6.30 | \$3.15 |
| LB-ELA_0017 | Regionally-Significant Bike Projects | \$41.44 | \$15.65 |
| LB-ELA_0010 | Shoemaker Bridge/Shoreline Drive | \$832.62 | \$9.03 |
| LB-ELA_0111 | Southeast Gateway Line Bike and Pedestrian Trail | \$17.00 | \$3.80 |
| LB-ELA_0004 | Zero Emission Truck (ZET) Program | \$200.00 | \$50.00 |
| Various (15 Programs)** | Community Programs Identified in the Corridor Plan | \$340.00 | \$40.00 |

Changes in Initial Investments

I-710 Corridor Planning Study: Reconnecting the LB-ELA Corridor Communities

- Metro applied to the US Department of Transportation for the “*I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities*” - \$2M Community Planning Grant award from the FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program in September 2023.
- Metro would commit \$500,000 to leverage \$2M in USDOT Reconnecting Communities and Neighborhoods (RCN) funds for a total package of \$2.5M
 - *This local funding commitment represents 20% of the total estimated cost of \$2.5M to develop the Plan.*
- Measure M funds, in addition to Measure R, can be used since this is a planning study.

Changes for Initial Funding

I-710 Corridor Planning Study: Reconnecting the LB-ELA Corridor Communities

Improve crossings across I-710 that provide safer access to municipal and Metro bus stops and rail lines.

Metro will seek partnership opportunities with METRANS/SELA & CBOs to support on the planning effort on Reconnecting Communities Grant Application:

- Understand mobility needs
- Identify precise locations where crossings over the I-710 would best serve community needs.
- Crossings will put more greenspace within reach of residents and reconnect divided communities while facilitating local trips that are difficult, uncomfortable, unsafe, or simply impossible to make by foot, bike, or transit.
- This will encourage shifting single-occupant vehicle trips in the corridor to other modes.



Bike Access to the River Path from Imperial Highway

No Widening, No Displacement

Metro's Investment Plan Displacement Policy

Metro is pleased to affirm that the Investment Plan, in contrast to the prior I-710 South Corridor Project, does not recommend any projects or programs with any known displacements for funding and remains committed to ensuring these Board policies remain intact through the implementation of the Investment Plan.

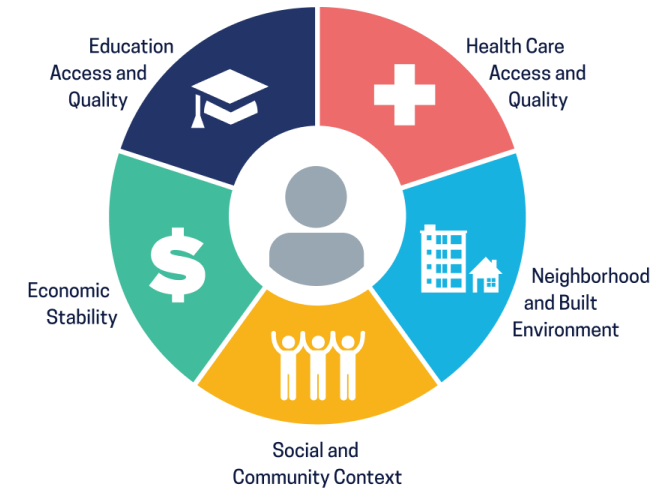
Metro removed any project that had known displacements from consideration for evaluation or funding.

Community Health

Health In Investment Plan Process

- Existing Conditions Analysis identified health disparities in the LB-ELA Corridor for Asthma Rates and Cardiovascular Disease
 - Community input highlighted high asthma rates, lack of tree canopy, inequitable access to parks, and the location of schools, recreational facilities, and community spaces adjacent to freeways and busy roadways
- Health and Air Quality integrated into Goals & Sustainability Guiding Principle as well as evaluation process
- EWG Meeting #12 – Health-focused discussion on evaluation
- EWG Meeting #16 – Health-focused discussion to inform future Working Group
 - Feedback about focusing on health in a broad sense using the Social Determinants of Health as a potential guide

Social Determinants of Health



Social Determinants of Health
Copyright-free

Healthy People 2030

Nexus of Health and Transportation

We know that health disparities are connected to transportation issues

- > High-volume roadways result in high concentrations of pollutants from vehicles (related to exhaust, tire/brake wear, and entrained road dust)
 - **PM2.5** is the lead evaluation indicator for criteria pollutant mortality and sickness (including asthma) impacts
 - **Diesel PM** is the lead evaluation indicator for air toxic impacts (including cancer risk)
- > Risks of cardiovascular disease, diabetes, and a variety of other **health conditions are related to individual levels of physical activity**, which can depend on availability and **quality of infrastructure for active transportation and recreation**
- > Road traffic **crashes are a major public health issue** as a leading cause of injury and death, disproportionately involving children, seniors, and the unhoused in communities of color and low-resource neighborhoods (and are particularly deadly for pedestrians and bicyclists)

Air Quality & Health in the Investment Plan

Metro will invest in and support a comprehensive set of strategies:

- > **Promote Zero-Emission Vehicles**
 - Infrastructure for Electric Vehicles (EVs)
 - Zero-Emission Freight
- > **Active Transportation Network**
 - Bicycle and Pedestrian Infrastructure
- > **Traffic Flow Improvements**
 - Intelligent Transportation Systems (ITS)
- > **Green Infrastructure**
 - Incorporation of green elements into transportation projects
- > **Safety Improvements**
 - Multi-modal safety improvements to reduce crashes
- > **Community Programs + START-UP Program**
 - Community Health, Urban Greening, and Air Quality Monitoring Programs
 - Housing and economic stability programs
 - Capacity building in the community through START-UP and Working Group participation

Next Steps for Air Quality & Health

- All applicable projects will adhere to CEQA/NEPA and Clean Air Act conformity requirements
- Formation of Air Quality, Community Health, and Environment Working Group
 - Review, discuss, and make recommendations to Metro and the Modal Working Groups on considerations for individual projects
 - Build on existing programs to improve health in the corridor
 - Continued collaboration with partners and CBOs in environmental justice, public health, and other areas, and ongoing community engagement
- LB-ELA Performance Tracking Program to establish tools and methods for tracking project outcomes

Initial Investments

Next Steps

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

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

- > The Initial Investment includes the 15 Community Programs.
- > 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, in addition to the 3 working groups for Community Programs. 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 – 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

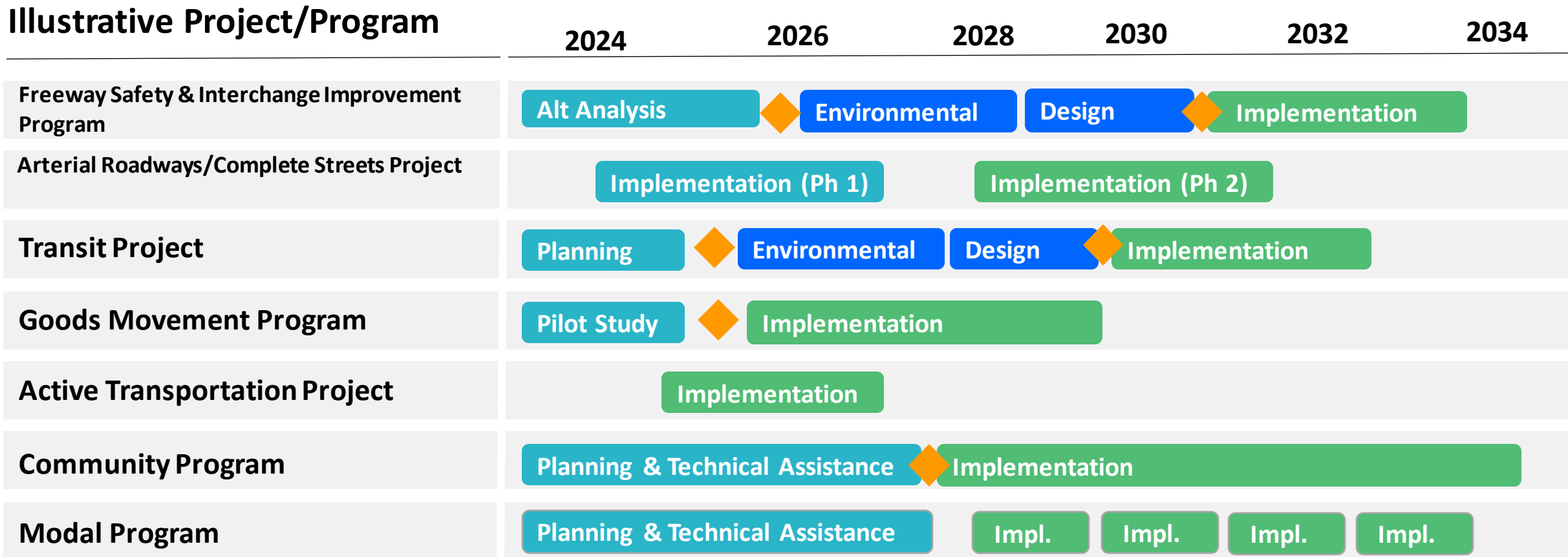
Funding indicates projects or programs that are ready for construction or launch of the program, and likely eligible to compete for discretionary grant funding in the next few years.

Working Groups will include community & stakeholder participation

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

Working Groups

Here's What We've Heard – Working Groups

The CMIP includes

- > 3 Community Program Working Groups for 15 Community Programs

| Working Group Topic Area | Community Program Catalyst Fund |
|--|--|
| Air Quality/Community Health/Environment | Bus Electrification Projects |
| | LB-ELA Corridor Community Health Benefit Program |
| | Zero-Emission Infrastructure for Autos |
| | Air Quality Monitoring Stations |
| | 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 |

- > 2 "Modal" Working Groups will cover 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 |

Motion:

Los Angeles County Board of Supervisors

Motion: LA County Board of Supervisors

Motion: Supervisors Hahn and Solis (**Passed March 19, 2024**)

- > Long Beach - East Los Angeles Corridor Mobility Investment Plan Community Programs
...Metro has organized a new process involving stakeholders and community input. The plan includes 15 Community Programs aimed at various aspects like health benefits, environmental improvements, transit-oriented development, and homelessness initiatives. While Metro plans to advance these programs, it seeks guidance and collaboration from outside agencies, jurisdictions, and community-based organizations.

The Board of Supervisors Motion:

- > Adopts the LB-ELA CMIP Community Programs as a priority for Los Angeles County for Los Angeles County to support in their development and implementation.
- > Directs the Chief Executive Officer to designate a County Department liaison for each of the 15 Community Programs to provide technical assistance, identify resources, support grant applications, and participate in relevant working groups.
- > Directs the Chief Executive Officer to report back in 120 days on progress and implementation of the above items.

Here's What We 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 Investment Plan projects and programs. All 5 Working Groups will:

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

Here's What We 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.

START-UP Fund

Here's What We Heard – Technical Assistance

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

Metro's START-UP Fund included in the Investment Plan 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 Investment Plan
 - With only conceptual or development phase projects in the Investment Plan
 - With high concentrations of Equity Focus Communities (EFCs)
 - Facing the greatest cumulative impacts

Freeway Safety and Interchange Improvements

Projects Recommended for Initial Investment

Freeway Safety & Interchange Improvement Program

Project/Program

2024

2026

2028

2030

2032

2034

I-710 MOSAIC Program

- I-710/Firestone Interchange Improvements
- I-710/Florence Interchange Improvements
- I-710/Willow Interchange Improvements
- I-710/Del Amo Interchange Improvements
- L I-710/Long Beach Boulevard Interchange Improvements
- I-710/Alondra Interchange Improvements and Modification of SBI-710 to SR 91 Connectors
- I-710/ Interchange Improvements
- 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

Environmental

Design

Implementation

12 Interchanges + 2 Auxiliary Lanes- \$5M

- Freeway Alternatives Analysis of 14 I-710 MOSAIC projects
- Select top 3-4 priority I-710 MOSAIC projects to advance to CEQA/NEPA phase
- Safety, GHG, Community Impacts, VMT, Air Quality, Multimodal Benefits
- Community Engagement


Freeway Project CEQA NEPA Phase- \$34M

- Complete separate studies of the detailed analyses of the benefits, impacts and costs of each priority I-710 MOSAIC projects
- Select 3-4 I-710 MOSAIC projects to advance to design and construction
- Community Engagement

Freeway Design & Implementation- \$114.6M

- Design and implement the Preferred Alternative for each of the 3-4 priority I-710 MOSAIC projects
- Community Engagement

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

LB-ELA Corridor Bus Transit Priority Program

Here's What We Heard – Transit

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

- > The Investment Plan recommended 4 bus priority lane corridors for planning funds (\$3M):
 - Atlantic Blvd, Florence Blvd, Long Beach Blvd, Slauson Ave (Investment Plan)
- > Metro increased commitment to transit in the Final Investment Plan by adding 4 more bus priority lane corridors from the modal program to the 4 identified in the Investment Plan initial investment, and added funding for development and implementation. This commitment creates the LB-ELA Corridor Bus Transit Priority Program for evaluation, development, and implementation:
 - Added Whittier Blvd, Olympic Blvd, Gage Ave, and Firestone Blvd (from Modal Programs)
- > Shift money from the modal program to the initial investments in transit.
- > \$125M to LB-ELA Corridor Bus Transit Priority Program projects (leveraged to \$625M):
 - Draft Investment Plan: \$29M in initial investments; \$96M in modal programs
 - Final Investment Plan: \$57M in initial investments; \$68M in modal programs
- > This final investment plan is responsive to the request to provide a more complete and transformative investment in transit in the LB-ELA Corridor.

LB-ELA Corridor Bus Transit Priority Program

Initial Investments- \$31.1 M (8 Corridors)

2024

2026

2028

2030

2032

2034

LB-ELA Corridor Bus Transit Priority Program

Planning

Environmental

Design

Implementation

- *Atlantic Blvd.* *
- *Atlantic Blvd.* *
- *Florence Blvd.* *
- *Long Beach Blvd.* *
- *Slauson Ave.* *
- *Whittier Blvd.* **
- *Whittier Blvd.* **
- *Olympic Blvd.* **
- *Gage Blvd.* **
- *Firestone Blvd.* **

- \$3M to study and prioritize bus priority lane corridors (proposed in CMIP)

- \$23M to environmentally review and implement bus priority lanes and transit priority treatments on 2 of the 8 corridors

\$5M for spot treatments to improve transit speed and reliability on other corridors (proposed for consideration)



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

*Bus Priority Lane Corridors in the Draft Investment Plan
 **Recommended additional Bus Priority Lane Corridors in the Final Investment Plan

Next Steps

Next Steps

Following the adoption of the Investment Plan, the next steps include:


- > Follow Initial Investment projects and support implementation
- > Secure professional services / technical resources / outreach resources needed for the implementation phase
- > Develop and recruit for ongoing Community Programs Working Groups
- > Develop and recruit for Initial List Working Groups
- > Draft Implementation Guidelines
- > Draft Community Leadership Committee Report and guidance for future Metro processes
- > Continue to update the project dashboard for public accountability
- > Update the Investment Plan (2028)
- > Collaborate with partner agencies on grant pursuits & implementation

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

Vote

VOTE


I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while acknowledging that there is more work to be done through the working groups to collectively refine implementation.

- Yes
- No
- Abstain *(Not included in total vote count)*


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.

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- > *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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Closing Remarks and Next Steps

Upcoming Schedule – MARK YOUR CALENDARS!

Metro Meetings

Planning & Programming Meeting

Wednesday, April 17, 2024, 11:00am

Board Meeting

Thursday, April 25, 2024, 10:00am

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*
- > *“**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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Stay connected to this project



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



@metrolosangeles



losangelesmetro

Thank you!

| NAME | QUESTION/COMMENT | AGENDA SECTION |
|------------------------------|---|--|
| Hector De La Torre | Let staff brief the group on the latest version. | Agenda Item #1.1: Metro Update i. Task Force Discussion |
| Mario Dominguez | Please give us this investment plan. My city, South Gate, needs it. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mario Dominguez | This is your opportunity to redeem this racist scumbag organization known as the L.A. County Board of Supervisors. By voting yes on this investment plan you'll be giving poor low income cities such as mine projects that elevate humanity. That elevate the spirit. Why would you say no to this plan? Don't you people care? Help us. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mario Dominguez | Fuck health and air quality. Just give us more big infrastructure projects goddamn it. My city needs a lot more shit that this investment plan will be able to deliver. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mark Jolles | Is the Metro staff going to read all of the slides to the committee? | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mark Jolles | Why was interchange removal excluded as an alternative to be studied in the alternatives analysis? | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mark Jolles | Tailpipe emissions are not the real problem. If trucks with rubber tires use the freeway there will be significant particulate pollution. Particulate pollution has a greater health impact. Moving freight traffic to an environmentally safe technology is the only way to make the air quality acceptable. Three vendors supply autonomous freight cars to move individual containers through the Alameda corridor with no air quality impact. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mark Jolles | Should the 710 communities pay the price in health impacts so shippers don't have to move freight from trucks to autonomous rail cars? | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mark Jolles | Is poor air quality acceptable in any way? | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mark Jolles | What is the dollar cost to the 710 communities for the health impacts of tailpipe and particulate pollution from the 710 freeway? | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Commissioner Sharon Weissman | The Port of LB believes our Pier B On Dock Rail Project and BNSF's Barstow International Gateway Project will increase the use of the Alameda Corridor. We will work with the Corridor to see if we can quantify the increase. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Mario Dominguez | Why can't you guys postpone the vote for just one more week? What's the harm in waiting one more week? Let's do this right. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Commissioner Sharon Weissman | There are also plans to build an inland port in Mojave, again, increasing the amount of cargo going by rail and using the Alameda Corridor. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |
| Jermaine Hampton | Are there specifics in regard to the health concerns being raised? It's a working plan that involves community and I'm wondering what precisely the health questions are. There's probably reasonable solutions that can be uplifted if the exact concerns are clearly articulated so that actions steps can be taken to address each challenge.. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard |

| | | |
|------------------------------|--|---|
| Commissioner Sharon Weissman | I object to people calling anyone names. | Agenda Item #3: Reaching Consensus & Vote ii. Public Comment |
| Dr. Gen Giuliano | Congratulations to all for such hard and sustained work to get to this point. | Agenda Item #3: Reaching Consensus & Vote ii. Public Comment |
| Marlin Dawoodjie Vargas | My comment is to uplift community concerns and the feedback given during the previous CLC meeting. Initially the motion did not pass with the CLC with many voting no. It wasn't until the very end that one member changed their vote. Although there is a lot of support with many of the projects in the investment plan, there is a need to be more explicit and intentional when discussing community benefits. It's so important that there be written down commitment from Metro. What is the plan to address and represent many of those who voted 'No' at the CLC meeting? And how will that be represented now and when it goes to the Board? | Agenda Item #1.1: Metro Update i. Task Force Discussion |
| Commissioner Sharon Weissman | I have had a few conversations with folks about the Plan. I do not believe the Plan is perfect but there is enough good here that we should move forward with it. I'd like to bring up a couple things. I wonder if we can give some comfort to other people, can you address the topics of congestion pricing and ZE only lanes? | Agenda Item #1.1: Metro Update i. Task Force Discussion |
| Commissioner Sharon Weissman | We received an updated Redlined plan today. Many of us had a busy day and were not able to review the changes. Can you share with us any changes that were made? | Agenda Item #1.1: Metro Update i. Task Force Discussion |
| Chris Chavez | I appreciate Marlin bringing up the discussion from the CLC meeting last week. CCA agrees that the health concerns need to continue to be addressed. There needs to be a health study. Maybe a little further on during the working group discussion we can revisit that. That's ultimately what we are here for. Assuming this Plan goes through, those health impacts will still exist and you'll still have those disparate health impacts in the region. | Agenda Item #1.1: Metro Update i. Task Force Discussion |
| Nicholas Cabeza | Suely Saro was unable to attend. I want to read some comments on behalf of the City. We want to thank the LA Metro staff for the many years of hard work that went into this Corridor. The City of Long Beach is grateful for the opportunity to share our community's priorities throughout the process. I appreciate the \$9 million dollars the Schumaker Bridge will receive through this plan. I know this \$9 million is just a starting point. We look forward to partnering with local and regional programs to ensure this project moves forward. It's important we begin to look past our freeways and consider multimodal investments. Highlight the motion put forth by Supervisor Hahn and make sure it becomes part of implementation. We want to thank Supervisor Hahn's Office for their work. | Agenda Item #1.1: Metro Update i. Task Force Discussion |
| Matt Schrap | Hard to believe it's been two and a half years of this process. I know you said we'll be going over the latest redline edits. I think it's critical we talk through whatever these final changes are because we didn't have a lot of time to look at them and digest. | Agenda Item #1.1: Metro Update i. Task Force Discussion |

| | | |
|-------------------------------------|---|--|
| <p>Sylvia Betancourt</p> | <p>I am jumping in. I think in addition to the comments that Marlin made, I have to voice my concerns around health and not seeing a concrete, tangible program around health. When I think about involvement, our commitment to the process, it was at least a year ago that I raised this issue and was told "trust us". I continued to be patient and wait to see where would there be a concrete health plan. I get Metro is a transportation agency. When I think about eliminating discrepancies in addressing health issues, I feel that's where this Plan falls short. Health is the part that does not have a concrete funding plan. I want to be transparent in this meeting about my concerns. I want to lift that up and ask, can we take a step back, do we have to move forward at this time to the Board? Can we, after two and a half years, take some time to think about something concrete for health.</p> | <p>Agenda Item #1.1: Metro Update i. Task Force Discussion</p> |
| <p>Chris Wilson</p> | <p>I want to get some general feedback and make sure I'm accurate in my notes. I need to know which changes were made. We got last minute access to changes in the Plan. The CLC met on Thursday, one day before the updated Redline version was released. They haven't really had a chance to view those updates. Can you confirm if my notes are accurate?</p> | <p>Agenda Item #1.1: Metro Update i. Task Force Discussion</p> |
| <p>Jermaine Hampton</p> | <p>I want to thank Metro for including LAEDC in these efforts. I've had some time to go through the Plan and I definitely hear a lot of the issues around health challenges and community conditions. Are we fully addressing the urban heat island issues we have? Social and economic disparities? I hear that. But I would then say that this is a huge document to unpack. So there is a lot of different documentation within the plan about key issues. I imagine you guys will get to it in these forthcoming slides. I think there's an opportunity in here for continued collaboration. I think there's a lot to unpack and discuss.</p> | <p>Agenda Item #1.1: Metro Update i. Task Force Discussion</p> |
| <p>Mark Jolles</p> | <p>This is a federal interstate, but Metro manages it. They absolutely do not want their facilities to make people sick. Good enough is not considered acceptable. They have invested billions of dollars nationwide. Money is available to this facility. After two and a half years of the CLC going through this process, I want to know why Michael extended the meeting to try to get people to change their vote to yes?</p> | <p>Agenda Item #1.2: Metro Update ii. Public Comment</p> |
| <p>Mario Dominguez</p> | <p>I attended last Thursday's meeting. I was not happy with Esmerelda. She was saying she didn't want to see construction projects in our neighborhoods because of debris and particles. It's part of the package of construction. Another lady said we shouldn't have any more bike paths. The whole point of having Metro is to get more people to use mass transit and use bike paths. I had a friend who lived in Monterey Park and worked at the Bimbo factory. I want people to think of the LA River as more than a dead zone.</p> | <p>Agenda Item #1.2: Metro Update ii. Public Comment</p> |
| <p>Commissioner Sharon Weissman</p> | <p>You mentioned there was a change to the Plan based on comments regarding Hydrogen. What was that change?</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Commissioner Sharon Weissman</p> | <p>I want to make sure that we include it so we can look at the impacts that are being talked about and not excluding hydrogen.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Matt Schrap</p> | <p>You covered a lot of ground here. Obviously this has been a long process. How the messaging is received is different than having the opportunity to chat. Changes to the modal programs since the final Plan. There's a couple things on there. One about inductive charging vs. roadway charging. Is this something completely different than the ZET program?</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |

710 Task Force Meeting #31
Monday, April 8, 2024

| | | |
|-------------------------|--|--|
| <p>Matt Schrap</p> | <p>My understanding is that its're more relative to stationary. Chargers need the land, you just have to clear the permits/construction. I also want to talk about freeway decommissioning. There haven't been any votes or discussion. I guess there's been a resurgence on the Long Beach level about decommissioning. Until something is actually concrete, I think there's a lot more opportunity for collaboration. I don't know how far ahead of ourselves we're getting or how critical it is to include in this document. Any document that is still alluding to ZET travel zone restrictions to heavy duty trucks or ZET lanes is something we cannot support. I am unable to support something that even considers displacement of all modes of travel on a critical corridor for trucks that have been deployed in very limited numbers. A ZET lane is not incentive enough for someone to purchase a different truck. It is much more complicated than that. Are they critical in this plan right now?</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Matt Schrap</p> | <p>I appreciate that you have verbalized exactly what this is. I feel like you guys have done a great job of trying to excersize out these issues.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Chris Wilson</p> | <p>I first want to uplift Weissman's comment. Zero emissions in terms of the investments need to include hydrogen. I don't think we are there yet. I want to double down on those comments. In terms of congestion pricing, thanks for making that note on what is committed. I think that the devil is in the details. I understand verbally we're hearing it. But I am concerned about seeing it in writing. Especially as Metro is continuing their congestion pricing research. LB-ELA_0151, I noticed in the original non-redline draft, we are now looking at a \$2 million study instead of \$1 million. We've had two years of conversation on this TF to meet these goals. BizFed has tried in good conscious to lay out a framework and it is not in this study. This is a 10 year plan. As mentioned, this is in the hands of the City of Long Beach. This is for them to decide but it was our understanding that there would be outreach to the nearby communities. Which body should we be commenting to? POLB? City of LB? Metro? I want to commend all the inner-workings and behind the scenes of this Plan.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Kerry Cartwright</p> | <p>The terminal island freeway is an 11th hr project, which obvi has to go through own process/documentation. Prerogative of city of long beach to do that. There will be impacts on state highway system if it's decommissioned. what do you see metro's involvement in that.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Kerry Cartwright</p> | <p>i know city of Long Beach had asked Caltrans to evaluate bike lanes on terminal island. closing terminal island freeway is incongruous with that.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Kerry Cartwright</p> | <p>the alameda corridor was built to handle three times the utilization it currently sees. it's going to be an uphill battle on those studies. hopefully the two ports can work closely together with you on that scope.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Fernando Gaytan</p> | <p>there's a lot of work that went into this. i also want to recognize the work of the tf and the community. I do agree with Mr. Wilson. it does seem at the 11th hour there have been some changes and that we are being asked to vote today on something that seems like a work in progress. there's a bit of a disconnect between what we have in front of us and what will ultimately be the final product. i would really urge staff to delay this vote. work to fully flesh out the issues that have been brought today. i appreciate the extension of time for public comment. i think there's also a rush at the 11th hour to get it all done. it does raise a few concerns. CEHAJ submitted a 39 page letter. in that feedback there's some projects the coalition supports. they include almost every category. the letter had a lot of issues and concerns for ways to improve the project. we received the matrix of responses on Saturday evening. i appreciate the head's up, but it's not enough time. there's a lot of issues like displacement that raise concerns. to be asked to vote today with yet another redlined version of this being dropped over the weekend seems a bit rushed. i would ask the board to push the vote out. another month or two to really think through is not too much to ask.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Chris Chavez</p> | <p>generally speaking, in principle, I think we can support this document. the Plan is not perfect and there needs to be more time. we need to recognize the 710 will always cause health problems even if every vehicle was ZE. we need to recognize this plan is a huge improvement over 5c. we have concerns still about the proposed auxiliary lanes and interchanges. these projects must be subjected to thorough environmental review. we support complete streets and priority bus lanes. we support the freeway island decommissioning as a possible project. it's clear there needs to be improved trust between the community and Metro. if implemented correctly, this plan could build upon that trust. CCA thinks this is a big improvement over 5c. it's not the end all be all. if the tf wants additional time, but I am also concerned that the more time we leave means the big, bold ideas will get weeded out. i want to be sure we are not sacrificing a good plan in search of something perfect.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |
| <p>Dr. Gen Giuliano</p> | <p>This process is sort of like threading a needle. there's a lot of diverse objectives at this table. this plan will be modified as the project goes on. I'm feeling like this is kind of a draft of a direction. and as we learn things we are going to be making changes and that's okay. there's lot of working groups and people will be involved. secondly, we are learning a lot more about what it will take to get to a ZE heavy duty truck fleet. i would focus on not only alt pathways to get there, but also investments and things that have to happen in order for us to achieve that objective. third, i was glad to hear safety brought up in discussion of health. my vote as we go forward is to pay attention to all the improvements and how they will impact truck traffic. and with that I'm done.</p> | <p>Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion</p> |

710 Task Force Meeting #31
Monday, April 8, 2024

| | | |
|--------------------|--|--|
| Laura Cortez | as we go into the vote i think about what is it really that we're voting on? it's different than what clc voted on. why are we doing this? because of a timeline metro set? when instead we can simply give them an update. the concern for this vote is looking at why are we forcing a vote on things when there's too many questions and studies that need to be had. how can we effectively say that we are practicing equity? i want to support this project, but how can i go back and tell my community i supported this without knowing what harms it might bring them? we don't know so much of what we're committing to. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion |
| Viviana Gomez | this process has been long and tedious. the work will continue but this process has been a bold investment into communities. i want to point out that the changes made have been responsive to community input provided. there are funding opportunities around the corner. if we don't let the board vote on this, we risk missing those funding opportunities. our office will continue to be at the table and we will continue to hear those concerns. | Agenda Item #2: The Draft Investment Plan: Here's What We've Heard i. Task Force Discussion |
| Elizabeth Alcantar | I support the plan in concept and I have heard many say I know we are so close to this plan being done, so I don't think it would hurt the Task Force to go back to continue their work to finish this plan. I will however abstain from voting. | Agenda Item #3: Reaching Consensus & Vote i. Task Force Discussion |
| Mario Dominguez | Keep in mind, like the lady that spoke earlier with glasses. Think of this as a rough draft. The title of this is the Corridor Mobility Investment Plan, you need to change it to Corridor Mobility Recommendations Plan to redeem this racist, scumbag group. After decades of neglect and abandonment. It isn't an accident that my city and the ones around us look this way. There have been years of us being looked over and denied services. | Agenda Item #3: Reaching Consensus & Vote ii. Public Comment |
| Mark Jolles | I'm really impressed that the people on this committee have been doing this for 2.5 years. I think all of the problems in this corridor are solvable. I think the resources are there to do it. I'm amazed that people | Agenda Item #3: Reaching Consensus & Vote ii. Public Comment |

Task Force Meeting #31- April 8, 2024

I. Introduction and Overview

This document includes the following items:

Task Force Vote Statement & Vote Documentation

Task Force Member Vote and Statements

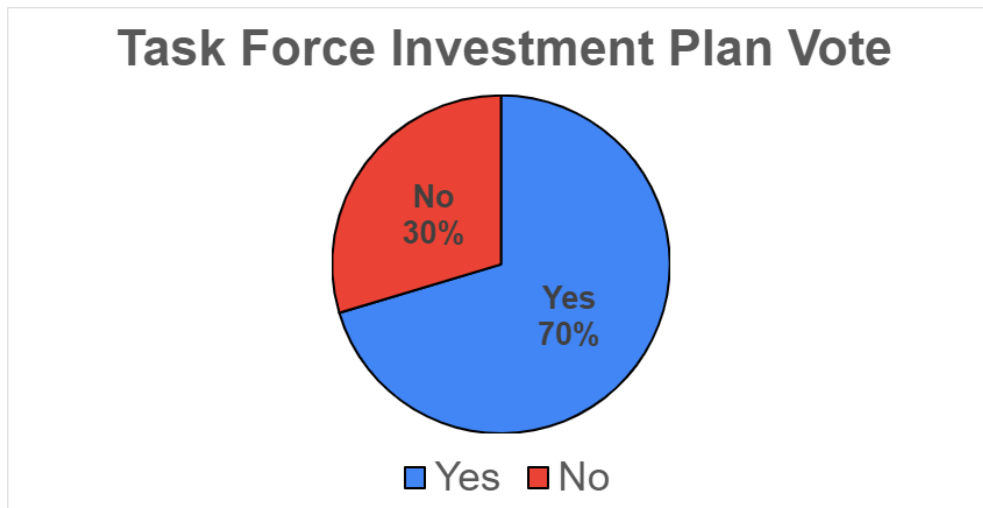
Letters Received During Public Comment Period & Metro Responses

II. Task Force Vote Statement & Vote Documentation

The following statement was voted upon by Task Force members at the Task Force Meeting #31 on April 8th. 33 of the 35 members of the Task Force participated in the meeting and voted.

I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while acknowledging that there is more work to be done through the working groups to collectively refine implementation.

Final Vote Count- 19 **Yes (70%)**, 8 **No (30%)**, 6 Abstain (0%) = 33 Total



III. Task Force Member Vote and Statements

During the Task Force Member Vote, two statements were submitted to accompany votes.

Following the meeting, Task Force members received the following note from Michael Cano inviting further statements,

“We recognize that the vote of “yes,” “no,” or “abstain” last night may not capture your position in its fullest extent, and out of transparency we want to offer an opportunity for you to relay a message to the Board regarding what you like about the plan, or what you would like to see improve over time. If you would like to have a brief statement from your organization to accompany your vote in my report to the Board, please provide me with an email or text by 5pm tomorrow.”

Randy Johnson, Access Services, Inc. - **Yes**

Michael Leue, Alameda Corridor Transportation Authority (ACTA)- **Yes**

Niki Okuk, CALSTART- **Yes**

Councilmember Kevin Lainez, City of Commerce GCCOG I-710 Ad Hoc Committee – **No**

- *I vote no because I would like to see better prioritization of the community programs.*

Mayor Elizabeth Alcantar, City of Cudahy GCCOG I-710 Ad Hoc Committee – **Abstain**

- *I support the plan in concept, and I have heard many say I know we are so close to this plan being done, so I do not think it would hurt the Task Force to go back to continue their work to finish this plan. I will however abstain from voting.*

[Nicholas Cabeza, City of Long Beach](#)- **Yes**

Tina Backstrom, City of Los Angeles – **Yes**

[Chris Chavez, Coalition for Clean Air](#)- **Yes**

Janeth Preciado Vargas, Communities for a Better Environment (CBE)- **No**

Benjamin Feldman, County of Los Angeles, Supervisorial District 1 - **Yes**

Karishma Shamdasani, County of Los Angeles, Supervisorial District 2 - **Yes**

[Viviana Gomez, County of Los Angeles, Supervisorial District 4](#)- **Yes**

[Fernando Gaytan, Earthjustice](#)- **No**

[Laura Cortez, East Yard Communities for Environmental Justice \(EYCEJ\)](#)- **No**

Louie Diaz, International Brotherhood of Teamsters, Local Union 848 - **Yes**

[Matt Schrap, Harbor Trucking Association \(HTA\)](#)- Abstain
Chris Wilson, LA County Business Federation (BizFed)- Abstain

Steven Burger, LA County Department of Public Works- **Yes**

[Jermaine Hampton, LA County Economic Development Corporation \(LAEDC\)](#)- **Yes**

Fidencio Gallardo, LA Unified School District, **No**

Sean Bigley, Legal Aid Foundation of LA-Long Beach (LAFLA-LB)- **No**

[Sylvia Betancourt, Long Beach Alliance for Children with Asthma \(LBACA\)](#)- **No**

Marisol Barajas, Long Beach Transit (LBT)- **Yes**

[Dr. Genevieve Giuliano, METRANS Transportation Consortium](#)- **Yes**

Roderick Diaz, Metrolink (Southern California Regional Rail Authority)- **Yes**

Kimberly Leefatt, National Resources Defense Council (NRDC)- **No**

Thomas Jelenic, Pacific Merchant Shipping Association (PMSA)- **Yes**

[Commissioner Sharon Weissman, Port of Long Beach \(POLB\)](#)- **Yes**

Kerry Cartwright, Port of Los Angeles- **Yes**

Dr. Wilma Franco, Southeast Los Angeles (SELA) Collaborative- Abstain

Scott Strelecki, Southern California Association of Governments (SCAG)- **Yes**

Lupe Valdez, Union Pacific (UP) Railroad- Abstain

Edward Muna, USC Equity Research Institute (ERI)- Abstain

Task Force Voting Members Not Present

Lena Kent, Burlington Northern Santa Fe (BNSF) Railway
Councilmember Ali Saleh, City of Bell Gateway Cities Council of Governments (GCCOG) I-710 Ad Hoc
Committee

IV. Task Force Member Comments on the Vote

During the course of the Task Force meeting, the following Task Force members made statements that are summarized below in their own words.

Summary Statements by Task Force Members

During the course of the Task Force meeting, the following Task Force members made statements that are summarized below in their own words. Detailed statements are listed below and follow this summary of statements made.

I Support the Vote Statements

Commissioner Sharon Weissman, Port of Long Beach: Acknowledges imperfections in the plan but suggests moving forward due to its overall benefits, seeks clarification on congestion pricing and zero-emission lanes.

Chris Chavez, Coalition for Clean Air (CCA): Supports addressing health concerns and advocates for a health study, emphasizing that health impacts will persist even if the plan is implemented.

Nicholas Cabeza, City of Long Beach GCCOG Ad Hoc Committee: Expresses gratitude for the plan and highlights the importance of multimodal investments, emphasizing collaboration and the need to incorporate Supervisor Hahn's motion.

Dr. Genevieve Guilano, METRANS Transportation Consortium: Views the plan as a draft of direction with room for modification, emphasizes the importance of pathways to achieve zero-emission truck fleets and considerations for safety and truck traffic.

Vivana Gomez, County of Los Angeles, Supervisorial District 4: Highlights the responsiveness of the plan to community input and the risk of missing funding opportunities if the vote is delayed, committing to ongoing engagement, and addressing concerns.

Jermaine Hampton, LA County Economic Development Corporation (LAEDC): Acknowledges the plan's efforts but raises questions about addressing urban heat island issues and social/economic disparities, highlighting the need for collaboration and further discussion.

I Do Not Support the Vote Statements

Marlin Dawoodjee Vargas, LBACA: Raises concerns about the need for explicit community benefits in the investment plan, particularly regarding health, and questions if there is enough representation for those who previously voted against the plan.

Sylvia Betancourt, LBACA: Voices concerns about the lack of concrete health programs in the plan, questioning the rush to move forward without addressing these issues.

Fernando Gaytan, Earthjustice: Urges delay in the vote to address concerns raised by various stakeholders, emphasizing the need for further discussion and improvement.

Laura Cortez, East Yard Communities for Environmental Justice: Questions the rush to vote on the plan without addressing unanswered questions and potential harm to communities, expressing concerns about equity and lack of information.

I Abstain from Voting Statements

Matt Schrap, Harbor Trucking Association: Expresses reservations about the plan, particularly regarding zero-emission truck travel zones, and suggests more collaboration and clarity before moving forward.

Detailed Statements by Task Force Meetings During Meeting

Commissioner Sharon Weissman, Port of Long Beach- I have had a few conversations with folks about the Plan. I do not believe the Plan is perfect but there is enough good here that we should move forward with it. I would like to bring up a couple of things. I wonder if we can give some comfort to other people, can you address the topics of congestion pricing and ZE (Zero Emission) only lanes?

Nicholas Cabeza, City of Long Beach GCCOG Ad Hoc Committee- Suely Saro was unable to attend. I want to read some comments on behalf of the city. We want to thank the LA Metro staff for the many years of hard work that went into this Corridor. The City of Long Beach is grateful for the opportunity to share our community's priorities throughout the process. I appreciate the \$9 million dollars the Schumaker Bridge will receive through this plan. I know this \$9 million is just a starting point. We look forward to partnering with local and regional programs to ensure this project moves forward. It is important we begin to look past our freeways and consider multimodal investments. Highlight the motion put forth by Supervisor Hahn and make sure it becomes part of implementation. We want to thank Supervisor Hahn's Office for their work.

Sylvia Betancourt, Long Beach Alliance for Children with Asthma (LBACA) -I think in addition to the comments that Marlin made, I have to voice my concerns around health and not seeing a concrete, tangible program around health. When I think about involvement, our commitment to the process, it was at least a year ago that I raised this issue and was told "trust us". I continued to be patient and wait to see where there would be a concrete health plan. I get Metro, which is a transportation agency. When I think about eliminating discrepancies in addressing health issues, that is where this Plan falls short. Health is the part that does not have a concrete funding plan. I want to be transparent in this meeting about my concerns. I want to lift that up and ask, can we take a step back, do we have to move forward at this time to the Board? Can we, after two and a half years, take some time to think about something concrete for health?

Marlin Dawoodjee Vargas, Long Beach Alliance for Children with Asthma (LBACA)- My comment is to uplift community concerns and the feedback given during the previous CLC (Community Leadership Committee) meeting. Initially the motion did not pass with the CLC with many voting no. It was not until the very end that one member changed their vote. Although there is a lot of support for many of the projects in the investment plan, there is a need to be more explicit and intentional when discussing community benefits. It is so important that there be written down commitment from Metro. What is the plan going to comprehensively address and represent to many of those who voted 'No' at the CLC meeting? And how will that be represented now and when it goes to the Board?

Jermaine Hampton, LA County Economic Development Corporation (LAEDC)- I want to thank Metro for including LAEDC in these efforts. I have had time to go through the Plan and hear many issues around health challenges and community conditions. Are we fully addressing the urban heat island issues we have? Social and economic disparities? I heard that. But I would then say that this is a huge document to unpack. So, there is a lot of different documentation within the plan about key issues. I imagine you all will get to it in these

forthcoming slides. There is an opportunity here for continued collaboration. There is a lot to unpack and discuss.

Matt Schrap, Harbor Trucking Association- My understanding is that it is more relative to stationery. Chargers need the land; you just must clear the permits/construction. I also want to talk about freeway decommissioning. There have not been any votes or discussion. I guess there has been a resurgence on the Long Beach level about decommissioning. Until something is concrete, there are more opportunities for collaboration. I do not know how far ahead of ourselves we are getting or how critical it is to include this document. Any document that is still alluding to ZET (Zero Emission Truck) travel zone restrictions to heavy duty trucks or ZET lanes is something we cannot support. I am unable to support something that even considers displacement of all modes of travel in a critical corridor for trucks that have been deployed in extremely limited numbers. A ZET lane is not an incentive enough for someone to purchase a different truck. It is much more complicated than that. Are they critical of this plan right now?

Fernando Gaytan, Earthjustice- I truly appreciate and understand there is a lot of work that went into this. I also want to recognize the work of the Task Force and the Community Leadership Committee. I do agree with Mr. Wilson. It does seem at the 11th hour there have been some changes and that we are being asked to vote today on something that seems like a work in progress. There is a bit of a disconnect between what we have in front of us and what will ultimately be the final product. I would really urge staff to delay this vote. work to fully flesh out the issues that have been brought today. I appreciate the extension of time for public comment. There is also a rush at the 11th hour to get it all done. It does raise a few concerns. CEHAJ submitted a 39-page letter. in that feedback there is some projects the coalition supports. They include every category. The letter had a lot of issues and concerns for ways to improve the project. We received the matrix of responses on Saturday evening. I appreciate the heads up, but it is not enough time. There are a lot of issues like displacement that raise concerns. to be asked to vote today with yet another redlined version of this being dropped over the weekend seems a bit rushed. I would ask the board to push the vote out. another month or two to really think through is not too much to ask.

Chris Chavez, Coalition for Clean Air- Generally, we can support this document. the Plan is not perfect and there needs to be more time. We need to recognize the 710 will always cause health problems even if every vehicle was ZE. We need to recognize this plan is a huge improvement over 5C. We still have concerns about the proposed auxiliary lanes and interchanges. These projects must be subjected to a thorough environmental review. We support complete streets and priority bus lanes. we support the freeway island decommissioning as a possible project. It is clear there needs to be improved trust between the community and Metro. If implemented correctly, this plan could build upon that trust. CCA thinks this is a significant improvement over 5C. it is not the end all be all. if the Task Force wants additional time, but I am also concerned that the more time we leave means the big, bold ideas will get weeded out. I want to be sure we are not sacrificing a good plan in search of something perfect.

Dr. Genevieve Guilano, METRANS Transportation Consortium- This process is like threading a needle. There are a lot of diverse objectives on this table. This plan will be modified as the project goes on. I feel like this is a draft of direction. As we learn, we will be making changes, and that is okay. There are a lot of working groups and people will be involved. Secondly, we are learning a lot more about what it will take to get to a ZE heavy duty truck fleet. I would focus on pathways to get there and investments and things that must happen for us to achieve that goal. Third, I was glad to hear safety brought up in discussion of health. My vote as we go forward is to pay attention to all the improvements and how they will impact truck traffic.

Laura Cortez, East Yard Communities for Environmental Justice - As we go into the vote, I think about what we are voting on? It is different than what the Community Leadership Committee voted on. Why are we doing this? because of the timeline Metro set? When instead we can simply give them an update. The concern for this vote is looking at why we are forcing a vote on things when there are too many questions and studies that need to be had. How can we effectively say that we are practicing equity? I want to support this project, but how can I go back and tell my community I supported this without knowing what harm it might bring them? We do not know so much about what we are committing to.

Vivana Gomez, County of Los Angeles, Supervisorial District 4- This process has been long and tedious. the work will continue but this process has been a bold investment into communities. I want to point out that the changes made have been responsive to the community input provided. There are funding opportunities around the corner. If we do not let the board vote on this, we risk missing those funding opportunities. Our office will continue to be at the table, and we will continue to hear those concerns.

V. Letters Received During Task Force Public Comment Period & Metro Responses

The following letters were received during the public comment period from January 31-April 1, 2024.

For any letter that LA Metro provided responses too you will see it listed below.

[Coalition for Clean Air \(CCA\)](#) (March 15, 2024)

[Port of Long Beach \(POLB\)](#) (March 18, 2024)

[Port of Los Angeles \(POLA\)](#) (March 19, 2024)

[Coalition for Environmental Health and Justice \(CEHAJ\) Long Beach Residents Empowered \(LiBRE\)](#)
(March 28, 2024)

[Metro Response Letter](#) (April 6, 2024)

[United States Environmental Protection Agency Region 9 \(EPA 9\)](#) (March 29, 2024)

[Metro Response Letter](#) (April 7, 2024)

[Los Angeles County Business Federation \(BizFed\)](#) (April 1, 2024)

[Metro Response Letter](#) (April 7, 2024)

[Speaker Emeritus Anthony Rendon](#) (April 1, 2024)

[Councilmember Tim McOsker LA City Council District 15](#) (April 2, 2024)