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Transcript

April 30, 2025, 6:30PM

● **Montessa Duckett** started transcription

R1 Room 140 0:03

Everyone, I'm Nora.
I'm a student worker also for First District for.
Supervisor salif.

DG Duran-Medina, Guadalupe 0:08

Hello. Good morning. Uh Guadalupe with ST1.

R1 Room 140 0:13

Thank you SD too.
Hi everyone.
Laura Amarita I'm with SD. Francisco Lopez, Mitchell's environmental justice deputy.
33.
Hi everyone.
Justin Orenstein transportation policy in LA Metro deputy for Supervisor Horvath.
4.

CK Cross, Kelly 0:37

Kelly cross Supervisor Han's office.

GE Garcia, Esteban 0:39

I still want Garcia, planning deputy for Supervisor Han.

R1 Room 140 0:45

Tiffany Tran. I'm with.
Now moving on to department heads, starting with Agricultural Commissioner,
weights and measures.

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KF Kurt E. Floren 0:54

Good morning, Kurt, floor NAD Commissioner, director awaits and messages is here.

R1 Room 140 1:00

I'm all carrying control.

WD Whitney Duong 1:02

Whitney donk.

Morning sitting in for director Marsha Maeda.

R1 Room 140 1:09

And harbors.

GJ Gary Jones 1:12

Good morning. Gary Jones, director of beaches and harbours.

R1 Room 140 1:16

Parks and rec.

Library.

Click work.

Chief deputy chime in.

I'm Mickey Szino, assistant director of public.

General planning.

AB Amy Bodek 1:44

Hi regional planning is here.

R1 Room 140 1:48

CEO.

Christine Friedas of acting manager over services cluster.

It's the agenda.

We have No 4 letters requested for presentation, but I did want to make a note that item 2M, the board letter on the harbor, UCLA Medical Center replacement program

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on the agenda.

It indicates that it is agendaized for the May 20 board agenda, but due to the attendees for that meeting, they have pushed it to the May 13th.

What date? So please make note of that item.

We also have two board motions that will be discussed today and a presentation from public works on the LA County Bicycle Master Plan.

We'll go ahead and start with the board motions for Supervisor SE two or three board members.

We have two board motions.

303 I'm sorry, I was on the next page.

Sorry, there's three of them.

Did we want to go ahead and start with SC2 advancing the county's long term health accountability and just transition goals during the phase out of urban oil Jelly Lauda? I'm gonna share.

It this way so I don't know. OK.

So our motion is advancing the county's long term health accountability and just transition goals during the phase out of oil drilling of urban oil drilling.

And to give you a sense of the the pretext or rationale.

For the past few years, there's been a lot of regulatory and policy changes.

As well as legal changes on the landscape related to operations across the state of California and here locally.

Another reason is the county is currently in the process of revising its oil well ordinance.

We know that the phase out will not happen overnight.

And we have still heard from a lot of advocates, community members, about concerns about what happens during the phase out health and safety protections, emergencies and the like and just some of the uncertainties with so many.

Changes on the.

The regulatory and policy landscape.

Lastly, I think the county is is poised to think about its long term goals as they put forward this revised oil well ordinance.

It's an opportunity to think holistically about the long term impacts and the needs of our communities. So thinking not just about.

Of the policy itself, the the oil well ordinance policy, but also separate but

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complementary policy.

Sees related to impacts for workers.

And as well as different parts of the process that extend beyond operations to.

Abandonment and remedi.

So the three main goals of the motion are to identify gaps and develop recommendations for increasing health and safety protections.

During current oil operations and future remediation efforts.

Secondly, to collect and use publicly available data local data to inform any future decisions.

And thirdly, to advance the LA County just Transition Task Force initial recommendations and to expand our long term transition plan.

I'll just give a an overview of the directives. I kind of shorten them a bit here, but the first three include directing DPH and coordination with, I should say, Department of Public Health in coordination with regional planning, public works, fire and in consultation with the Chief Sustainability Office.

And County Council to report back in 90 days.

Recommendations on implementing local regulations that strengthen the health and safety protections and public notification.

Requirements in any staffing or resources needed, as well as cost recovery recommendations to support these efforts.

With this, we're really looking at identifying gaps and needs beyond what is currently in place or proposed.

Secondly, directing DRP in coordination with DH DPW fire these same the same entities in consultation with CSO and County Council to report back in 120 days.

With policy recommendations to guide remediation and reuse of former oil sites, this was also a recommendation that was touched on in the Just Transition report from the Task Force's original work.

And was also identified as a priority for EJ advocates that have been working both with the county and the city and and something that I think both county and city have been having conversations with advocates about.

Thirdly, the director of DPW via the Office of Oil and Gas to report back to the board annually with an analysis of SB1137 and AB1866 compliance data.

Rework permits and idlemill management plans, as well as status of oil wells that have already been identified by the oil. The Office of Oil and Gas as high priority and

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high risk for abandonment.

Directive is directing the CSO in coordination with the Director of the Department of Economic Opportunity to engage the Just Transition Task Force members. The city of Los Angeles.

That was a partner in in the previous effort and relevant new departments but and including, but not limited to DRP, DPH Parks and Recreation, as well as external. Expert Advisors, partners in philanthropy.

The workforce Sarah and report back with recommendations on the changes in the scope or structure of the task force, as well as identification of priority implementation steps, associated timelines for there are a lot more and you'll see the, the the directive is pretty detailed, but I'm highlighting these.

In particular, because I think the the following subdirectives really come out of identifying priority next steps.

And.

I mean an updated scope and structure of the task force.

The 5th Directive is to delegate authority to CSO and DEO within existing resources, not to exceed 300,000 to execute an agreement for consultants for this work.

And lastly to direct ISD with County Council CSODEO to report back to the board in 90 days with recommendations to update county permit policies that prioritize contracting with entities that hire from pre screened and job ready workforce training programs.

I will say that we have continued since since publishing the motion and.

Cluster we've continued to work with departments and entities and particularly on this 5th and 6th Directive we're working with DEO and CSO and are likely looking at ways to prioritize, refine globally, reduce some of the so we can really focus in on the highest priority next steps and.

I just wanted to share that that we're looking to make some edits.

That will likely be.

Word to the board.

I believe.

Of our partners who don't usually join our partners, who don't usually join CS cluster, may have joined virtually as well.

But if there's questions, I can thank you for joining.

Happy to take any questions.

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I have a couple questions.

So I know there's going to be like an effort in one of the directives to look for funding like on different levels of government and whatnot, but wondering in the initial portion where if there has been any discussion on where the funding would come from to jumpstart the?

Expanded work of the task force and then my second question.

I think it was directed like 4 bi think you were you had like.

Where they're gonna do like training or what?

For the workers.

Seeing if there has been any discussion on.

Where for the training and after the labor market assessment, if there has been any discussion on doing like outreach engagement with the workers so that they can communicate like the findings of of the assessment, they can know what their best options would be for like for the train.

That would be all.

That's a great question.

We can speak to that and then if I don't know.

One from CSO is on.

But if they would like to add to it as well, chime in as well.

So in terms of the funding?

I know in the first iteration of the Just Transition Task Force there was a partnership with the Just Transition Fund and I think some of this work includes going back to engage both previous funders as well.

Well, as having conversations with in the field and trying to identify additional funding for this work. But a lot of it too is also done through existing staff. So trying to identify what the need is and what additional funding.

Can be is part of the, will be part of the report back.

On your second question related to.

Engaging workers.

Part of the recommend.

One of the recommendations from the Just Transition Task Force was actually the creation of a A worker council.

And so I know we've discussed that and that may be something that that comes up in this next iteration.

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And I do think there is also a presentation from workers and workforce entities in the task force. And so we're also hoping to get that feedback from.

Deo.

And CSO, as they reconvene about who should be at the table and and what that table.

Next steps, we really see this as like the.

Snap in a longer term commitment to just transition and although you know there is, there are pieces that are opportunities short term. There's also a lot of like long term capacity building that's needed and so seeing.

This is the first step and hoping that the report back is really fruitful in identifying what that longer term strategy too is going to look like.

We also have Ali Razzini, who says that they can speak to that question.

FA Frazzini, Ali 13:47

Hi, yes, thank you.

Just to add to what Laura said.

We did that, that's correct.

We did have consultant support for some of the initial convenings of the task force. I think for the immediate next steps for this motion.

We can probably take care of some some convenings without consultant support, but as we determine exactly how intensive convenings may need to be.

Need to as the labor market assessment moves forward and sort of as the strategy continues to build out, we may need to reassess need for additional funding for consultant support for the for the convening of the task force itself, which is separate from the the funding need for.

The labor market assessment, which I believe DEO can speak to.

R1 Room 140 14:48

We do have a question from Director Gonzalez.

GD Gonzalez, Daritza 14:52

Hi everyone.

Yeah, I I can't tell who was in the room that asked the questions before me, but we we thought of like I was going to ask about the funding because I know that the first

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time we created the Just Transition Task Force, each of our offices contributed so. I was curious to see what other strategies we considered this time moving forward, and then Ali, I know that you mentioned what we plan to do moving forward, but just for a recap, can you give us?

A little insight on what the task force has completed thus far.

Who's in the task force and kind of where we are today? I think it'll help us understand how to move forward.

FA Frazzini, Ali 15:30

Sure. So the task force first.

Started meeting.

Actually, maybe even all the way back in 2020, but really met over the course of a few years to.

Convene folks from from labor, folks from environmental justice organizations, from industry, and.

Also, we brought in guest speakers from places like the State Department of Toxic.

Control and really to explore what would it look like to ensure that the phase out of oil extraction being effectuated through an ordinance could be done in an equitable way where the land is remediated and redeveloped in ways that benefit the community and where workers are not.

Displaced from their jobs without any sort of next steps or any support.

For either transitioning or moving into retirement, and at the end of 2022, I believe was when we published a report that outlined strategies that had been developed in partnership with all of these stakeholders and with the city, the city of LA was our Co lead for.

It Throughout this process.

And that had that had actually been been voted on by the members of the task force, and that strategy outlines.

The steps that we can take to support.

Workers in, for example, you know, over the next several years, especially if, if the ordinance does result in sort of an accelerated timeline for the phase out of oil industry oil extraction.

And it also outlines some potential funding sources.

With shifting timelines for the ordinance implementation.

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Some of those steps may need to shift.

Some of them maybe maybe come less necessary, but we do have a very clear sort of.

Set of actions that that we can take when those actions as they become sort of relevant from a timing perspective for the respective workers. But now as we're looking at potentially broadening the scope of the just transition.

Task force and strategy. It would go beyond just who is affected by that oil extraction ordinance, which has potentially direct impact on workers.

And looking at what?

What are the overall shifts in the economy due to it could be a wide variety of factors that certainly sort of the broader, you know, local and national movement towards clean energy will be will be a key factor to look at and seeing how.

We can reare for those that shift in a way that ensures that workers beyond just those in the oil sector workforce are supported in in accessing clean energy jobs or other jobs that are equivalent to their their current status in cleaner sectors.

And I know and had a question earlier about outreach to workers, so I will also just highlight that as a part of the original development of the Just transition strategy, which again we did did in partnership with with Labor and EJ Groups and industry.

We had one consultant that did actual like canvassing of workers on on oil sites and our partnership with industry was really valuable for that because.

Those workers are largely not unionized, so even though we have labor representatives on the task force, they were not representing the specific workers that do oil extraction work.

They are because those workers aren't unionized.

And so sort of getting the approval and buy in of industry to have our consultants actually do one-on-one conversations with some of the workers that would be directly affected.

Was really valuable to building components of the strategy.

Relevant to those workers.

R1 Room 140 20:03

Can I ask a question P3?

Thank you.

RM **Ruth Mayfield** 20:10
Yeah.

R1 **Room 140** 20:10
Got lots of seats.
Aaron microphone's ready.
Come on in there. Come on in.
Thank you.
Suit. Did environmental deputies know there was always that zone of silence? Always got caught in.
Hi, thanks.
Congratulations on the on this motion. It's very exciting.
See this work going forward including.
The.
Bust moving in terms of like this transition, even though we're dealing with some land use challenges that I know, we're also looking at in a board letter today.
I'm just wondering if if.

RM **Ruth Mayfield** 20:46
Told my ***** park they didn't see what happened.

R1 **Room 140** 20:49
I'm wondering if the partners that are that were part of the Just Transition Task Force, have you already engaged with them about continuing that work and being at the table as part of this, including the consultants who helped with that first time around?
Not all of them.
We've started to, we've started that process and also saw the directive as like continuing that process for ESO and EO to re engage the task force we did.
Connect with leadership and got feedback.
Like what are? What are your thoughts about?
Port and key recommendations and.
Whether reconvening feels right in this moment, and so we did do some of that

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initial engagement to just inform.

Motion, but also see that as part of the work that CSO.

Is so like several of them said yes, they're they want to be involved and they want to continue to work. Yeah, there's.

One of the things that you know was mentioned is pathways into sort of like county employment for for folks that are displaced.

Remember that was brought up earlier.

Work is. Has there been any fruitful discussion since then, or openness from from human resources or?

Apartments that have similar skills like ISD or public works saying that they're interested or have they already done any of that? Yeah.

Oh, Carolyn, I think says she can answer that.

And has been working closely on emotion related to the P66 closure, so I think she might wanna.

CT **Caroline Torosis** 22:34

Hi everyone.

Yeah. Carolyn Trosis from SD2. I would just say Aaron.

Yeah. We are in active discussions with DHR about some of the county classifications that we're targeting.

We know that ISD has hard to hire positions.

We are leveraging the learnings from the place program that DO already administers just to expand that program and get an expedited pathway into county employment.

So I just say, yeah, there's been a lot of progress on that front and I think we're trying to expand that work.

For more than just an urgency situation of the Phillips 66.

Refinery closing, but broader jobs guarantee for the transition work.

R1 **Room 140** 23:11

Thanks Caroline.

And then my last question is in terms of the health and safety recommendations that are that are identified here.

That even more, maybe more than ever, need to double down on those things. Are there any specific ones that you guys wanted to call out of where there been board

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direction that you don't think has been fully implemented or a specific recommendation?

I'm sorry if I missed that at the very beginning of your remarks.

So the starting place for some of that was actually a report back.

We did ask after SB1137.

RM Ruth Mayfield 23:42
Remediating.

R1 Room 140 23:44
SB1137 passed actually for DPH to do an analysis.

RM Ruth Mayfield 23:46
Yeah.
Why can't hear nothing?

R1 Room 140 23:53
Of that bill.
But then, as you know, SB1137's implementation was stalled.
But they DPH did identify a few recommendations. Where.
Health and safety protections could be strengthened, and our course are missing for sites that are outside of these Health Protection zones, as identified by the state.
Law and it's like having additional notification public notification around.
Incidents, emergencies. They can look like a lot of things.
Also, health and safety plans. This is a part of like a increased transparency.
Let's see. There also is some questions around.
Some of the maintenance activities and whether SB1137 includes some of some of those maintenance activities, then I think for the reasoning around just reporting is just ensuring like are there gaps or or how is SB1137?
Being implemented and hoping that that regular analysis and reporting from our county level.

+18***12 25:03**
No.

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R1 Room 140 25:04
Will inform additional.

+18***12** 25:06
2.


R1 Room 140 25:07
Actions that the county may wanna take if if state law does have gaps as well.
Just some comments in the chat.
Hi Matt Lau indicated that there is the Just Transition Task Force roster. The Just transition strategy.
There's a link on the chat, and then we also have a public comment from Gladys Delgadillo.
Go ahead and mute yourself.


GD Gladys Delgadillo 25:38
Hi, I'm Gladys omidio.
I'm here on behalf of the Center for Biological Diversity and thousands of our supporters in Los Angeles County.
I want to thank Supervisor Mitchell and her staff so much for this motion.
Communities deserve to breathe clean air and to be safe.
Workers deserve dignity and support, and this motion continues to move LA County in the right direction and continues to set an example for other jurisdictions to follow.
To further strengthen the motion, we ask that the motion include a couple other report backs.
Frontline communities are concerned about how their health is impacted by acid maintenance.
The center would love to see a report back from the planning and health departments on how the county can protect communities from this activity.
The center would also like to see a report back on whether the county has in the past levied upon bonds posted by operators for plugging and abandonment of wells.
Further, while SC1137 bonds reworks and most wells throughout unincorporated LA


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County, some wells fall outside the set back distance. In the law. The county should ensure reworking wells is banned county wide.


Last, we very much appreciate the first directive in the motion pushing for strengthened public notification requirements. We recommend there be enhanced emergency plans for residents living near oil wells, providing clear guidance on how to respond to a leak, chemical spill, fire or other emergency.

 **+18*****12** 26:51
Yep.

 **Gladys Delgadillo** 26:55
Thank you again for this motion. Oil companies must be held accountable for cleanup and health and safety protections, and it's wonderful to see the county stepping up to close enforcement gaps. The oil industry has exploited. Thank you.

 **Room 140** 27:08
Yeah, a quick question too in the same way. What for CSO perhaps in terms of the just transition discussion, it seems like the focus is around rightfully so perhaps but more on the refineries and oil companies and their operations.
But we know refineries in the byproducts are tied to many different other sectors. This corporate the shirt, the Rotary Dr. the multiple.
Sectors it acts is not just the workers that are tied to the oil operations of the refineries, but a lot of those byproducts are used for several different other products in the market and and jobs tied to it.
They just want to see if.
Universe is just transition is just particularly looking at the jobs impacts to the folks directly tied to the oil drilling or refinery operations or it expands beyond.

 **+18*****12** 28:05
Hmm.

 **Room 140** 28:10
Other jobs and other factors that.

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You know the byproducts are used and it's complicated around those and and a lot of other jobs tied to it too.

FA Frazzini, Ali 28:25
Yeah, I can.

R1 Room 140 28:26
I can start us off.

FA Frazzini, Ali 28:26
I can take that question or sorry, Lara, go ahead.

R1 Room 140 28:28
Oh sorry I was.
I was just gonna start us off and then I can kick it over to you, Ali. But I was gonna say that having that specificity is something that we've been talking about with PSO and DEO for that directive.
And I do think that is something that we will probably add in in between now and and before the motion gets to the board, because we do wanna just be a little more explicit.
About the the scope, understanding that just transition is a huge all-encompassing topic.

FA Frazzini, Ali 29:04
Yeah. Thank you.
So I'll I'll chime in now.
This is Ali fazzini from CSO and the the original report and analysis was narrowly focused on extraction workers in those sites, which I think was important and helpful for for the phase of the work that that we were in as a county at that point.
When it comes to refineries, given that we don't have any in unincorporated areas. We.
See sort of less potential for, you know, direct regulatory action that would affect. You know those those workers and industries?
And so I think that could kind of be be grouped in with other.

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Kind of downstream impacts to to.

Communities or workers that might come about because of broader economic shifts and and it therefore could be included in sort of this next broader phase of of looking at sort of changing economic conditions and and how to prepare for those.

R1 Room 140 30:16

Do you have any more questions or comments from any of the board offices?

We do have.

DG Duran-Medina, Guadalupe 30:22

Yes, yes, just one, one other comment. I think in regards it's a very comprehensive motion.

Thank you for this motion.

Just wondering in regards to the workforce trainings, I know there's gonna be a lot of involvement in regards to already the workforce training programs that the the deal has expanding upon that given you know.

As you know, the need is identified right and further assessing the need for you know where you know the the clean energy, right.

You know, arena and so wondering in regards to you know, other partners, whether they're going to be included such as DPW and parks around, you know, their workforce programs tied to measure.

W in measure A to also be part of the you know the you know the efforts that we can leverage as well as part of this. You know the goals of this, this motion and and looking at just transition to looking at those dollars that are tied to.

Workforce training.

In the green industry included, you know, using those resources.

So just.

Just making sure.

We we tap into that.

R1 Room 140 32:00

I know.

I jumped the gun a little earlier with a public comment.

It but for any members of the public that would like to address.

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This motion you can go ahead and raise your hands or.

From deos?

OK, Kevin.

KA **Kevin Anderson** 32:17

Yes, thank you so much.

Kevin Anderson from Department of Economic Opportunity just wanted to make a couple brief comments on behalf of the department and also in response to some of the points raised today.

1st just thank you to the motion's authors for bringing it forward and engaging us and our feedback in the the process of finalizing the motion. We also look forward to working with CSO on this.

Some of the earlier work was done prior to DEO.

But now that deos here, we're we're looking to to jump into this more fully.

I did just want to note, I think as folks are aware.

You know deo.


As a strategy, we're committed to greening all industries, investing in emerging green industries. We focus on clean tech. The 0 emission transportation you know and have launched in a number of partnerships and programming related to that. We're also expanding High Road training partnerships with including a focus on green.


Industries, including through the the recently launched fund that we're hoping will result in some applications in that space also have done a lot of work in partnership with the.

The Apprenticeship Readiness Fund related to green industries, so just wanted to know this all aligns to to what we're doing and then also hoping that as I think Carolyn and others noted through the work on P66 that that can serve as a pilot. Sort of a pilot and and have some learnings to inform uh, broader work and next steps moving forward, umm. And then lastly wanted to note umm on the study you know we'll be working with CSO and and others to to scope that out and make sure it me.


Needs and addresses the broader analysis that we want done to support the goals of the motion, umm, and then and and we are identifying some funding. We don't have that confirmed today, but we are identifying some funding to cover that study.

 **+18*****12** 34:07
No.

 **Kevin Anderson** 34:14
And then related to other funding that you know is a is a clear recommendation in action in the motion.
And so we'd be looking to work with CSO and the other various departments to come back with some recommendations on on how to leverage various funding sources or where additional resources might be needed to move forward specific recommendations.
So I'll just pause there, but wanted to just chime in a bit from DEO. Thank you.

 **Room 140** 34:42
So I just want to make sure are there any other board offices who have any questions?
Deritza raise your hand on the thing.
No, never mind. I'm sorry.
This one last quick thing.
Maybe it's a comment, not a question, but of those programs and and you know opportunities discussed in this, I know at least in our district the majority of the the many oil wells are mostly located in the city of Los Angeles.
I think that's the case for a lot of our districts.
You know, whether it's the, you know, the 4th district with a lot around the.
You know, Long Beach in the porch areas is there when I hope that these can benefit incorporated cities as well, or there be at least an opportunity to keep them at the table because so clearly no need to reinvent the wheel, addiction to jurisdiction.

 **+18*****12** 35:32
Hey.

 **Room 140** 35:35
There any other department who would like to speak on this motion?
I'm gonna open up public comment.

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We do have a few people virtually who would like to make a comment. The first one is.

Emma Silber.

ES

Emma Silber 35:59

Yes, hi everyone. Thank you.

My name is Emma Silber.

I'm the climate justice associate at Physicians for Social Responsibility, Los Angeles, and I'm also a member of the LA County Oil and gas Phase out coalition. I'd first like to start by offering my support for the county and Supervisor Mitchell's dedication to protecting the health and safety.

Of Frontline community members negatively impacted my neighborhood oil drilling through this commitment to passing a stronger oil phase out ordinance and the health and safety motion being discussed today.

This motion uplifts many of the priorities.

Priorities of our coalition and of the frontline communities we represent and work alongside, there are urgent gaps in health protections, community notification processes and cleanup regulations that need to be addressed. So, since the timeline for the phase out of oil sites in LA County has been extended with.

The need to redo the phase out ordinance.

It's critical that the county adds additional health protections and notification requirements for communities living near active oil drilling.

Although SB1137 has important requirements for leak detection response.

Community notification. The process for developing and implementing these regulations will take a number of years.

Frontline communities living next to toxic, polluting sites need more immediate relief and oversight to start, the county could provide additional oversight on acid maintenance operations happening at drill sites, such as the Inglewood oilfield.

These projects are highly toxic and pose a health threat to residents living and working nearby. The aspects of the motion related to the cleanup of oil sites are also a priority.

In particular, identifying tools to ensure that operators pay for the thorough plugging and abandonment decommissioning.

And remediation of their sites is crucial.

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It's also important that residents living near the sites are able to meaningfully participate in the cleanup process and that they're strong health protections both for workers on the site and for community members living near the site during the cleanup process.

Lastly, I appreciate the commitment to moving forward and implementing the recommendations proposed by the LA County Just Transition Task Force. The county must plan for community and worker led transition away from fossil fuels.

So thank you for your time.

I look forward to seeing these motions lead to policy changes that uplift environmental justice.

And public health for frontline communities in LA County.

R1 Room 140 38:04

You Regina Martin.

R Regina Martin Black Women for Wellness 38:11

Hi, yes, Armagh Martin and I am an employee here at black women for Wellness which is a reproductive justice and human rights environmental justice organization that has been working to protect communities in South LA from Toxic neighborhood drilling for years, especially around the Inglewood oilfield. I am spe.

Today, to urge the county to support the health.

Accountability and just transition motion put forward.

By supervisor Holly Mitchell and to move the phase out ordinance.

Re. Adoption process forward quickly.

This is an urgent environmental justice issue and action is needed to protect the predominantly black and brown communities who continue to be harmed by ongoing drilling.

R1 Room 140 38:54

Thank you.

R Regina Martin Black Women for Wellness 39:06

No one should live near oil drilling sites that put their health and safety at risk and that black women for Wellness. We have spoken with thousands of residents like

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myself who are concerned about the effects of oil drilling and overwhelmingly want these toxic operations shut down the account.

And transparency measures called for in Supervisor Mitchell's motion are hugely important.

As residents like myself deserve to know what's happening in our neighborhoods, thank you.

R1 Room 140 39:43

Thank you.

We also have a comment from Chad Monk who is not able to stay on. He put wanted to express his support for this motion only.

Does it help address health and environmental justice issues that this motion addresses the need for robust policy recommendations to ensure oil companies are held accountable for cleanup and safety projections are enforced?

Community input guides the future use of these sites.

Name is Chad muck.

SVP of programs and public policy with National Health Foundation and appointed member to LA County's community prevention and Population Health Task Force.

If there are any other members of the public who would like to speak.

Then I will move on to the next item, which is the next motion from SD5 supporting Assembly Bill 476 to prevent copper non ferrous metal fact.

Thank you again.

This is to support Assembly Bill 476 from assembly member Mark Gonzalez.

High level points what the bill does increase the financial penalty for selling stolen public utility metals or materials to broadens the definition of engaging and salvaging or selling stolen public utility materials.

And 3rd creates registration and licensing requirements for recyclers.

Junk dealers. Sure. Stolen goods aren't being used after being stolen.

Then find the local issue. Lair has analyzed 8476 and it would support the county's efforts to maintain public infrastructure and dependent services that use non ferrous metals subject to frequent theft.

DPW and ISD have cited this as a significant public utility and resource access issue.

Charging infrastructure has been specifically targeted throughout this.

Our district, we've got long stretches of Public Utilities that are often targeted in one

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situation 1/2 mile of telephone wire was taken, cutting off hundreds of thousands from basic telephone access for a significant amount of time.

Additionally, the Board has supported increased penalties.

Sorry rewards for helping enforce against us both in Hacienda Heights and in Pasadena recently.

Bill was sponsored by the EB Charging Association.

In the league of Cities and the LA Cleantech Incubator.

Lots of support from cities, city associations, trades, etcetera.

Very minimal opposition was first referred to the Assembly Committee on Business and Professions were passed unanimously and then went to public safety.

Yesterday were passed on consent.

Just a bit, sorry, I spoke fast.

Questions.

Is there anyone from the public who would like to speak on this item?

Wanda. Richard. You have your hand up.

YR **Yolanda Richard** 42:39

Yes, I have my hand up.

R1 **Room 140** 42:39

OK.

YR **Yolanda Richard** 42:41

I was talking about the speaking on behalf of the oil drilling and then I don't know what happened, but you moved on to that. Can I still speak?

R1 **Room 140** 42:53

Go ahead.

YR **Yolanda Richard** 42:55

OK.

So I am.

And how's everybody doing?

My name is Yolanda Richard.

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I'm and I am a employee at black women for Wellness, reproductive justice, and human right organization that has been working also as well as Regina in the. Far as the oil drilling has been working in the community in South LA for toxic neighborhood drilling for years.

Especially around Englewood oilfield.

I am speaking today to urge that the county.

Support the health, accountability and just transmission of transition motions put forward by Supervisor Holly Mitchell and to move the balls out and to move those sorry, move the balls out ordinance.

Read option process forward quickly. This is an urgent environmental justice issue. Continue to be harmed by ongoing drilling.

The measure in a supervisor Mitchell's motion that protects health and safety.

We are extremely that is extremely important because our Community deserve clean. Air, water and soil and to be protected from toxic chemicals that harm the health health of our families. In addition to the county to consider how communities might be protected from acid maintenance work which is a portion of potential risk.

For residents, once the ointment is resented.

So we're asking that you please.

Follow up with Holly Metra supervisor Holly mentor.

Proposal and please remove that oil drilling. Thank you.

R1 Room 140 45:11

Yeah.

Anyone else who would like to provide public comments?

RM Ruth Mayfield 45:18

Yes, I would.

Hello.

R1 Room 140 45:22

Yes.

RM Ruth Mayfield 45:24

Hello, my name is Ruben.

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How you feel?

I'm a black woman for Wellness.

I'm speaking on the same about the oil drilling.

I'm. I'm excuse me. I am a boy.

You have black women for wells.

I'm a reproductive justice and human rights organization that has been working to protect communities in South LA from Doctor neighborhood drillers for years, especially around the Inglewood oil field. I'm speaking today to Eric the county to support the health, accountability and justice the transition motion put forward by. Supervisor Holly Mitchell.

And to move the phase out of the ordinance to reduction process forward quick quickly, this is an urgent environmental justice issue and the action is needed to protect the predominantly black and brown communities who continue to be harmed by the ongoing drilling as well as stopping drilling to.

Protect health.

It is important that the oil operators who have profit at the expense of our communities are held accountable.

Supervisor Mitchell's motion is an important step in this direction.

Although we would also urge the county to ensure that operators are held accountable for the cost of plugging and redeeming wells and for the site reserves, thank you very much.

R1 Room 140 46:41

Any other public comments?

And we'll go ahead and move on to the last motion by SC5, recognizing the 250th anniversary of the United States.

And.

Claiming an anticipation for next year.

My meal on July 4, 2026, this motion is.

The meeting that Reshin and directing the CEO to work with all relevant county departments to promote events.

Educational materials and just prepare for the event.

There also marks the 250th anniversaries for some of our military branches.

The US Army, Navy and Marine Corps and this motion is.

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Anniversaries as well.

I had a question on the departments that were identified in the first directive.
It's Public Library, arts and culture, and then also the Natural History Museum.

I'm just curious about the thinking behind those specific departments and.

Why not parks?

Or how you identified those?

Hmm.

Those departments.

Yes, those those departments.

To with the promotion of materials and.

Events or any kind of.

We can.

Into consideration.

Uh as well.

Purchase that.

I think just 'cause the the Natural History Museum isn't our only cultural institution
that we have the county, so.

Director one is all relevant, so I think that's gonna be the catch. All of our Co will lead
effort to engage any other ones that would be included in that.

So that's a fairpoint.

Those are just head three specific things.

Testing 1.

Are you referring to federal events or events that the county would be putting on as
it relates to?

For director white.

It would be.

Events county.

Those report backs would be are hoping that these departments, other departments
that CEO, can help to identify, would include potential events.

Then this leads me to my third to my second question regarding Directive 3.

It only requests like the division of.

So report back.

Through the department and I'm trying to understand like why other divisions within
that department weren't included.

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And is included there, that it was a lot of events.

I'm just trying to figure out the reason behind that.

And it's.

Or that DN consideration?

My last question is from directive to.

The language is specific to the birth of our nation and I want to understand like is there an opportunity to expand that beyond the birth of our nation?

Our history is very complex and so is there an opportunity for that LA County Library to.

Either report back or if they are to display, you know, material, educational material books.

To also expand it to, you know, our nation's history, and not just specific to its birth.

Do you have any other board offices online that have any questions or comments?

So this is the time for any departments to go ahead and provide any comments or questions.

And I'm opening it up to the public.

One who would like to speak on this item, please raise your hand or press *6 to unmute yourself.

Hearing none, we'll go ahead and move on. Sorry, go ahead.

RL Richards, Lenee 51:32

Hi this is this is Lenee Richards with supervisor Mitchell's office.

I just wanted to share agreement with the comments that was made earlier about the sensitivity to the history of this nation and.

R1 Room 140 51:42

OK.

RL Richards, Lenee 51:49

Acknowledging that that it'd be inclusive and and the wording around the birth of the nation, I appreciate those things being uplifted.

So I just want to reiterate that from SP2.

R1 Room 140 52:07

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So I just wanna check on time.

We have about 8 minutes until this meeting is over, but we still have the presentation from the LA County Bicycle Master Plan.

So I'll go ahead and introduce Steve Berger, Matthew Dubiel and Mary.

This room occupied by the next group of people 1:30.

So it's up to you if you want to extend the time or wait for.

That Steve.

Yeah, I'm good.

Hey, I can talk fast.

I'm good.

So, so fast talker too.

So, OK, great.

So go ahead, public works.

All right, everybody. Thanks.

Good seeing you all.

Steve Berger, deputy director for transportation LA County Public works.

I'm here with Mary Reyes, head of our transportation planning and programs.

Group and Matt Dubiel, who is in charge of our bicycle. He's our bicycle guy.

I'm gonna tee it off from Matt very quickly.

This is a 2 fold. This is a 2 fold purpose of us being here.

One is to give you all an update on our Bicycle master plan, which is in the works.

We started earnest on that in about 2022.

This is, I think, gonna be one of the most comprehensive bicycle master plans I've ever seen.

We're spending a lot of time making sure that.

And it's comprehensive, well thought out.

Well prioritized and that we we look into all all of the things that go into building a bicycle or a mobility facility. And so in addition to that, there was a motion that came out in September of 2024 that asked, among other things, an update on.

The plan which we're going to be turning in report this is like I said, a preview of that.

It also asks us to look into how we prioritize our mobility and safety.

Improvements our infrastructure relative to how we prioritize our pavement program.

So our pavement program involves, you know, repairing and preserving our pavement, keeping it in good shape, and that when that happens, that's an

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opportunity to think about implementing our mobility and safety.

So it asks us to give some thought to that and then give some thought to, you know, viability or value of either a policy or an ordinance that would.

In in, you know would really.

Require us or direct us toward putting those improvements in when we do pavement.

So we put a lot of thought into that.

Matt's here to kind of go through both a presentation of our update on the master plan and then kind of a summary of our report, which is also attached.

So with that, I'll leave it to Matt. All right.

Good afternoon, everybody.

My name is Matt Dubiel and I'm a principal engineer manager of managers at Public Works transportation business area.

Today I'll be presenting on our efforts, as Steve mentioned, to update our county's bicycle master plan and respond to a recent board motion that Steve also mentioned related to implementing mobility improvements. Both of these efforts are completely aligned with our business objectives to improve St. safety.

Safety and expand transportation choices.

Expand transportation choices not only at a local level, but also a regional level by providing infrastructure within the unincorporated communities and along our flood control channels to establish connections to facilities in other jurisdictions. So to start off with just a little bit of background.

OK.

There we go.

In 2012, the Board of Supervisors adopted the county's current bike master Plan, which identifies numerous miles of proposed on and off St. bicycle facilities.

Board recognized that this plan was due for a refresh and update, and so in October of 2019 passed a motion directing public works to do just that. Most recently, last September, the board directed Public Works in collaboration with our partners over at Arty to report back on.

A number of items.

Including the status of the bike Master Plan update and how implementation of those improvements identified in the plan can be accelerated by incorporating proposed mobility improvements within our pavement projects.

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Regarding the bike Master Plan update, one of the first things that was done was to create a Bicycle advisory committee and a technical advisory committee for short. The purpose of the back is to help advise on the overall direction of the update, and includes representatives from each of.

The board offices and their appointees, which are mostly from outside mobility advocacy groups such as streets for All Bike LA, mobility justice, among others. And attack their purpose is to provide technical guidance and feedback throughout the entire update process, and that consists mainly of staff from stakeholder counting departments and agencies.

The back in the tech were engaged early in the process to develop the vision and goals of the update, and we'll and we'll continue to be engaged as we work towards draft plan and ultimately a final plan that will be presented to the board for adoption, the vision.

For the update is to make bicycling safe, convenient, and accessible for all ages and abilities in LA County. And there were four main goals that were identified.

Safety, equity, mobility and accountability.

Eventually, we wanna prioritize projects in communities that are underserved and are most dependent on active transportation and that can improve safety and increase biking.

Of course, we always want to be accountable, responsible and transparent.

The Bike Master Plan update will evaluate the unconstructed bikeways identified in the 2012 Bike Master Plan to assess connectivity while focusing on that critical first last mile connection.

It will also propose new bicycle facilities that are appropriate based on various factors such as vehicular speed, roadway, geometrics and community input.

This includes Class 4 bikeways, something that was not in the 2012 plan.

But it includes Class 4 bikeways, which are striped on street bike lanes that have some sort of vertical element to it, such as posts or bollards that separate the bike lane from vehicular travel.

Lane update will also include a programmatic EIR to accompany.

So far, public works has conducted preliminary data analysis, review, network completeness and connectivity review. The overall potential for new facilities to close gaps and expand the network held over 40 community outreach events to gain feedback. Based on these efforts and initial preliminary bicycle network was

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produced in the.

Fall of 2023 adjustments were made to that initial network and that occurred in the spring of 2024.

As the project progressed, public works identified a need to inform the community about the challenges that surround building out a bicycle network.

So last year, community outreach was paused.

So that we can reevaluate the way that we are developing the update. Ultimately the main goal here is that we want to produce a plan that is implementable and not just visionary.

So if parking removal is necessary to fit a bike lane.

Plan should disclose that.

Removal of a traffic lane is necessary.

But also reflect that as well.

But I want to note that reduction in travel lanes or referred to as Rd. diets would not be presented in the plan unless traffic volumes on that roadway could still be supported with the reduced amount of lanes.

Yeah.

OK.

You lost a presentation. We're just.

I'm sharing.

I'm gonna go ahead and share it and just let me know when you want me to change the slide.

Method I don't know.

I don't know that.

He's got it.

You can see I'm sure.

Only other PDF OK.

If we can slide down to.

That one right there.

Yep. So currently we're working on conducting a detailed data analysis which includes analyzing a variety of factors such as roadway geometrics available right away and parking restrictions and applying design criteria to create revised draft network.

Next, we'll take a look.

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Corridor by corridor to evaluate the connectivity and practicality of a facility being implemented.

We're currently estimating a draft plan will be available later this year.

Late this year, the delivery of the draft will, however, depend on how complex the data analysis ends up being, and how long the corridor by corridor evaluation discussions take. Public works certainly values public input and is committed to continuing the robust community outreach that we began.

Once additional data analysis has been completed in a more refined map is available for public consumption.

Next slide.

One of the board's directives from the September 2024 motion was to provide the working methodology for project prioritization. After we develop a map showing the bicycle network, a prioritization method will assist us in determining which bikeways should be implemented first. The various factors must be.

Considered in the project prioritization analysis that include things such as safety, equity and connectivity.

Want to ensure that we are essentially connecting people to places that are from historically divested communities and we want to connect them in a safe manner, again, connecting people to places safely is our main objective here, including these prioritization factors will help us achieve that.

Other factors such as Community support, pavement condition and funding availability will need to be considered during design and construction phases.

Slide please.

The table on the screen shows the breakdown of bicycle infrastructure has been installed to date.

We have a network of 221 miles and another 38 miles that are currently in the planning and design phase. 78% of the facilities identified in the 2012 Bike Master Plan have yet to be constructed, and it's estimated that that will.

Cost \$1.5 billion to do so, along with funding other challenges to implementing the 2012 plan.

Include identified bike lanes.

Simply were not feasible for a variety of different reasons, whether it be not enough right away, not enough available roadway space, or lack of community support.

That's why with the current update, we really want to focus on a high level feasibility

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analysis and identify what challenges may exist and disclose those in the plan so that we're extremely transparent on next slide please.

Look, before you move on, can you go back to that previous slide?

What's the difference between the top chart and the bottom chart previously?

Planned Pike ways versus bike ways.

Rifle.

So the the top one is existing and planned, which is essentially what is in plan itself and the bottom one is what is actually constructed.

The first line under byways constructed. This is 82 miles.

From the top section that's within the 139.

Right. So prior to the 2012 plan which?

Which is the current plan that we have.

There were 139 miles that had already been constructed.

For for the 20 total miles in the county are we need to add across no total miles in the county is at 221. The network that constructed.

An additional 38 currently in the planning or design phase.

Well, the ones that are in the bottom lines are counted for in the top line.

Some of them, yes.

So the everything that was instructed prior to 2012.

And upgrade area. It also shows like the 831 that is what is proposed in the bike plan 2012.

This is a little conf.

I'm just trying to understand this is a little confusing because my friend's trying to add up the miles and I can't.

I can't see the relationship between the lines and lines on the bottom on a future version of that please.

It's the 139 in the top row, plus the 82 gets you the 221.

Yes. Yeah.

Bcl.

That's a little weird to try to understand that on the table.

Sounds like we're OK. That's thank you, very comment. Thank you.

Next slide.

Another directive in the 2024 motion as public works to assess the feasibility of developing a program that incorporates the mobility elements from the bike master

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plan and Vision Zero plan into public works pavement program and other Rd. maintenance work.

Evaluate the feasibility. Best practice research was conducted with various jurisdictions across the country.

I think it's the slide before this table.

We met with five cities.

You'll see them up on the screen that have complete streets, ordinances or policies related to the implementation of safety and mobility projects.

San Diego, Seattle and Somerville all have policies or ordinances that require complete St. Element pavement.

However, staff from these jurisdictions noted that although the intent is to combine mobility and payment projects.

If feasibility or funding challenges exist, the mobility project is not required.

Be implemented with the payment pro.

This contrast with Cambridge and LA, both who have ordinances or approved ballot measures that require projects to be implemented with pavement projects.

Staff from Cambridge specifically noted that feasibility challenges cannot override implementation. So in other words.

If projects must remove on street parking.

To fit a bicycle lane then beyond street parking needs to be.

Lost in order to accommodate those bicycle facilities.

Sorry, just a quick clarification.

I'm wondering if you can elaborate on on this a little bit further for the Los Angeles case.

It's my understanding that Daft Ordinance incorporates some flexibility in that if the OT is able to identify an adjacent corridor in order to ensure that the connection is maintained or that connectivity.

Then is flexibility in that regard and.

Cambridge case that.

I'm remembering correctly.

There was flexibility in that, a city manager was allowed to.

It might have been capable of Somerville was allowed to present that rationale to the City Council in order to.

Have that mobility project delayed.

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Was that correct?

So there's there's some nuance flexibility in each of those cases.

There is some some new exactly what you said.

There is some nuances to that within the case of city of LA.

Voters passed measure HLA last March for those to update all of you and the city of LA is currently working on defining exceptions to that. To further refine how that ordinance gets implemented, there are some there is flexibility that is being built in in the city of L.

Through that, through that exception ordinance. OK. Thank you.

So how does the county compare?

La County's similar in size to San Diego. As I mentioned, not only in population, but also we have a complete streets policy.

Next slide.

County general plan calls for the accommodation of all users with St. improvements. Up on the screen, you'll see an excerpt policy M11 from the county's general plan, and it essentially indicates that calls for the accommodation of all users with street improvement projects whenever appropriate and feasible. Public works currently implements projects that are aligned with this policy and.

Mobility or Traffic Safety plans, including the bike master Plan, Envision 0 plan are implemented either.

Currently.

As standalone projects or as multi benefit projects that include both mobility and pavement components to it.

When planning projects, we consider impacts to a number of things.

Schedule budget equity priority to essentially determine the mechanism and what I mean by mechanism, whether it's a standalone project or combined as a multi benefit project, we consider all those different factors.

Next slide.

Currently there is flexibility in implementing the various mobility elements within the county and public works recommends that flexibility be built in the future ordinance if one is created to further strengthen current funeral plan. As such, public Rec Public Works recommends to design and construct a multi benefit trans.

Projects when the proposed payment project is when the rehabilitation and reconstruction pavement categories the project is along a corridor that has higher

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priority rankings within the bike master plan or Vision Zero plan.

And the project does not result in impacts to funding streams that will negatively affect equity prioritization efforts.

We also recommend that we continue with our current practice to incorporate Traffic Safety elements.

With pavement.

Projects where opportunities arise whenever feasible and continue to implement Traffic Safety, mobility elements independent of payment projects in accordance with their respective prioritization areas within their plans and with available funding.

Lastly, we recommend flexibility to be provided mobility elements are deemed infeasible as long as it's documented.

So that concludes my presentation.

If you have any further questions.

Thank you. And I want to start off by thanking you, Steve, Matthew and and Mary for all of your work on this.

I know it's been a it's been a heavy lift and I appreciate the collaboration.

I just want to step back for a moment, layout what the?

For Supervisor, Horvath was in in introducing this motion.

Firstly, understanding that the 2012 Bicycle Master Plan is going to be undergoing some significant updates, including as you mentioned.

Indian Corporation of Class 4 bike lanes. The supervisor wanted to make sure that we're creating a methodology for delivering projects that prioritizes safety, equity and connectivity.

Secondly, understanding that only 22% of that 2012 Bicycle master plan has been implemented, the supervisor sees a strong need in accelerating the delivery of projects called for the updated plan. So the idea is that by overlaying.

I need corridors in Division Zero action plan and safety and mobility treatments called for in the updated bicycle master plan with the department's Pavement preservation program, we're able to consolidate this work, but more importantly, knowing that pavement projects are planned 567 years out it gives.

The department, a sizable runway to.

Plan design and either identify or secure funding in advance.

Those pavement projects taking place so that we can incorporate the the multi benefit projects and 3rd the supervisor feels that there's a real need for

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accountability and delivering on each of these projects. And it looks like based on best practices evaluation undertaken by the department and the Convers. That took place with the cities of LA, Seattle, San Diego, Somerville and Cambridge. They resulted in some good insight.

So.

I I wanna thank you again for for your collaboration ongoing work.

I know that there's a whole lot more to do, but we're looking forward to to updates on the master plan as they come forward.

I do have just a few questions if if that's all right.

So the presentation notes at the draft bicycle master plan and associated programmatic EIR will be available for public review in in late.

2025 and a final plan would be available for adoption.

In late 2026.

Can you elaborate on the work that needs to be done during that time period?

Feels like it's fairly far out and I just wanna make sure that we're capturing the necessary milestones during that process.

Sure. And thanks for the question.

So we anticipate providing at least a 60 day review period of the plan itself to drive a plan when it goes out to the public.

During that time, we'll perform extensive outreach to inform the communities about contents of the plan.

Let them know that it's out for review and invite them to provide any comments they may have.

We'll engage advocacy groups as well as the public at large, so that that will all take place during that 60 day.

Get a review period based on the feedback that we receive, we will need to make adjustments to the plan and based on the extent of those, we will either prepare final EIR or go back out for comments on another draft.

Since the bicycle master plan, as I mentioned earlier during my presentation, is part of the general plan, part of the mobility element of the general plan, we do need to go to the Regional Planning Commission.

For approval. So we need to still work out the details with our partners at regional planning, but our our hope is that we present to the Regional Planning Commission in spring, early summer 2026 to present to them and then by the end of the summer

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that.

We go back and present.

For their approval of that, and from there we will move it on to the board, OK.

Thank you.

And then second question is one of the directives in the original reimagining motion?

Was, as you pointed out, developing a methodology for prioritizing corridors and treatments.

Understanding that there will be updates made to the Bicycle master plan, the incorporation of Class 4 bike lanes.

Or bikeways.

And and you elaborate on how the prioritization methodology and scoring is being approached and how these plans will be overlaid.

With.

To develop a work plan that ensures that multi.

Sure. So so first, the prioritization method for the bike master plan to be created and will be created as part of this process.

Again, we'll we'll look at safety factors equity as well as connectivity.

Potentially other factors as well. Part of the planning process that will take place when we.

There create standalone projects or multi benefit projects.

The goal is to create multi benefit projects as you get it set up that way. For that to happen.

So what will?

What will need to take place is that we have the bicycle master plan with its prioritizations 0 plan with its prioritizations, and then we have our pavement program with another set of priorities.

During the planning process, we will look at all those and see where all the overlaps are.

Create a project based on that. OK, that's helpful.

Thank you.

And then last question.

I appreciate the indulgence.

So one of the recommendations.

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In the board memo and the presentation was just design and construct multi benefit projects within the rehabilitation reconstruction category.

Stories and and whenever projects are appropriate and feasible.

So the intent of the supervisors motion was in part to connect these projects.

With the department's pavement preservation program and their diet, as I mentioned, develop that runway for planning and funding.

If all goes as planned, there should be very few instances in which projects are not inappropriate or infeasible.

So my concern is that whenever projects.

Are appropriate and feasible.

Doesn't create the level of accountability that's required to deliver on existing policy existing policies.

So can you provide a little bit of clarification on those terms or operationalized and does pursuing projects within the rehabilitation reconstruction categories mean that low cost striping projects?

Will be paving category slurry seals.

With not be pursued if opportunities are presented.

Sure. So so based on the 2024 September 2024 motion.

You understand his public works, the desire to create in the current policy.

As it relates to incorporating those complete St. elements into our pavement program, so knowing that that's the case, we do recommend the design and construction of multi benefit projects within the rehabilitation reconstruction.

Pavement category.

Unit preservation techniques, though, such as slurry seal like you like you mentioned, those are typically the cheapest and quickest types of projects that can be delivered.

So that's why we recommend incorporating elements into those only when it's feasible. And what I mean by feasible is when.

The the the cost lines up in the in the schedules line up. The idea here is to get improvements out the door as quickly as we can.

So operationally, back to your your question, if if we were to strengthen the current policy to require improvements within the reconstruction and rehabilitation categories, that doesn't mean that your slurry seals never have a striping associated with a mobility improvement from the bike master plan associated.

All comes down to how all of those are scheduled and whether or not funding is

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available.

Bubble at at that time.

So there may be projects where we say.

The slurry seal needs to get out there because the pavement is continuing to deteriorate.

We will send that project out as a standalone and then come back and do mobility improvements otherwise.

I want to put a little bit of a fine point on what Matt talked about because you know, with engineers, we think like engineers, right?

We think we know what preservation and reconstruction is.

I just want to, you know, kind of clarify that a little bit.

So Reconstruction Rd. is when you really tear down, tear out all the asphalt.

Sometimes you go into what they call the base.

All the all the gravel that's under it and you take it all the way out and you put it back in.

Very expensive process. Some of our roads have gotten in such a bad condition.

We need to do that.

There are roads out there that even the ones that get the kind of cracking on them and the water can start seeping and we can put a preservation trip on.

Some people call painting the street. You put out a very thin layer of slurry.

And it can.

It can prevent that road from getting in worse condition for maybe 5-10 years. It's.

It's a very quick portable treatment, maybe \$1,000,000 you spend that avoids you 4-5 years later from having to spend \$10 million or \$20 million doing all the work.

So the idea is that we're doing that slurry seal.

We have to restripe the street anyway, so if it was going to be a restriping job, for example, yes, let's add the striped bike lanes.

But if it became a project that would become more complex or more expensive, and frankly we couldn't afford it, we would still want to be able to preserve that street.

So we didn't have to do.

Reconstruction later.

So I'm kind of expanding on the logic behind that that we were you know, we're all in on on constructing these improvements, but we also on we also wanted the ability to be able to you know to protect these streets from getting worse. So we don't have

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to.

Spend that you know the heavy money later.

There's of course the prioritization and equity factors that play into this, because if you are, if you do have a slurry seal project in on equity focused community along a high incidence corridor, we also don't want to miss that opportunity to install those treatments.

So I understand that, you know, we're gonna have to approach this on a somewhat ad hoc basis, but that's sort of the intent of developing that methodology in the workplace.

Thank you.

Just quickly add some comments and the echo what Justin said.

Thank you, Steve. Mellie and Matt for the invitation and all the behind the scenes work and on to it, I know.

And engaging some border pointed representatives at BSc and the universe of other stakeholders.

So I think it's incredible to do the 5G master plan in update, not just to provide like a road map for.

Make a multimodal options and keep complete St. options more available, but also leverage an adopted plan to secure a lot of funding that helps in that regard, obviously too.

So just want to give a quick shout out and a thank you on behalf of First District and make a couple of notes, quick notes around some of the other ancillary work that ties into it.

I know similarly we had.

Some planning work and an implementation plan for the SGB.

Being network.

Ruling out parallel path.

So our hope is all of that.

Is consistent and routes into the adopted plan when it moves forward.

I also wanted to emphasize on where this plan could be.

Road map for quick implementation, not for the county, but other jurisdictions who want to leverage this and provide that connectivity.

And I.

Also want to uplift just from.

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Sense of Olympics 2028 like how we look at some of the quick build options too. That help us connect our overall connectivity and help prioritize from that sense too, like provide a way not just through direct connections, but through transit connections.

Then I may have like a small question or a thought to or to ensure like as we're. Doing that analysis, we are also capturing.

Nuances around like the E bikes and E mobility devices and how they all overall fit into our current ordinances and.

And and things of, you know, interconnectivity with bike racks like for shuttles. And if those E bikes.

Are still fit into or or are shuttles or other things need to be modified with the racks and so forth.

So the true way to interconnect all of those devices as that program launches further?

So just wanted to uplift those comments further than that, just a quick thank you.

See Matt taking notes.

We have any more?

Wanna echo the invitation from your colleagues? Have expressed and continue the theme of interconnectedness and this isn't per response, but for you know to think about because in addition to the items that they've braised around interconnectivity, there's other projects going on that we don't necessarily have.

People or person that is like seeing more holistically in the unincorporated areas and there's a tree canopy, there's housing development, housing developments. They are required to do the sidewalk improvements and other things when they're doing those developments.

And I've seen way too often. How somebody you know whether you have one example that I got to work on on your slide for meta GPS where?

Developers of housing sites did some improvements, and then Metro came in and pulled that out.

Oh, did other improvements? And then the city came in, pulled that out and did another improvements.

So that being able to also bring in the other intersecting plans and projects that are multipolistic around community development, I think it's really critical and important and unfortunately continues to be missed.

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So I wanted to flag that for you all and then the other piece or and our team is looking at.

You know, part of this work is to encourage.

More people to use bicycles or other modes of mobility, and we already have people using vehicles in different points of mobility, and they're going to continue to use it under conditions that aren't.

Necessarily as safe or with with drivers, people, drivers, that that understand that the road is shared with everybody, including pedestrians.

So I am curious about and again not for response for for thought in in the data program.

How we can do some?

Testing or piloting?

Like, what is the flexibility that we have like is northern or the state where I saw some an example of painting just orange paint on the street to slow down traffic?

As a visibility in the pilot of it function there, so to me lower cost pretty simple temporary.

So we've already identified paths clearly in the previous version.

We're gonna update that.

And also.

Include some cost out on some things like that.

We've already seen it in other places.

But it's not necessary.

Full bike lane or bike lane, but can allow for some methods of slowing down traffic to support the safety of people who are already using the streets.

Cyclists who are already using the streets to to bicycle and 3rd point I don't know fully the resources around this. Sometimes our plans from government perspective.

Because I'm rerouting or changing people's habits. And sometimes that's very necessary and other times routes that people already take is because it connects them to the things that they need to do.

So I'm also curious about and I've seen other projects.

Where they recruited some.

Teachers to carry like GPS trackers so you could see the routes that people already naturally take.

And then you bring that into the plan and updating that map so that you're doing

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something right, like we understand their routing this week is the safety. So if we can improve the safety, we can wrap them that way, but they might be routing in a different way because it's a better connectivity. You know, my connection to schools in grocery stores and back to what they need to do. So if there's an opportunity to do something like that and continue to work with organizations to the committee to be able to align both.

What they go to already?

So we're not only looking at recreational spaces, people who use this or their day-to-day basic needs and bringing those things together. Thank you.

I love it.

No, he's been taking notes and. Yeah, so as we're developing the master plan, we are spending, as Matt said, a lot of time with the community. You know, the stakeholders, the folks that live in those communities, where do you go?

Where do you want to go?

Where you need to go. But I love your idea of technology to help that along.

I'm a big fan of pilots.

I asked these guys.

I'm always asking them the pilots something.

So maybe we can make some language into the plan that you know, on certain corridors, especially the ones that we've identified for safety, that we, the plan directs us toward piloting things, even if we can't put the full facilities in, right.

Any other board offices in person that have a comment?

We have Esteban Garcia.

GE Garcia, Esteban 1:30:25

Hi, this is Devon from SG4.

Thanks for that presentation. I've got two questions.

I noticed on the slide where you talk where you lay out the timeline the last the last box for 2026 said build momentum from implementation.

Can you just drill down on what that means?

R1 Room 140 1:30:49

So everything that was really meant for everything in between 2025 and 2026. So as I mentioned in one of the responses to the question earlier.

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The once we release the draft plan, we will do a press tour if you will, around the county to gain that momentum for approval of the plan and then really gain that momentum for implementation of the plan along with that.

GE Garcia, Esteban 1:31:19

What does momentum mean for implementing?

I mean, we are the county. We can say, right?

Who needs to?

Who needs to be on board for implementation to happen?

R1 Room 140 1:31:28

Yeah. I mean, the best way to put it is probably our PR push.

It's where we're coming out, rolling this out, saying this is what you know it's for two reasons I think.

What Kas had mentioned, you know Grant ability, right?

You know, you kind of want to make this plan famous, right?

So we we want this plan to be something everybody talks about, gets a buzz to it and then everybody's aligned with it, right.

Including the cities which we collaborate with.

GE Garcia, Esteban 1:31:51

Yeah, I guess my concern there is, as Iselab said before me, you know, we have people who are writing already in extremely unsafe conditions.

And we've heard their concerns, we've heard and and actually often the loudest voices in the room are not the people that stand to benefit most from serious investments in safety like this.

And so the the everyone else has has said this.

I am not going.

I don't want to take too much time saying this, but the urgency is is certainly.

A priority, a concern that we have.

The other question I had was.

If you have that chart that had the like miles constructed and that that chart that we talked about earlier, do you have a breakdown of the class of bike lane, that of bike pathways that each of those numbers correspond to?

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R1 Room 140 1:32:47
We don't have it here.
We certainly have it.

GE Garcia, Esteban 1:32:54
Yeah. If you could just share that after this.

R1 Room 140 1:32:57
Sure.

GE Garcia, Esteban 1:32:58
Thank you.

R1 Room 140 1:33:02
Estevan, to your point about you know the you know and you know of all people. I'm
I'm impatient for this plan to move forward as well.
It is a long process.
Like I said, we're spending.
I think it's the most well thought out bike master plan I've I've seen coming through
the first one, clearly aspirational. We want to go beyond that, but I want to be clear
where if there's an important mobility or safety facility and it's not on this plan,
there's no.
Reason we can't, can't collaborate and and construct that.
It's it isn't that we won't construct something that's not on the plan.
This is a plan for future, but here and now, if there's something we all agree that
should be billed or can be billed, we'll build it.
Just about that.
Thanks for the comments.
I actually don't have the breakdown here as part of the board report back. We will
add that into that table.

GE Garcia, Esteban 1:33:52
Got it.

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OK.

Thank you.

Thank you all.

R1

Room 140 1:33:56

Other board offices who would like to ask a question or have a comment?

Go ahead and open it up for public comment. We do have some in person public comment.

Go ahead, Andy.

Afternoon everyone.

My name is Lorelei Bailey and I'm speaking on behalf of strong towns, Artesia, and the new based organization and strong support of Item 4A in the Los Angeles County Master Bicycle.

We look forward to the day when residents across LA County can safely and confidently to live, work and play their commuting, running errands or simply enjoying their neighborhoods, connected and protected.

County Wide Bike Network is essential to making that vision.

Need to decarbonize our transportation system has never been more urgent.

We've all seen the heartbreaking consequences of climate change and many of our communities, especially in the wake of the recent fires, are still realizing our bike infrastructure is 1 meaningful step toward a cleaner, cleaner air, safer streets, more resilient neighborhoods.

The health benefits of encouraging more people to keep fit well documented.

But there are also economic benefits and can't ignore the right size our streets to safely harmate bikes.

Bikes we reduce long term maintenance costs and make more fiscally responsible use of public space.

Urge you to take action to move this plan forward and commit to it's bold implementation.

Also, consider making more incremental be it changes you consider tactical urbanism and quick build options.

Longer, safer and healthier, healthier LA County depends on it.

Thank you for your work on this.

Thank you everyone.

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My name is Brian Bowens. I represent.

Not today, but I'm a member of a lot of transit mobility organizations, but I don't represent the other.

Today I am just a resident of the 2nd district, so I would like to thank you guys for considering this. When you look at like the overall things we talked about about Vision 0 and mobility in communities that definitely need it. I have been carless for 10 years.

In Los Angeles.

So I am a bicyclist. I do depend on the safety of our city to get around.

You guys have done a lot of comparisons with other cities.

I'd like to just give you a little bit of aspiration. The last time I talked to the supervisors, I reminded them about the total dedication.

That Hoboken, NJ, took in their Vision Zero plans where they have eliminated bicycle and pedestrian deaths for a number of years since that implementation.

Now I know we're not a comparable city, but that is just more aspiration.

So this is something that I greatly appreciate you guys taking on and in the sense of, you know, just government workers and you know what government does for citizenry. You guys are getting, you know, a little bit bashed on different levels. But I'd like to just take this.

Opportunity and thank you. You guys do God's work and this is an indication of that. You know, just making the least among us the bicyclists, and particularly in Los Angeles and really looking at how to implement.

A countrywide program to look for and to look out for our safety.

Thank you and absolutely support moving forward with this project. Thank you.

Yes, I came here in support for the bike master plan.

I'm from the third district, Mr. Horvath, district, and I'm very happy that she's representing us and also that I would emphasize the urgency of implementing this plan.

Land, as you're all aware, I'll state the city of Los Angeles is facing a major budget deficit and a bike reason for that is because of the liability payouts that they have to do because of their very unsafe streets. And one of the reasons why we need more. Streets like this is to make it much safer for the residents.

Make it also safer for people to be able to cycle to get to places.

So it's much more economically feasible for them.

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Also, you mentioned earlier how cracks start to form in the erodes.

Well, yes, I definitely agree that those should definitely be repaired as quickly as possible.

But again, as a lot of people, I'm sure here are aware of the reason why those cracks happen much more quickly than on other streets is because of how many cars drive over them.

So building out the street include more bike lanes basically means also.

Less traffic.

Meaning that the streets.

Last longer so you don't have to fill in those cracks as often.

We'll go ahead and take a public comment on with the people online.

Eli Lippman, please go ahead.

EL Eli Lipmen 1:39:11

This is Eli Liman.

I am representing how much time do we have.

R1 Room 140 1:39:16

Two minutes, Sir.

EL Eli Lipmen 1:39:18

OK.

Thank you, Eli Lippman.

I'm the executive director of Move LA.

We are nonprofit advocacy organization that's worked on Measure R Measure M for public transportation as well as measure HLA in the city of Los Angeles.

We are tracking very closely the bicycle master plan.

Thank you for the presentations today.

We are excited to see.

The county's commitment to it and ensuring really seamless connections.

Throughout the county we the the you know, unfortunately and sadly the the county is behind on implementation of this plan and so we need to see that accelerated as quickly as soon as possible.

That includes, you know, having a capital infrastructure plan.

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Identifying priority corridors because ultimately at the end of the day this is about saving people's lives. We have an insane crisis in our region.

Where we have far too many people who are being injured or hurt or killed in traffic incidents throughout the county.

For instance, in the city of LA, there were more traffic fatalities.

Than than homicides the last two years completely unacceptable.

We know what we need to do to essentially ensure that people are going at safe speeds and that everybody using the road.

Pedestrians, bicyclists, road users are all safe people in in vehicles, people on buses as well are all safe.

R1 Room 140 1:40:54
No.

EL Eli Lipmen 1:40:59
And so, you know, we we support this item, we support the effort by Supervisor Lindsay Horvath to put forth a motion and an effort to accelerate the bicycle master plan.
And we would like to really see the county, not just put together.
A.
A plan.
But have an actual implementation document and a capital infrastructure plan where we know when and how the investments are being put in and we know it's part of the budget every single year.
Because there's far too few dollars being invested in ensuring that these these programs are implemented and it really needs to be the priority of of an institution and organization, a government body who works to help save all of our lives and works on social programs, but should also.
Include this one.
So that's thank you very much.

R1 Room 140 1:41:56
We have someone on the phone with the last four digits 2212.
Don't have a name.

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I only have a phone number.

Go ahead.

OK.

We'll move on next phone number with the last four digits as 1/1/60.

 **+18*****12** 1:42:17

Can you hear me?

 **Room 140** 1:42:19

Oh, go ahead. Yes.

 **+18*****12** 1:42:19

Can you hear me?

OK.

Sorry this is not zoom, so apparently alright. I'm calling from the 2212 number.

 **Room 140** 1:42:30

OK.

Go ahead.

 **+18*****12** 1:42:32

All right. My name is Glenn Bailey.

I'm a member of the LA City Bicycle Advisory Committee.

I'm speaking as an individual.

I have attended a previous previous meetings on the county plan and did want to share a few COM. First of all I want to thank Supervisor Horvath for putting this forward and for you know, being able to hear.

Just a few thoughts.

First of all, 88 cities in LA County.

I know this focus unincorporated.

It's important that we coordinate and link up with the adjacent cities and their plans, and obviously LA City being the largest city effects from off of the harbor and all the way up to approaching Santa Clarita and points in between.

So that's a big task to make sure that we have connectivity between what's being

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planned by the city and the county.

I understand.

You are working on that.

I would ask that before this plan comes out for the 60.

Day review that there be engagement with the City of Los Angeles Bicycle Advisory Committee, either through one of our subcommittees or possibly the the full committee.

Secondly, our our Kitty only needs one every other month, so a 60 day time frame, depending on when that comes out may be problematic for us to be able to get comments in. So if you aren't able to extend that 60 day period a little bit longer that.

You would accept comments that might come in after the 60 days, so I'll put that plug in there as well.

I understand we can comment as individuals, but sometimes it's helpful to to have official comments.

From, you know, an officially constituted body specifically dedicated for bicycles, as is the case for the city of Los Angeles.

And hopefully your coordination with the city of Los Angeles, hopefully you've picked up some lessons learned as far as some of the experiences that city has, recognizing that traffic.

And the urban conditions may be different or definitely different in certain parts of the county.

But still they'd be applicable so.

I'll leave it at.

R1 Room 140 1:44:51

Thank you.

So the next caller with the last four digits 1162 press *6 to unmute yourself.

+18***62** 1:45:06

Hi, this is Janice Haddlesd. I serve as Council member Blumenfield's representative to the Los Angeles Bicycle Advisory Committee as well.

Eli, thank you for inviting us to participate in this call. And I thank Supervisor Horvath so much for her leadership in pushing this forward on the comments that I wanted to

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make have to do with safety VIS a VIS and maintenance. And what we have observed in the.

City of LA which I'm sure.

Extends to other areas as well.

Is, on lack of timely.

Maintenance along bikeways and adjacencies can lead to very significant safety issues.

Just a couple of examples.

I have a colleague, a work colleague who suffered a serious injury requiring surgery because he hit.

A pallet that someone had either thrown or it had fallen off a vehicle in the roadway and it ended up in the bike lane.

Because it was stopped by the curb.

So, so ongoing monitoring of the facilities once they're built is really important to make sure that that maintenance takes place and landscape maintenance as well at the grocery store, local grocery store, I shop at, there was a gentleman who works there who was killed.

I think it's been a year or two ago now.

R1 Room 140 1:46:43
OK.

+18***62** 1:46:46
He was.

Riding his bike along the Metro G Line bike path and his vision I believe, was so obscured by by tall weeds that he did not see oncoming traffic and he.

He's tried to stop suddenly and was thrown from his bike on landing in the street and he died. So again, just making sure that coordination takes place between the agencies that are.

Installing bike facilities.

And those who would perhaps later be doing the maintenance would be something I would love to see.

Thank you very much.

R1 Room 140 1:47:27

Thank you.

And we have a written communication from Isaac Martinez on behalf of Bike Long Beach. We'd like to ask to please consider adapting an HLA style amendment to the plan that will require any repavement project to include the complete streets elements seen in the bicycle master plan.

Anyone else from the public would like to speak on this item.

And we'll go ahead and move on to the next item, which is public comments, if anyone have them, if anyone has a comment on any of the items on the agenda, please raise your hand or press *6 and mute yourself.

Good morning.

I just wanted to do a quick announcement just to let everybody know, the May 7 Community services cluster meeting, which is next Wednesday is cancelled.

Yeah, Laurel, it was nice meeting.

Thank you.

Very sweet.

Just curious how much?

● **Montessa Duckett** stopped transcription