



Long Beach-East LA Corridor Mobility Investment Plan

*Transforming the Long Beach-East LA
Corridor through Multimodal Investment*



Metro



The Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan embodies a collaborative effort by Metro and community stakeholders to address longstanding mobility, safety, health, environmental, social, and economic concerns along Interstate 710 (I-710). The first-of-its-kind process to craft the Investment Plan centered on the engagement of communities that have been historically harmed and disproportionately impacted by negative effects from the freeway, in shaping a multidimensional, multimodal improvement strategy.

LEVERAGING CHANGE

The Investment Plan brings an initial \$743 million into the Corridor as foundational seed funding, sourced from locally-approved sales tax Measures R and M. This initial investment will leverage over \$4 billion to support community-serving, regionally significant, multimodal projects throughout LB-ELA Corridor communities. The \$4 billion of investments in the Investment Plan catalyzes and anchors a long-range vision that includes more than \$17 billion in identified transportation need in this historically under-invested Corridor.

AGENCY GOALS

The Investment Plan advances the California State Transportation Agency’s “Core Four Priorities” (Safety, Equity, Climate Action, and Economic Prosperity), along with LA Metro’s Vision 2028 Goals:

- * Provide high-quality mobility options that enable people to spend less time traveling.
- * Enhance communities and lives through mobility and access to opportunity.
- * Transform LA County through regional collaboration and national leadership.

A COMMUNITY EFFORT

This community-focused Investment Plan was approved by the Metro Board in 2024 and was built through the collaboration of a Task Force and Community Leadership Committee (CLC), composed of residents living in the project area. The CLC made recommendations to the Task Force, which then voted and made recommendations to the Metro Board. Both CLC members and Task Force members regularly attended themed Working Group meetings to discuss content in more detail.

CLC MEMBER JURISDICTIONS/ COMMUNITIES

Bell	Lakewood
Bell Gardens	Long Beach
Bellflower	Lynwood
Boyle Heights	Maywood
Carson	Montebello
Commerce	Paramount
Compton	San Pedro
Cudahy	Signal Hill
Downey	South Gate
East LA	Vernon
East/Rancho Dominguez	Walnut Park
Huntington Park	Wilmington

TASK FORCE MEMBERS

Access Services, Inc.	LA County Supervisorial District 1
Alameda Corridor Transportation Authority (ACTA)	LA County Supervisorial District 2
Burlington Northern Santa Fe (BNSF) Railway	LA County Supervisorial District 4
CALSTART	LA Unified School District (LAUSD)
City of Bell Gateway Cities Council of Governments (GCCOG) I-710 Ad-Hoc Committee	Legal Aid Foundation of LA-Long Beach (LAFLA-LB)
City of Commerce GCCOG I-710 Ad-Hoc Committee	Long Beach Residents Empowered (LiBRE)
City of Cudahy GCCOG I-710 Ad-Hoc Committee	Long Beach Alliance for Children with Asthma (LBACA)
City of Long Beach GCCOG I-710 Ad-Hoc Committee	Long Beach Transit (LBT)
City of Los Angeles	METRANS Consortium
Coalition for Clean Air (CCA)	Metrolink
Communities for a Better Environment (CBE)	Natural Resources Defense Council (NRDC)
Earthjustice	Pacific Merchant Shipping Association (PMSA)
East Yard Communities for Environmental Justice (EYCEJ)	Port of Long Beach (POLB)
Harbor Trucking Association (HTA)	Port of Los Angeles (POLA)
International Brotherhood of Teamsters, Local Union 848	Southeast Los Angeles (SELA) Collaborative
LA County Business Federation (BizFed)	Southern California Association of Governments (SCAG)
LA County Department of Public Works	Union Pacific (UP) Railroad
LA County Economic Development Corporation (LAEDC)	USC Equity Research Institute (ERI)

This multimodal Investment Plan will address injustices that existed before and have persisted since I-710 was constructed.

The 710 Freeway is the nation's most prominent and impactful freight corridor, connecting ports and intermodal rail yards with Central LA.

The communities in the I-710 Corridor have been affected by policy and planning decisions long before the I-710 opened in 1964.

I-710 carries high volumes of diesel heavy-duty trucks that serve a variety of industrial land uses in the Corridor that at times can be harmful. Consequently, the surrounding communities, which are resilient and culturally diverse, are negatively impacted by the resulting pollution, congestion, and traffic-related health, safety, and quality of life impacts, despite the economic activity and employment offered by the movement of goods through the Corridor.



Roughly **35,000** truck trips occur along the I-710 each day.*



Rates of asthma hospitalizations are **30%** higher in the Corridor, compared to the County average.*



The median household income in the Corridor is **35.5%** lower than the County average.*



12% of LA County's population (1.2 million) live within the LB-ELA Corridor's impacted communities.*



The majority (**77%**) of the residents in the area are Hispanic or Latin American.*



Unemployment rates in the Corridor (**7.8%**) are higher than the County average (**6.1%**).*



23% of the nation's cargo, shipped on trucks and rail, travels through the Corridor.*



Impacted Communities
* 2019 statistics

OUR COMMUNITY-GENERATED VISION STATEMENT: *

An equitable, shared I-710 South Corridor transportation system that provides safe, quality, multimodal options for moving people and goods that will foster clean air (zero emissions), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the Corridor.



THE INVESTMENT PLAN IS ORGANIZED AROUND:

GUIDING PRINCIPLES

Equity

- Strive to rectify past harms.
- Provide fair and just access to opportunities.
- Eliminate disparities in project processes, outcomes, and community results.

Sustainability

- Satisfy and improve basic social, health, and economic needs/conditions, both present and future.
- Responsible use and stewardship of the environment, while maintaining or improving the well-being of the environment on which life depends.

GOALS



Foster local and regional clean **air quality**.



Support thriving communities by enhancing the **health and quality of life** of residents.



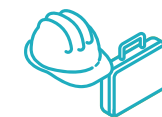
Enhance the **natural and built environment**.



Improve the **mobility** of people and goods.



Make all modes of travel **safer**.



Increase community access to quality jobs, workforce development, and **economic opportunities**.



Ensure **prosperity** by strengthening LA County's economic competitiveness and increase access to quality jobs, workforce development, and economic opportunities for all communities, with a focus on strengthening LB-ELA Corridor communities, which have been, and continue to be, harmed by economic development.

* The Vision Statement, Guiding Principles, and Goals were created by the Task Force, with guidance from the Community Leadership Committee. The Metro Board approved these items as policy in 2022.

Over 200 Projects and Programs in the Investment Plan were identified in the Corridor and evaluated against the Vision, Goals, and Guiding Principles.

To begin addressing the estimated more than \$17+ billion current need in the Corridor,* the Investment Plan allocates \$743 million of ‘kick-start’ Measures R and M funding through Initial Investments and Modal Programs.



EVALUATION

In order to select projects and programs for priority investment and bundling, all 200+ projects and programs are scored via **82 Evaluation Criteria** that include both “benefits” and “concerns,” organized by Goal areas. Twenty four evaluation Criteria (29%) are equity focused and 27 are public health related (33%).

TIERING ANALYSIS

After being evaluated, projects and programs are further analyzed to see which are more “ready” for implementation.

TIER 1

INITIAL INVESTMENTS (\$490M)

PROJECT & PROGRAMS	COST (M)	PLAN'S INITIAL INVESTMENT (M)
Community Programs Catalyst Fund**	\$340.0	\$40.0
Bus Stop Improvement Projects/Programs	\$38.0	\$19.0
Complete Street Corridor - Alondra Blvd.	\$45.0	\$9.0
Complete Street Corridor - Atlantic Blvd.	\$457.2	\$68.6
Complete Street Corridor - Florence Ave.	\$124.5	\$24.9
Complete Street Corridor - Long Beach Blvd.	\$1.5	\$0.8
Complete Street Corridor - Slauson Ave.	\$18.0	\$3.6
Compton Creek Bike Underpasses	\$1.0	\$0.5
Compton Transit Management Ops. Center Enhancements	\$27.0	\$2.0
Freight Rail Electrification Pilot Project	\$50.0	\$10.0
Goods Movement Freight Rail Study	\$10.0	\$2.0
Humphreys Avenue Pedestrian/Bike Overcrossing	\$24.3	\$9.0
I-710 Freeway Lids, Caps & Widened Bridge Decks	\$15.0	\$5.0
I-710 MOSAIC Program: Multimodal, Operational, Safety, and Access Improvements for the Community	\$612.0	\$153.6
I-710 Particulate Matter (PM) Reduction Pilot Project	\$10.0	\$2.0
I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities	\$2.5	\$2.5
I-710 Traffic Controls at Freeway Ramps	\$50.0	\$10.0
LB-ELA Corridor Bus Transit Program	\$461.5	\$31.1
Metro A Line - First/Last Mile Improvements	\$12.3	\$9.8
Metro A Line - Quad Safety Gates at all A Line Crossings	\$10.0	\$5.0
Rail to River Active Transportation Corridor, Segment B	\$6.3	\$3.2
Regionally-Significant Bike Projects	\$41.4	\$15.7
Shoemaker Bridge/Shoreline Drive	\$832.6	\$9.0
Southeast Gateway Line Bike and Pedestrian Trail	\$17.0	\$3.8
Zero Emission Truck (ZET) Program	\$200.0	\$50.0

MODAL PROGRAMS (\$253M)

Modal Programs are buckets of projects and programs, organized by mode, which can be further refined and developed, in the longer-term.

START-UP Fund***	\$40.0
Active Transportation	\$55.7
Arterial Roadways	\$72.2
Freeway Safety & Interchange Improvements	\$39.4
Goods Movement	\$18.0
Transit	\$67.9

TIER 2

Projects and programs that are less “ready” to be implemented and that scored lower on the initial Evaluation are placed in Tier 2. Tier 2 projects are not considered for initial investment in the Investment Plan, but will be reconsidered in the future as part of the Modal Program development process.

* Projects in the Investment Plan are at various stages of development - some are early concepts and some are ready for construction. This number includes priority Corridor projects funded with other commitments. Cost estimates subject to change as costs change over time.

** Community Programs are a special feature of this Investment Plan and go above and beyond typical multimodal transportation investment. The Investment Plan includes catalyst seed funding for 15 Community Programs, organized into areas like air quality, community health, housing stabilization, land use, and job creation.

*** The START-UP (Strategic Technical Assistance for Reparative Transportation Uplifting People) Fund is a special, equity-focused technical assistance program that supports communities with the highest needs relative to their technical resources and capacity. The START-UP Fund will be an early action component of the Modal Programs. START-UP funds are included in the individual Modal Program totals also listed in this table.

This Investment Plan will bring many benefits to Corridor communities.

LA Metro is committed to ensuring that this Investment Plan provides benefits to residents of the Corridor, relating to clean air, public health, sustainability, and economic opportunity, especially for Equity Focus Communities.

The Project's Community Leadership Committee (CLC), which comprised residents of the Corridor, repeatedly brought up the need to improve air quality, expand job opportunities, increase community safety, and enhance the experience for people walking and biking.

The Investment Plan explicitly excludes projects from funding consideration that have known displacements. It also protects against any future potential displacements. By prioritizing anti-displacement strategies and ongoing community engagement, the Investment Plan aims to ensure equitable outcomes for all stakeholders involved.

As identified in the Investment Plan, the significant Metro investment of \$743 million will leverage an estimated \$3.3 billion in discretionary grant funds to deliver a \$4+ billion set of multimodal projects and programs that will bring wide-ranging benefits to Corridor communities.

● **48,000***
New jobs created.

● **6-10%**
Reduction in fatal injury collisions, for increased safety.

● **8**
Deaths prevented each year.

● **88**
Serious injuries prevented each year.

● **5-10%**
Increase in transit ridership each day.

● **5-10%**
Reduction in vehicle hours of delay, for faster travel.

● **1-2%**
Decrease in vehicle miles traveled, so there are fewer cars on the road.

● **250,000**
Annual reduction in metric tons of greenhouse gases, for a cooler climate.

● **2,500,000**
Annual reduction in grams of particulate matter emissions, for cleaner air.

● **10-15%**
Increase in trips by bicycle.

* Job years/year of employment

Decades in the Making

1964

Freeway Constructed.

1990s

Disrepair.

Convergence of deteriorating infrastructure, local population expansion, and increased traffic.

2005

Expansion Planned.

The I-710 Major Corridor Study was completed, which recommended freeway widening, including separate truck lanes.

2012-2013

Environmental Review.

Initial Environmental Review included two alternatives for widening the freeway (Alternatives 5A and 6C). Community opposition resulted in a new Alternative 5C that added a Zero Emission Truck Program and a Community Alternative 7 that included increased transit service and a community health program, in addition to the focus on zero-emission trucks.

2018

Metro Board Approves Alternative 5C.

Metro Board approved Alternative 5C as the Locally Preferred Alternative (LPA).

DEMAND FOR CHANGE

Beginning in 2008, local residents and advocacy groups voiced major concerns related to air quality and displacement impacts of the proposed I-710 Freeway widening. It took until 2021 for these demands to be translated into action, with a first-of-its-kind community-centered process to rethink the future of the Corridor, focusing on investments in multimodal transportation and community well-being. The process brought together people with diverse backgrounds, experiences, and perspectives to create a shared vision, through an inclusive and representative decision-making process. Community members that lived within the study area composed the Community Leadership Committee (CLC), which made recommendations to the Task Force, the project's decision-making body. The process also included regular meetings with a Zero Emission Truck Working Group, Equity Working Group, Community Engagement Strategy Working Group, and Coordinating Committee. These groups helped develop the project's Charter and key sections of the Investment Plan.

2020-2021

US EPA Requires Air Quality Analysis.

Due to the increase in truck-related diesel emissions and potential issues with air quality conformity, the EPA required a hotspot analysis for Alternative 5C.

2024

A New Start: Corridor Mobility Investment Plan Initiated

Metro began developing the Investment Plan, to ensure adoption of a community oriented vision. Metro approved Alternative 1 (No Build) in place of Alternative 5C. From 2021-2024, the Investment Plan process took place. It included the following meetings:

- 35** Task Force
- 33** Community Leadership Committee
- 21** Coordinating Committee
- 4** Community Engagement Working Group
- 16** Equity Working Group
- 20** ZET Working Group
- 38** Community Workshops

Adoption of the Corridor Mobility Investment Plan

The Metro Board adopted the Investment Plan with consensus support from the CLC and Task Force.

NEXT STEPS

LA Metro

The Investment Plan will act as a living document, and will require additional actions after Metro Board adoption. Over the next several years, Metro will continue to update and move the Investment Plan forward.

2024

- * Create Community Programs Working Groups
- * Create Modal Working Groups
- * Draft Implementation Guidelines
(to ensure that projects are implemented as intended in the Investment Plan)

2028

- * Update the Investment Plan

Ongoing

- * Provide technical assistance and training (START-UP Fund)
- * Meet and collaborate with partner agencies and community stakeholders
- * Convene Task Force, CLC, and other stakeholders bi-annually to report on progress
- * Develop projects that will undergo CEQA/NEPA environmental studies and comply with air quality standards
- * Partner with other stakeholders on grant pursuits

Jurisdictions/Community Members/Stakeholders

- * Partner with Metro on grant pursuits
- * Pursue funding for projects
- * Sign up for Metro's START-UP Fund (technical assistance)
- * Join Metro's Working Groups
- * Advocate for project implementation

State/Federal

- * Help bring this Investment Plan to fruition by partnering with Metro and funding the projects and programs.
- * Support completion of CEQA/NEPA and air quality conformity analysis.

WHAT'S NEEDED

MODE	MEASURE R & M FUNDED (M)	ADDITIONAL FUNDING NEEDED (M)
Active Transportation/TDM	\$100	\$95*
Arterial Roadways/Complete Streets	\$188	\$1,579*
Freeway Safety & Interchange Improvements	\$210	\$684*
Goods Movement	\$80	\$252*
Transit	\$125	\$352*
Community Programs	\$40 (Catalyst Fund)	\$300*
TOTAL	\$743 million	\$3,262 million

* Requires support from partner agencies to help implement

The success of this Investment Plan relies on a team effort moving forward.



Metro Board Members, 2023-2024

Chair

Karen Bass

Mayor of the City of Los Angeles

1st Vice Chair

Janice Hahn

Los Angeles County Supervisor

District 4

2nd Vice Chair

Fernando Dutra

Appointee of Los Angeles County City Selection Committee

South East Long Beach (Gateways Cities) sector

Board Member

Kathryn Barger

Los Angeles County Supervisor

District 5

Board Member

James Butts

Appointee of Los Angeles County City Selection Committee

Southwest Corridor sector

Board Member

Jacquelyn Dupont-Walker

Appointee of the Mayor of the City of Los Angeles

Board Member

Lindsey Horvath

Los Angeles County Supervisor

District 3

Board Member

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Los Angeles City Council President, District 2

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Board Member

Holly J. Mitchell

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District 2

Board Member

Ara J. Najarian

Appointee of the Los Angeles County City Selection Committee

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Board Member

Tim Sandoval

Appointee of Los Angeles County City Selection Committee

San Gabriel Valley sector

Board Member

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Los Angeles County Supervisor

District 1

Board Member

Katy Yaroslavsky

Los Angeles City Councilmember, District 5

Appointee of the Mayor of the City of Los Angeles

Non-Voting Board Member

Gloria Roberts

District 7 Director

California Department of Transportation (Caltrans)

Appointee of the Governor of California

Thank you!

Visit lb-ela-cmip.com to read the Investment Plan.

Contact Us

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Metro

