Long Beach - East Los Angeles
Corridor Mobility Investment Plan

Appendices



Appendices

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Appendix 2-A Task Force Membership Roster



LB-ELA Corridor Task Force Membership

ORGANIZATION/JURISDICTION	TASK FORCE MEMBER(S)	ALTERNATE(S)
Access Services, Inc.	Randy Johnson	Steven Wrenn
Alameda Corridor Transportation Authority (ACTA)	Michael Leue	
Burlington Northern Santa Fe (BNSF) Railway	Lena Kent	
CALSTART	Niki Okuk	Alyssa Haerle
Gateway Cities Council of Governments (GCCOG) I-710 Ad Hoc Committee	Councilmember Ali Saleh, City of Bell	Councilmember Maria Davila, City of Bell
GCCOG I-710 Ad Hoc Committee	Mayor Oralia Rebollo, City of Commerce	Councilmember Kevin Lainez, City of Commerce
GCCOG I-710 Ad Hoc Committee	Mayor Elizabeth Alcantar, City of Cudahy	Councilmember Marisela Santana (Retired), City of Cudahy
City of Long Beach	Councilmember Suely Saro	Councilmember Roberto Uranga
City of Los Angeles	Tina Backstrom	Kidada Malloy
Coalition for Clean Air	Chris Chavez	Commissioner Joe Lyou
Communities for a Better Environment (CBE)	Jennifer Ganata & Janeth Preciado Vargas	Ambar Rivera
County of Los Angeles, Supervisorial District 1	Waqas Ramen	Benjamin Feldman
County of Los Angeles, Supervisorial District 2	Lilly O'Brien-Kovari	

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Metro

ORGANIZATION/JURISDICTION	TASK FORCE MEMBER(S)	ALTERNATE(S)
County of Los Angeles, Supervisorial District 4	Luke Klipp	Viviana Gomez
Earthjustice	Fernando Gaytan	Vanessa Rivas Villanueva
East Yard Communities for Environmental Justice (EYCEJ)	Taylor Thomas	Laura Cortez
Harbor Trucking Association (HTA)	Matt Schrap	
International Brotherhood of Teamsters, Local Union 848	Eric Tate	Louie Diaz
LA County Business Federation (BizFed)	Chris Wilson	
LA County Department of Public Works	Steve Burger	Edel Vizcarra
LA County Economic Development Corporation (LAEDC)	Stephen Cheung	Jermaine Hampton
LA Unified School District (LAUSD)	Fidencio Gallardo	
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	Sean Bigley	Cassidy Bennett
Long Beach Alliance for Children with Asthma (LBACA)	Sylvia Betancourt	Marlin Dawoodjee Vargas
Long Beach Transit (LBT)	Lisa Patton	Marisol Barajas
METRANS Transportation Consortium	Dr. Genevieve Giuliano	Sue Dexter
Metrolink (Southern California Regional Rail Authority)	Roderick Diaz	David Huang
National Resources Defense Council (NRDC)	Kimberly Leefatt	Najah Louis
Pacific Merchant Shipping Association (PMSA)	Michele Grubbs	Thomas Jelenić
Port of Long Beach (POLB)	Commissioner Sharon Weissman	Theresa Dau-Ngo
Port of Los Angeles (POLA)	Kerry Cartwright	Tony Gioiello

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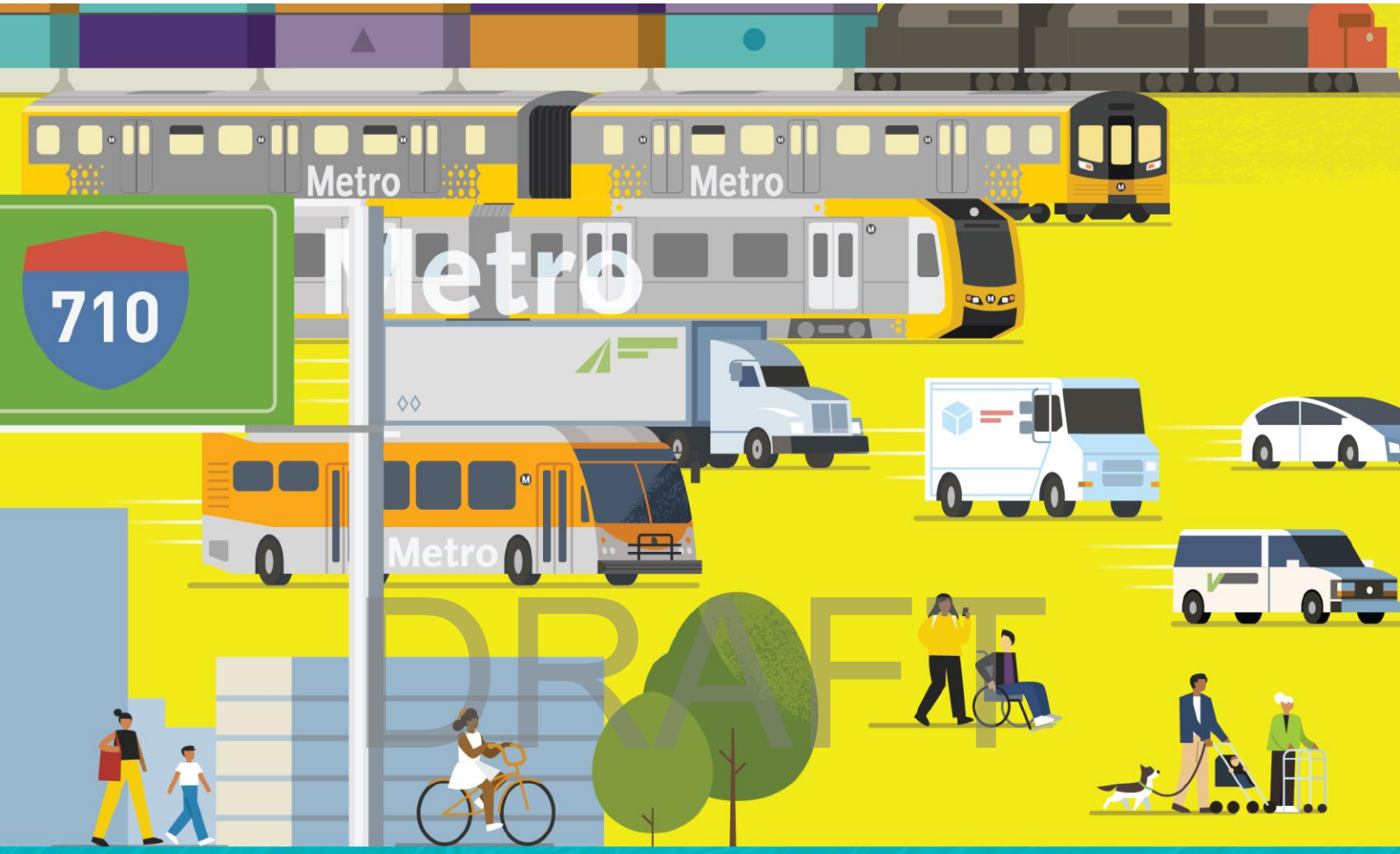
ORGANIZATION/JURISDICTION	TASK FORCE MEMBER(S)	ALTERNATE(S)
Southeast Los Angeles (SELA) Collaborative	Dr. Wilma Franco	Alberto Campos
Southern California Association of Governments (SCAG)	Scott Strelecki	Alison Linder
Union Pacific (UP) Railroad	Lupe Valdez	
USC Equity Research Institute (ERI)	Edward Muna	Dr. Manuel Pastor

ORGANIZATION	EX-OFFICIO
BREATHE LA County (Breathe LA)	Tigran Agdaian
BREATHE LA County (Breathe LA)	Ivan Fonesca
California Air Resources Board (CARB)	Matthew O'Donnell
California Endowment	Gisele Fong
Center for International Trade and Transportation (CITT)	Dr. Tom O'Brien
Gateway Cities Council of Governments (GCCOG)	Hector De La Torre
Gateway Cities Council of Governments (GCCOG)	Marisa Perez
LA Customers Brokers & Freight Forwarders Association, Inc.	Dan Meylor
LA Customers Brokers & Freight Forwarders Association, Inc.	Dan Monnier
Long Beach Residents Empowered (LIBRE)	Leanna Noble
South Coast Air Quality Management District (AQMD)	Dr. Sarah Rees
South Coast Air Quality Management District (AQMD)	Dr. Aaron Katzenstein
U.S. Environmental Protection Agency, Region 9	Morgan Capilla
U.S. Environmental Protection Agency, Region 9	Francisco Dóñez
U.S. Environmental Protection Agency, Region 9	Connell Dunning
Watson Land Company	Matthew Means

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As of March 2024

Appendix 2-B Task Force Charter



I-710 SOUTH CORRIDOR PROJECT

LB-ELA Corridor Task Force Charter (Approved February 17, 2022)

Metro

Caltrans

arellano associates

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710 Task Force

Revision Date	Draft #	Pages/Sections affected	Comments
2/17/2022	1.1	Pg. 2, "710 Task Force Charter"	Updated section to reflect the process agreed to by Task Force members during Task Force Meeting #5.
2/17/2022	1.1	Pg. 5, "Community Leadership Committee"	Updated section to reflect the process agreed to by Task Force members during Task Force Meeting #5.
2/17/2022	1.1	Pg. 11, "Step 6 – 710 Task Force to Metro Board of Directors" section of the 710 Task Force Workplan.	Updated section to reflect the process agreed to by Task Force members during Task Force Meeting #5.
2/17/2022	1.1	Pp. 15 and 16, "Task Force Roster"	Updated section to reflect Project Team updates.
2/17/2022	1.1	Pg. 18, "Task Force Membership By Group"	Updated section to reflect Project Team updates.

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710 Task Force Charter

This Charter defines the organizational structure and the roles and responsibilities for the Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) I-710 South Corridor Investment Plan Development process. The following describes the purpose and goals of the I-710 South Corridor Task Force (Task Force), the various components of the process, and how the process will proceed with stakeholder and community engagement. The Task Force has the right to amend the Charter at any future meeting.

PURPOSE AND GOALS OF THE TASK FORCE

Metro's goal is to develop a multimodal, multipurpose investment strategy for the I-710 South Corridor that improves regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for LA County residents—especially for those most impacted by and living or working adjacent to the corridor. To accomplish this goal, Metro and Caltrans have established the I-710 South Corridor Task Force (710 Task Force), a group comprising vital community and regional stakeholders, who will work together to re-evaluate the needs of and goals for investment in the corridor, develop multimodal strategies to meet these needs, identify potential projects and programs in the short and long-term based on those strategies, and create a prioritized I-710 South Corridor Investment Plan, as illustrated in Exhibit A – Task Force Milestones (below).

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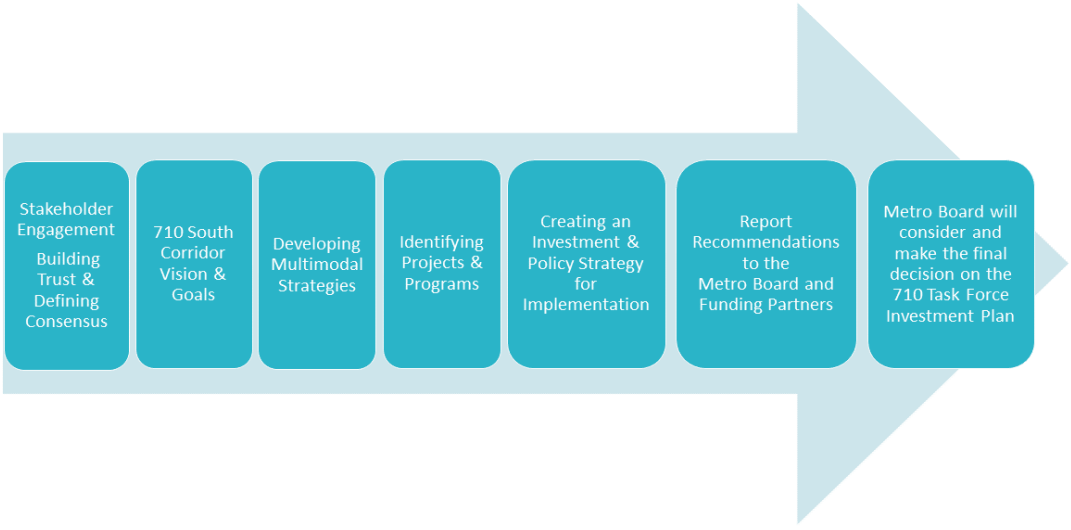


Exhibit A: Task Force Milestones

To achieve this ultimate goal of creating a meaningful 710 South Corridor Investment Plan, the Task Force will take a step back from the prior, now suspended I-710 South Corridor Improvement Project process to re-engage community stakeholders, build trust, and work together in a collaborative process that starts with identifying a shared vision and set of goals for the I-710 South Corridor, developing multimodal strategies to achieve these goals, prioritizing an array of projects and programs to advance the strategies and creating the Investment Plan that will help Metro and Caltrans implement these projects and programs by securing the necessary funding, legislation, policies, and support to do so. Once completed, the 710 Task Force will present this overall Investment Plan to the Metro Board of Directors for consideration.

710 Task Force Membership

The 710 Task Force will consist of up to 50 representatives from a robust cross-section of communities, industries, public agencies, business and labor organizations that are impacted by or dependent upon the movement of people and goods through the I-710 South Corridor.

The Task Force and all associated working groups and committees will be supported by a Project Team comprised of Metro, Caltrans, and professional services staff. The Task Force representatives are identified and invited by the Project Team on behalf of Metro and Caltrans.

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The roster for 710 Task Force members (lead and alternate delegates) and Project Team members can be found in Attachment A and Attachment B, respectively.

Duration and Time Commitment

The 710 Task Force will convene on a monthly basis between September 2021 and December 2022. Additional meetings may be required to complete the final I-710 South Corridor Investment Plan to be transmitted to the Metro Board for consideration and adoption.

Additionally, Task Force members are encouraged to share their expertise by participating in working groups assembled to address important issues in support of the overall Task Force workplan.

Metro and Caltrans will convene the 710 Task Force on a quarterly to semi-annual basis following the presentation of the final Investment Plan report to the Metro Board to support the implementation and advocacy of the Investment Plan projects and programs approved by the Board.

ORGANIZATION

The 710 Task Force convenes various meetings with Task Force Members and members of the public. Exhibit B – *710 Task Force Meeting Descriptions* outlines the various meeting types, frequency, purpose, membership, and meeting format. The green color outline indicates opportunities for the public to provide comment and input directly, while the gold color outline indicates opportunities for the Community Leadership Committee (CLC) to participate directly.



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Exhibit B: 710 Task Force Meeting Descriptions

Coordinating Committee (CC)

Purpose

The purpose of the Coordinating Committee (CC) is to work with Metro and Caltrans staff to plan Task Force meetings and to support the work of the Community Leadership Committee (CLC), working groups, and other Task Force activities as described above in Exhibit B.

Composition

The CC will be comprised of five members, including two members from the CLC and three members from the Task Force. The three Task Force members will include one representative elected by the Task Force members from each of the three groups of members:

> Community-Based Organizations
> Cities/Governmental Agencies

> Goods Movement/Transportation/Labor/Business

Leadership

Metro/Caltrans will facilitate the CC Meetings.

Meetings

CC Meetings will meet one week following each Task Force meeting.

Community Leadership Committee (CLC)

The Charter also establishes the **Community Leadership Committee (CLC)**.

Purpose

The purpose of the CLC is to advise the Task Force throughout its process on proposals and recommendations. The CLC will review and advise on goals, proposals, and recommendations before they are presented to the 710 Task Force. The CLC will also help to ground-truth data and findings and advise on community engagement strategies and efforts. The Community Leadership Committee may offer recommendations for Charter amendments to the Task Force for consideration at future Task Force meetings.

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Composition

The CLC comprises residents of the project area and shall include at least 1 member per I-710 South Corridor jurisdiction, as defined by the 710 Task Force study area. Additional members will be added based on factors to be determined by the Community Engagement Strategy Working Group and the Task Force.

Leadership

The CLC members shall select representatives to lead the CLC and serve on the Coordinating Committee. Roles and responsibilities will be determined in consultation with the CLC members.

Meetings

The CLC will meet at least once a month and will be open to the public, including opportunities for public comment and engagement.

Working Groups

To support the work of the 710 Task Force, the Charter establishes that the Project Team, in consultation with the CC, will initiate 710 Task Force working groups, as needed.

Purpose

Research, analyze, and discuss specific issues and develop proposals and recommendations for consideration by the CLC and 710 Task Force.

Membership

Working groups will draw from the Task Force members, CLC members, and additional stakeholders and experts, as needed, to advance the objectives of the working group. Working groups are limited to no more than 25 members to help facilitate focused and constructive meetings.

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Meetings

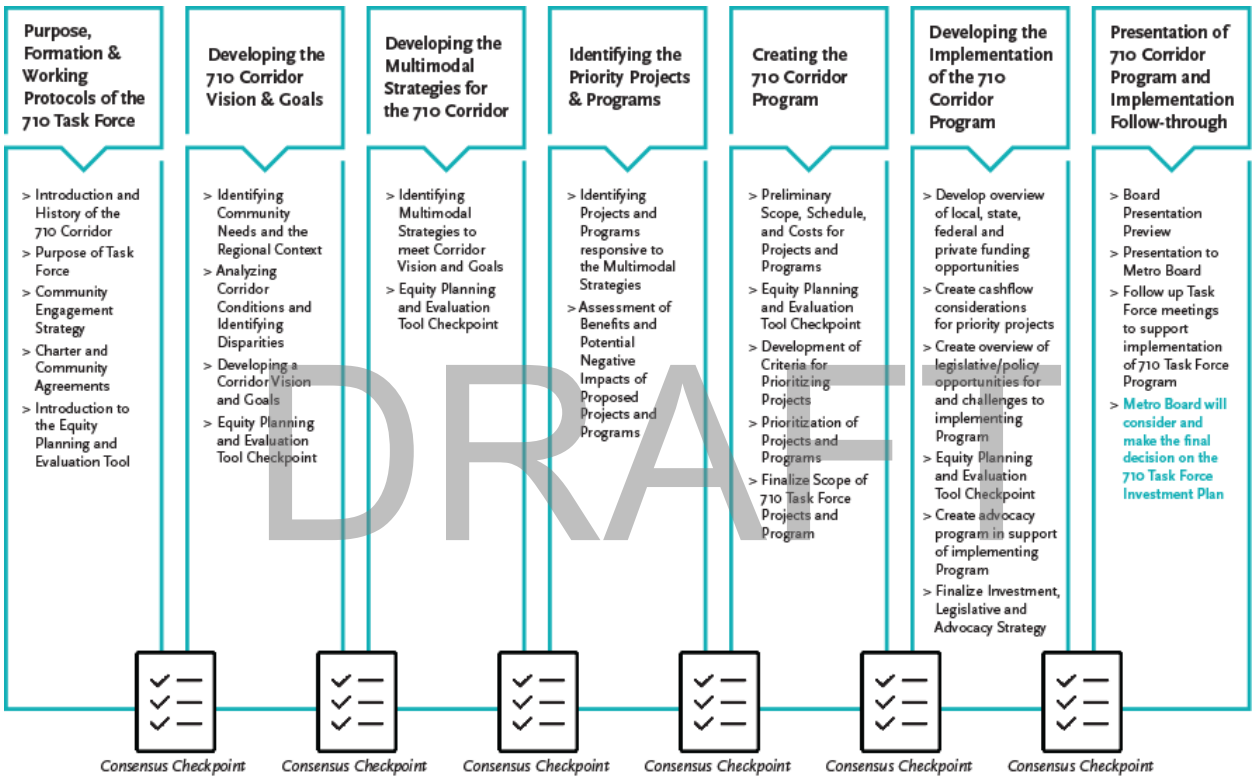
Working groups will meet on an as-needed basis.

Working Groups (Initial)

- Community Engagement Strategy
- Charter and Governance Structure
- Clean Truck
- Equity (Pending)

CHARTER WORK PLAN AND CONSENSUS CHECKPOINTS

To carry out the goals of the 710 Task Force and deliver an I-710 South Corridor Investment Plan to the Metro Board, the Project Team has proposed a Work Plan that is designed to support the Task Force's work at each phase of the process, as found in Exhibit C - *Charter Work Plan and Consensus Checkpoints* below. The Task Force will work through the various topics identified by the Project Team and membership and seek consensus on each phase of the Work Plan before advancing to the next phase. The consensus checkpoint process will be first developed by the Charter and Governance Structure Working Group, with recommendations on the final format of this process to be presented to the Task Force for discussion, consideration, and adoption.



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Exhibit A: Charter Work Plan and Consensus Checkpoints

BUILDING CONSENSUS AND DECISION-MAKING

The 710 Task Force has developed an agreed-upon decision-making process to guide and affirm each consensus checkpoint throughout the creation of the I-710 South Corridor Investment Plan to be delivered to the Metro Board.

Community Values and Agreements to Build Consensus: The values identified below underly the decision-making process that all Task Force Members will commit to and engage with:

- *Cooperation Between Equals* – Seeing all Task Force Members as equals in the process and as sharing power across different communities and stakeholder groups so there is a respectful and trusting atmosphere.

- *Exploration of Differences* – Exploring the different needs and perspectives of as many communities and stakeholders as possible before forming a proposal.

- *Building Common Ground* – Creating space for open discussion and identification of information and ideas to be considered and find commonalities.

- *Identification of Inclusive and Actionable Win-Win Solutions* – Working together to find solutions that everyone actively supports, or at least does not actively oppose, and that can be implemented through the process and/or integrated into the Investment Plan recommendations for consideration by the Metro Board and Caltrans.

WORK PLAN PROCESS

The following diagram (*Exhibit D: Work Plan Process Steps*) shows the steps leading to each of the milestones and consensus checkpoints illustrating the flow of information and activity amongst the Project Team, the Task Force, the Coordinating Committee, the Community Leadership Committee, the working groups, the public, and the Metro Board of Directors:

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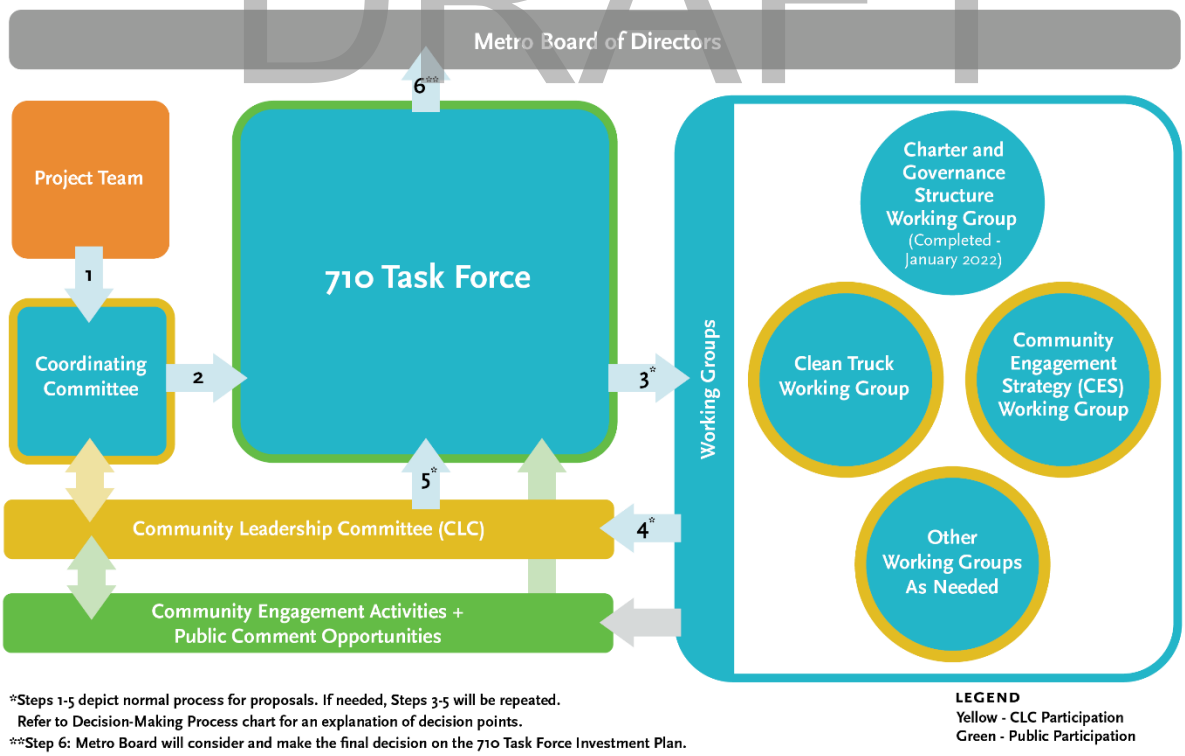
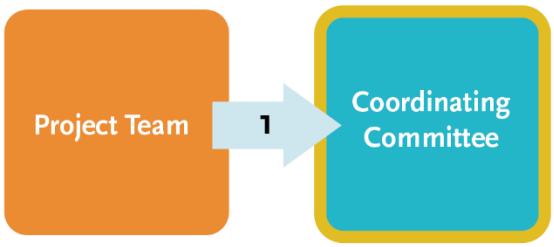


Exhibit B: Work Plan Process Steps

Below is a detailed description of the 5 steps of the Work Plan process prior to recommendations going to the Metro Board of Directors.

Step 1 – Project Team to Coordinating Committee



Work starts with the Project Team, which includes Metro, Caltrans, and professional services staff. The Project Team is responsible for preparing meeting materials, technical information, and other resources in support of the Task Force, the Coordinating Committee, the Community Leadership Committee, and Working Groups.

In Step 1, the Project Team provides meeting materials, technical information, and other resources in collaboration with the Coordinating Committee.

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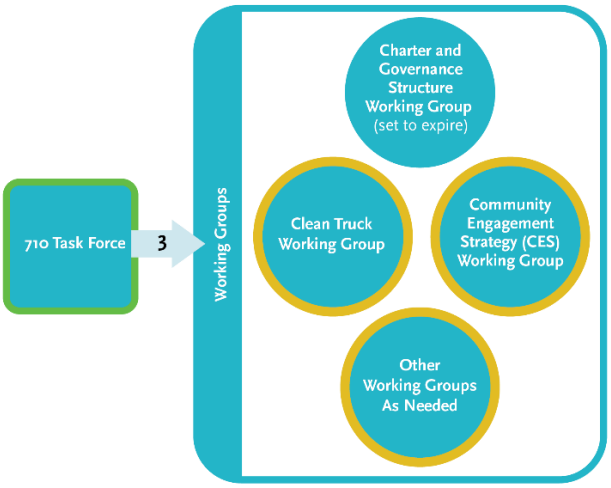
Step 2 – Coordinating Committee to the 710 Task Force and to the Community Leadership Committee



In Step 2, the agenda topics confirmed by the Coordinating Committee are introduced to the Task Force at its monthly meeting. Task Force members and the public discuss proposals and are notified of the specific topics to be discussed in the working groups.

The Coordinating Committee also recommends agenda items for the Community Leadership Committee (CLC) that emanate from Task Force members and public discussion at the monthly Task Force meetings. The CLC is represented on the Coordinating Committee by two members selected by the CLC.

Step 3 – 710 Task Force to Working Groups

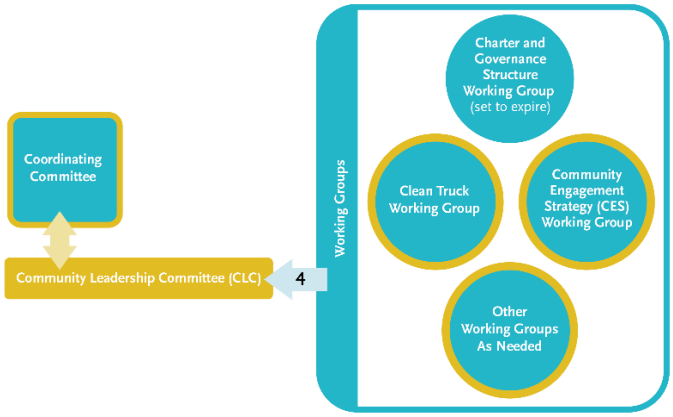


In Step 3, the 710 Task Force requests specific working groups to clarify issues, surface questions and concerns, and develop proposals that align with the Task Force values.

The working groups may include Task Force members, CLC members, and additional stakeholders and experts as needed to advance the objectives of the working group. Occasionally, working groups may be open to the public.

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Step 4 – Working Groups to CLC



In Step 4, after Working Groups have prepared a proposal for consideration by the Task Force and Community Leadership Committee (CLC), the CLC meets one week before the next Task Force Meeting to review, discuss, and advise on the proposal for the Task Force. If the CLC has concerns or further questions regarding the working group proposal, the Community Leadership Committee advises the working group to re-evaluate the proposal. The Project Team works with the CLC to summarize community feedback that will be shared with the Task Force at its next monthly meeting.

The CLC also ground-truths (verifies) data and findings and advises on community engagement strategies and efforts.

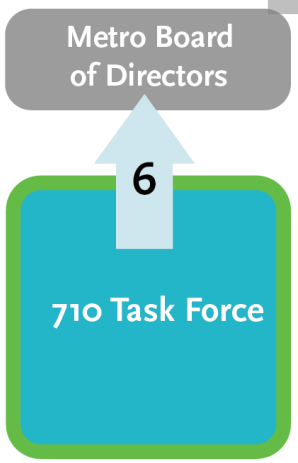
Step 5 – Community Leadership Committee (CLC) and Working Groups to 710 Task Force



In Step 4, the recommendations of the Working Groups are shared with the Community Leadership Committee (CLC). In Step 5 the CLC will evaluate the recommendations. If the CLC agrees with the recommendations, the CLC will share recommendations with the Task Force. If there are pending concerns, the issue will go back to the Working Groups to re-evaluate the recommendations and address concerns.

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Step 6 – 710 Task Force to Metro Board of Directors



In Step 6, the 710 Task Force presents its final recommendations for the I-710 South Corridor Investment Plan to the Metro Board of Directors for consideration. The Metro Board will make the final decision on the Investment Plan. The recommendations of the Community Leadership Committee and public input for each phase of the Task Force process will be provided to the Metro Board as part of the final report. Note that Step 6 only occurs once in the work plan—following the final Task Force consensus checkpoint.

Public Participation

Throughout the process, the public can participate in community meetings, public commenting opportunities at the Task Force and Community Leadership Committee Meetings, surveys prepared by the Project Team, and membership in the Community Leadership Committee. Members of the public are also encouraged to directly reach out to the Project Team and Task Force through email or phone communication.

DECISION-MAKING PROCESS (CONSENSUS AND VOTING)

The Task Force will adopt a five-step decision-making model (see Exhibit E below).

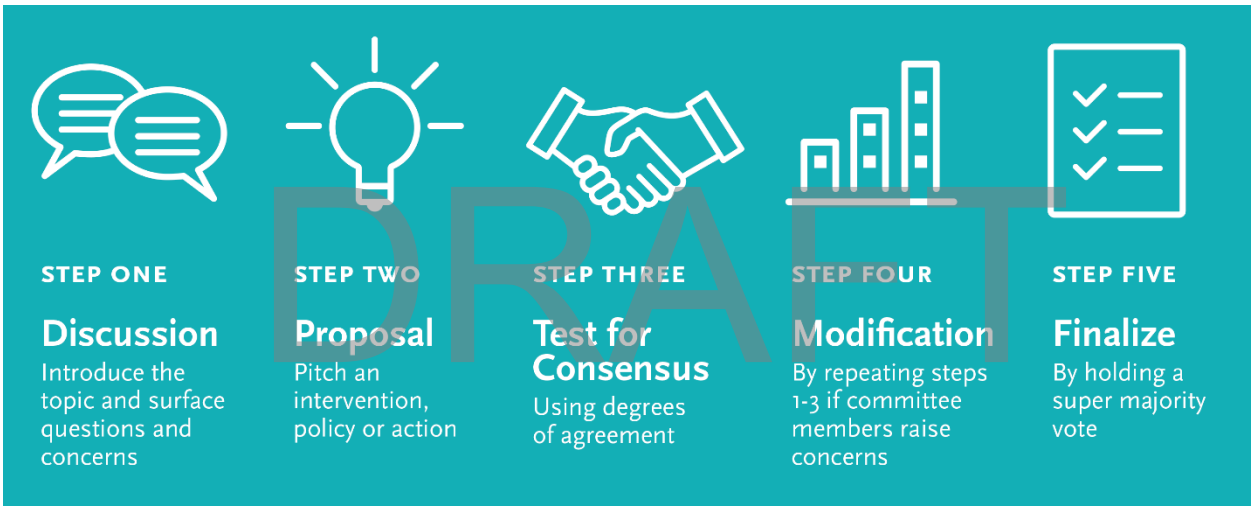


Exhibit C: Voting Process and Thresholds

In the first step, a topic is first introduced, and questions and concerns will surface. In the second step, a proposal is introduced. During the third step, there is a test for consensus using degrees of agreement. (Ex: “I support,” “I can live with,” “I have concerns,” or “I will stand aside”) amongst Working Group, CLC, or 710 Task Force members. If there is no consensus, members may modify the proposal after exploring issues of concern. If there is consensus, in the fifth and decisive step, a vote is taken, and a recommendation will be made on the proposal following a supermajority (60% threshold) vote of the Members. A successful supermajority vote will allow the decision or proposal to move to the next step or phase in the work plan process. For Task Force votes, members who disagree strongly will have the opportunity to provide a dissenting opinion along with the final recommendations to the Board.

The Lead Delegate votes for the Task Force member organization on Task Force votes, and the Designated Alternate (per Attachment A) votes in place of the Lead Delegate should he/she be absent. No one else can vote for each organization without express communication from the

organization prior to a meeting that identifies a new Designated Alternate. All members voting must be present — no votes by proxy or in absentia. These voting protocols only apply to Task Force votes, and not to votes of the Community Leadership Committee or working groups.

PUBLIC ACCESSIBILITY

The 710 Task Force meetings will be open to the public. These meetings will be noticed at least two weeks in advance, with the agenda noticed at least a week in advance. The Project Team will strive to provide all materials (in a final draft form) at least one week in advance to be reviewed in advance of and discussed during these meetings to allow for the Task Force and Community Leadership Committee members and the public to have adequate time to review these materials. All materials, agendas, and public notices made for 710 Task Force meetings will be posted on the Metro website at www.metro.net/projects/i-710-corridor/ in a timely manner.

Public comments are encouraged during 710 Task Force meetings and public engagement meetings which will be hosted in support of developing the I-710 South Corridor Investment Plan. The goal is to capture input from community members and other stakeholders to be incorporated in the development of the plan.

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The Project Team recognizes that there are a variety of languages spoken and used by communities within the I-710 South Corridor. In addition to English and Spanish, staff will also seek to translate meeting materials and documents and provide translation services in these additional languages (e.g., Tagalog, Khmer) where possible.

The Project Team will also host meetings of the working groups, the Community Leadership Committee, and the Coordinating Committee throughout this project process. Not all these meetings will be public, but the summaries, outcomes and recommendations from these meetings will be presented at the next 710 Task Force meeting and made available to the public.

VOLUNTARY PARTICIPATION AND COMPENSATION

Participation on the 710 Task Force and the Community Leadership Committee (CLC) is voluntary. 710 Task Force and CLC membership will be eligible for compensation, consistent with Metro's Advisory Body Compensation Policy (ABCP) for advisory body involvement from members of the public. The compensation tier of this advisory body is Advise and Collaborate at the compensation rate of $200 per meeting for regular advisory body members and $175 per meeting for alternates. The compensation rate for subcommittee (working group and steering committee) meetings is $50 per meeting. The maximum compensation eligible advisory body members are able to receive is $5,500 for regular members and $4,900 for alternates per fiscal year which is identified as July through June for Metro.

Compensation payments will be handled in a manner consistent with existing Metro accounting practices. Payments will only be issued for meetings with confirmed attendance of the advisory body member. It is the responsibility of the advisory body member to confirm their attendance or correct any errors regarding documenting their attendance. Members will not be compensated for meetings they do not attend. For members that are eligible and opt-in but are unable to receive compensation for any of the reasons specified in the ABCP, Metro staff will coordinate with members and the Office of Equity & Race to determine alternative options.

The Metro's ABCP excludes Metro employees, elected officials, and any public agency, Councils of Governments, or elected office staff who serve on advisory bodies as part of their professional role. Members who 1) work for a contractor or organization holding an active contract with Metro and 2) participate or are listed in the contract activities while serving on an advisory body are not eligible for compensation for the duration of the contract. This applies to all contractors, including non-profit organizations and community-based organizations. Once no longer under contract with Metro, an advisory body member may receive compensation. Advisory body members are independent, and no language in this Charter shall be construed to create the relationship of agent or employee, as between an advisory body member and Metro. The term of the 710 Task Force and CLC and its membership shall be from September 2021 and March 2021, respectively, until December 2022.

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DESIRED END RESULT

Through a consensus-driven process that identifies and promotes the needs of local, impacted 710 Corridor communities within the context of regional needs to move people and goods effectively, the 710 Task Force will develop a final report—the I-710 South Corridor Investment Plan— for review and consideration by the Metro Board, containing recommendations for a series of multimodal projects and programs to be implemented within and in support of the I-710 South Corridor vision and goals established by the Task Force.

DELIVERABLES

The 710 Task Force will produce the following deliverables:

- Final report to the Metro Board
- Investment Plan for the I-710 South Corridor
- Implementation Plan
- Advocacy and Legislative Plan
- Materials for Metro Board presentation



ATTACHMENT A: 710 TASK FORCE ROSTER

	AGENCY	LEAD	ALTERNATE
1	Access Services, Inc.	Randy Johnson	
2	Alameda Corridor Transportation Authority (ACTA)	Michael Leue	Maria Melendres / Manny Hernandez
3	BREATHE LA County (Breathe LA)	Raj Dhillon	
4	Burlington Northern Santa Fe (BNSF) Railway	Lena Kent	
5	California Air Resources Board (CARB)	Robert Krieger	
6	California Endowment (TCE)	Gisele Fong	
7	CALSTART	Alycia Gilde	Niki Okuk
8	City of Bell Gateway Cities Council of Governments (GCCOG) Ad Hoc Committee	Councilmember Ali Saleh	
9	City of Commerce GCCOG Ad Hoc Committee	Mayor Pro Tem Oralia Rebollo	
10	City of Cudahy GCCOG Ad Hoc Committee	Vice Mayor Elizabeth Alcantar	
11	City of Long Beach	Councilmember Suely Saro	
12	City of Los Angeles	Dan Rodman	
13	Coalition for Clean Air	Chris Chavez	
14	Communities for a Better Environment (CBE)	Jennifer Ganata & Dilia Ortega *(co-leads)*	
15	County of Los Angeles, Supervisorial District 1	Martin Reyes	Aydin Pasebani
16	County of Los Angeles, Supervisorial District 2	Lilly O'Brien-Kovari	
17	County of Los Angeles, Supervisorial District 4	Luke Klipp	
18	Cal State University, Long Beach /Center for International Trade and Transportation (CITT)	Dr. Tom O'Brien	
19	Earthjustice	Fernando Gaytan	
20	East Yard Communities for Environmental Justice (EYCEJ)	Taylor Thomas	Laura Cortez
21	Harbor Trucking Association (HTA)	Matt Schrap	Robert Loya
22	International Brotherhood of Teamsters, Local Union 848	Eric Tate	
23	International Longshoremen Workers Union (ILWU)	*TBD*	
24	LA County Business Federation (BizFed)	Chris Wilson	
25	LA County Department of Public Works	Dave MacGregor	Elaine Kunitake/Edel Vizcarra
26	LA County Economic Development Corporation	Stephen Cheung	
27	LA Customs Broker & Freight Forwarders Association	Dan Monnier & Dan Meylor *(co-leads)*	
28	LA Unified School District	Fidencio Gallardo	
29	Legal Aid Foundation of LA-Long Beach(LAFLA-LB)	Ghirlandi Guidetti	Angela M. Turner
30	Long Beach Alliance for Children with Asthma (LBACA)	Sylvia Betancourt	Marlin Dawoodjee Vargas
31	Long Beach Residents Empowered (LBRE)	Leanna Noble	
32	Long Beach Transit (LBT)	Lisa Patton	
33	METRANS Transportation Consortium	Dr. Genevieve Giuliano	
34	Metrolink (Southern California Regional Rail Authority)	Roderick Diaz	David Huang
35	National Resources Defense Council (NRDC)	Natalia Ospina	Alec Cronin
36	Pacific Merchant Shipping Association (PMSA)	Michele Grubbs	Thomas Jelenic
37	Port of Long Beach (POLB)	Comm. Sharon Weissman	Theresa Dau-Ngo/Tony Gioello
38	Port of Los Angeles (POLA)	Kerry Cartwright	
39	South Coast Air Quality Management District (AQMD)	Dr. Matt Miyasato	Dr. Sarah Rees
40	Southeast Los Angeles (SELA) Collaborative	Dr. Wilma Franco	Justin Pivaral
41	Southern California Association of Governments (SCAG)	Kome Ajise	Darin Chidsey / Annie Nam
42	Total Transportation Services, Inc. (TTSI)	Vic La Rosa	Tony Williamson
43	Union Pacific (UP) Railroad	Lupe Valdez	
45	USC Equity Research Institute (ERI)	Edward Muna	Dr. Manuel Pastor
46	Watson Land Company	Matthew Means	

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EX-OFFICIO MEMBERS

	AGENCY	LEAD	ALTERNATE
1	Gateway Cities Council of Governments (COG)	Nancy Pfeffer	Marisa Perez
2	US Environmental Protection Agency (EPA)	Morgan Capilla	

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ATTACHMENT B: PROJECT TEAM ROSTER

LA METRO	CALTRANS DISTRICT 7	PROFESSIONAL SERVICES
Michael Cano* Executive Officer (Interim) Federal/State Policy & Programming CanoM@metro.net Dan Lamere, Transportation Associate Sona Babayan, Transportation Associate	Gloria Roberts* Chief Deputy Director Gloria.roberts@dot.ca.gov	**Arellano Associates** Susan DeSantis, Co-Lead* Senior Project Manager sdesantis@arellanoassociates.com Melissa Holguin, Senior Project Manager, Co-Lead Stacey Falcioni, Project Manager Julie Nieto, Senior Project Coordinator Nora Casillas, Senior Project Coordinator Xochitl Medrano, Project Coordinator Samantha Sosa, Assistant Project Coordinator Nancy Verduzco, Tech Coordinator
Laurie Lombardi, Senior Executive Officer Strategic Financial Planning	Jeffrey Newman Chief of Staff	**AECOM/Cambridge Systematics** Dave Levinsohn* Vice President AECOM Dave.levinsohn@aecom.com Julie Rush, Planning Senior Manager of Transportation, AECOM Susan Ambrosini, Principal, AECOM Gary Hamrick, Principal, Cambridge Systematics
KeAndra Cylear Dodds, Executive Officer Jessica Medina, Manager Equity and Race Office of the Chief Executive Officer	Paul Marquez, Deputy District Director Planning, Goods Movement/Local Assistance	**HERE LA** Amber Hawkes, Co-Director Shannon Davis, Co-Director
Ernesto Chaves, Deputy Executive Officer Roads & Highways	Ron Kosinski, Deputy District Director, Environmental Planning	**Morales + Morales Partners** Erika Morales* Partner erika@morales-partners.com
Lilian De Loza-Gutierrez, Director Community Relations	James Shankel, Office Chief (Acting) Regional Planning, Transit, and LDR Caltrans District 7, Division of Planning	**GF Bunting + Co.** Maya Pogoda, Senior Executive

**Point of contact*

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ATTACHMENT C: 710 TASK FORCE MEMBERSHIP BY GROUP

CBO'S, ENVIRONMENTAL, ADVOCACY GROUPS & COMMUNITY SERVING ORGANIZATIONS	CITIES & GOVERNMENTAL AGENCIES	GOODS MOVEMENT/LOGISTICS/ TRANSPORTATION/LABOR/ BUSINESS
Southeast Los Angeles (SELA) Collaborative	County of Los Angeles Supervisorial District 1	METRANS Transportation Consortium
East Yard Communities for Environmental Justice (EYECJ)	County of Los Angeles Supervisorial District 2	Cal State University, Long Beach Center for International Trade and Transportation (CITT)
Communities for a Better Environment (CBE)	County of Los Angeles Supervisorial District 4	USC Equity Research Institute (ERI)
Long Beach Alliance for Children with Asthma (LBACA)	LA County Public Works	LA Unified School District (LAUSD)
Long Beach Residents Empowered (LBRE)	City of Long Beach	CALSTART
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	City of Los Angeles	International Brotherhood of Teamsters, Local Union 848
Coalition for Clean Air (CCA)	Southern California Association of Governments (SCAG)	LA County Business Federation (BizFed)
EarthJustice	Metrolink (Southern California Regional Rail Authority)	Burlington Northern Santa Fe (BNSF) Railway
National Resources Defense Council (NRDC)	City of Bell GCCOG Ad Hoc Committee	LA Customers Broker & Freight Forwarders Association (LACBFFA)
BREATHE Southern California	City of Commerce GCCOG Ad Hoc Committee	Harbor Trucking Association (HTA)
The California Endowment (TCE)*	City of Cudahy GCCOG Ad Hoc Committee	Union Pacific (UP) Railroad
	Alameda Corridor Transportation Authority (ACTA)	Pacific Merchant Shipping Association (PMSA)
	Long Beach Transit (LBT)	Total Transportation Services, Inc. (TTSI)
	Access Services, Inc	Watson Land Company
	California Air Resources Board (CARB)	International Longshoremen Workers Union (ILWU)
	South Coast Air Quality Management District (AQMD)	Port of Long Beach (POLB)
	LA County Economic Development Corporation (LAEDC)	Port of Los Angeles (POLA)

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**The California Endowment is a foundation and a community-serving organization*

**Ex-Officio Members
Gateway Cities Council of Governments (GCCOG)
US Environmental Protection Agency (EPA)

Appendix 2-C Coordinating Committee Membership Roster

Appendix 2-C Coordinating Committee Membership Roster



LB-ELA Task Force Coordinating Committee Membership

ORGANIZATION	COORDINATING COMMITTEE MEMBER
Task Force	Elizabeth Alcantar, City of Cudahy, Gateway Cities Council of Governments I-710 Ad Hoc Committee
Task Force	Commissioner Sharon Weissman, Port of Long Beach
Task Force	Sylvia Betancourt, Long Beach Alliance for Children with Asthma
Community Leadership Committee	Tiesha Davis, San Pedro
Community Leadership Committee	Phyllis Ollison, Compton *December 2023 - Present* *Viridiana Preciado-Cervantes, Walnut Park* *April 2022 - December 2023*

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As of March 2024

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Appendix 2-D Community Leadership Committee Membership Roster



Community Leadership Committee (CLC) Membership

JURISDICTION	CLC MEMBER
At-Large, Compton	*Vacant - Susan Adams (3/2022 - 11/2023)*
At-Large, Signal Hill	Kevin Shin
Bell	Luis Mesa
Bell Gardens	Natalie Diaz Rubio
Bellflower	*Vacant*
Boyle Heights	Emmanuel Godinez
Carson	Fa'alagilagi Meni-Siliga
Commerce	Alfonso Garate
Compton	Phyllis Ollison
Cudahy	Irma Lopez
Downey	*Vacant*
East LA	Guadalupe Arellano
East LA	Kathleen Barajas
East LA	Miyuki Gomez
East/Rancho Dominguez (Unincorp)	Sinetta Farley
Huntington Park	Jose Rodolfo Vallejo
Lakewood	Dan Wamba
Long Beach	Marcos Lopez
Long Beach	Maria Reyes
Long Beach	Marlene Sanchez
Lynwood	Elizabeth Zamarripa
Lynwood	Aide Castro
Maywood	Jamila Cervantes
Montebello	Andres Duarte
Paramount	*Vacant - Amber Bobadilla (3/2022 - 2/2023)*
Signal Hill	*Vacant * Kevin Shin was moved to At-Large*
South Gate	Esmeralda Hernandez
Vernon	Dora Douglas
Walnut Park	Viridiana Preciado Cervantes
Wilmington/San Pedro (San Pedro)	Tiesha Davis
Wilmington/San Pedro (Wilmington)	Manuel Arellano

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Appendix 2-E Equity Planning and Evaluation Tool Documentation

LB-ELA CORRIDOR INVESTMENT PLAN

EQUITY PLANNING AND EVALUATION TOOL (EPET) DOCUMENTATION

INTRODUCTION

WHAT IS THE EPET?

The Pilot Equity Planning and Evaluation Tool (EPET) was developed by Metro in 2021 to provide detailed equity guidance for large-scale, multi-year Metro projects. The EPET requires that projects: 1) identify disparities that impact mobility, economic opportunities, and health outcomes, and how related services, programs, and projects are experienced; 2) understand the root causes of those disparities, and 3) develop and implement strategies, projects, programs, and investment priorities in a manner that provides more equitable outcomes. From inception to adoption, the LB-ELA Corridor Investment Plan (Plan) project team, Task Force, and Community Leadership Committee (CLC) used the EPET to guide the outreach approach and process, existing conditions analyses, evaluation methodology, and funding recommendations, as described in detail in this report.

Applying the EPET's concepts of Opportunity Areas,[1] Community Results,[2] and Project Outcomes,[3] this report documents the processes of visioning, data analysis, contextual research, community engagement, and technical evaluation applied to inform an investment plan that advances equitable outcomes in the LB-ELA Corridor ("the Corridor"). Following an introductory section that provides definitions of equity and an overview of the Project and Task Force background, this EPET documentation report follows the structure below:

I. Connect Community Results to Project Outcomes
II. Analyze Data
III. Engage the Community
IV. Plan for Equitable Outcomes

The EPET's six-part structure includes two subsequent sections that have not been applied at this time, as they relate specifically to the implementation of individual projects and programs. These sections (*Proposal Implementation* and *Evaluate, Communicate, and Stay Accountable*) may be documented by relevant project staff as large-scale proposals in the Investment Plan move toward implementation in the future.

DEFINING EQUITY

Metro defines equity as "both an outcome and a process to address racial, socioeconomic, and gender disparities, to ensure fair and just access with respect to where you begin and your capacity to improve from that starting point to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one's outcomes in life are not predetermined, in a statistical or

[1] Opportunity Areas = Key indicators of success including Employment, Housing, Education, Health, Transportation, Community Development, Criminal Justice, Environment, and Safety.

[2] Community Results = The community level condition of well-being we would like to achieve. It lacks disparities based on race, income, ability, or other social demographic.

[3] Project Outcome = A clearly defined future state of being at the program, local, or agency level resulting from the proposed action that ultimately supports the community result.

experiential sense, on their racial, economic, or social identities. It requires community informed and needs based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities. Equity means that Metro's service delivery, project delivery, policymaking, and distribution of resources account for the different histories, challenges, and needs of communities across Los Angeles County; it is what we are striving towards."

The following definitions of procedural, distributive, restorative, and structural equity have supported focused discussions of equity throughout this planning process. These detailed definitions are not part of Metro's official definition of equity.

Detailed Definitions of Equity

Procedural Equity	>	Proactive and accessible community engagement that bridges linguistic, technology, and ability gaps to meet communities where they are and enable participatory and representative decision-making processes.
	>	Ongoing systems of accountability and communication to build and maintain trust.
Distributive Equity	>	Allocation of benefits and amenities proportionate to levels of need and historic investment and based on self-identified community priorities rather than 'one-size-fits-all' solutions.
	>	Policies and resource management to ensure benefits reach intended recipients.
Restorative Equity	>	Acknowledgement of, and atonement for historic and ongoing systemic harms resulting from planning practice and policy.
	>	Commensurate actions, resources, and investments dedicated to remediation and prevention of further systemic harms.
Structural Equity	>	Evolution of decision-making bodies to reflect the communities they serve.
	>	Restructuring of organizational systems and hierarchies to empower historically marginalized groups.

PROJECT AND TASK FORCE BACKGROUND

The issues Metro intends to address through this Task Force process and Investment Plan are wide-ranging, reflecting the multimodal nature of the investment plan, the geographic scale of the study area, and the depth of context from which the current process emerged. An understanding of the equity issues centered in the Task Force process and Investment Plan relies on an understanding of the past two decades of planning and community advocacy around the I-710 South Corridor, and the last century of racial, economic, and environmental injustice, reinforced by public policy and infrastructure, which continue to impact the Corridor's surrounding communities today.

The I-710 and its five intersecting freeways (SR-60, I-5, I-105, SR-91, and I-405) reflect the shared legacy of many American freeways, many of which were intentionally routed through Black, Indigenous, and People of Color (BIPOC) neighborhoods, displacing residents, disconnecting communities from economic opportunities, and disproportionately subjecting entire neighborhoods to environmental harms and related health impacts. However, despite enduring the brunt of many planning and policy failures, the LB-ELA Corridor has sustained rich community identities and civic pride, and fostered significant activist movements for civil rights, cultural empowerment, transit justice, and environmental justice. These elements of the LB-ELA community history are discussed in greater detail in Section 3: Engage the Community.

Seeking a solution to an increasingly congested I-710 freeway, which serves as a regionally and nationally significant goods movement and commuter corridor, Metro and Caltrans proposed a widening from 8 to 16 lanes in the early 2000s. As initially proposed, the widening would have displaced over 660 homes along the freeway and worsened pollution in the corridor. A 2009 EPA report estimated

approximately 2,000 premature deaths associated with diesel emissions in the South Coast Air Basin, which includes urban Los Angeles and its surrounding counties.[4] In response to the Metro and Caltrans proposal, the Coalition for Environmental Health and Justice (CEHAJ) organized against the plan to advocate for a zero-emissions corridor project, contingent on local hiring and no displacements. Metro and Caltrans then launched an extensive public participation process (the 710 Metro Corridor Study) and the Environmental Impact Report (EIR) process. In 2012, the Draft EIR was released, to which CEHAJ responded with a proposal for Community Alternative 7 (CA 7). Despite the freeway's historical cost to surrounding communities, acknowledged in a 2018 Metro report,[5] the Metro Board approved its own alternative (5C) that same year, which still included a freeway widening element, incorporating an additional mixed-flow lane in each direction, truck bypass lanes, and reconfigured interchanges. The plan would have displaced an estimated 436 people in 109 homes and 158 businesses.[6]

CEHAJ and other Corridor residents continued to push back against alternative 5C, maintaining their demand for a mandatory zero-emissions policy to reduce pollution. Shortly thereafter, in 2021, the EPA ruled that the project would violate the federal Clean Air Act, stating that public agencies would be required to "develop a program that…will not increase and negatively impact public health".[7] In September 2021, in response to the EPA ruling and the State of California rescinding support for the project, Metro and Caltrans suspended the planning process for alternative 5C, with an acknowledgement from the Metro Board that communities along the I-710 Corridor have long suffered impacts on health, air quality, mobility, and quality of life due to their proximity to existing freight-focused freeway facilities. In September of 2021, Metro and Caltrans initiated the I-710 South Corridor Task Force (since renamed as the LB-ELA Task Force) to re-evaluate the needs of the corridor and its communities, develop multimodal strategies to meet these needs, identify potential projects and programs based on those strategies, and create a prioritized investment plan to leverage local funding from Measure R[8] and Measure M[9] with goals of improving regional mobility, economic competitiveness, air quality, and the movement of people and goods.

The Task Force comprises approximately 40 community and regional stakeholders from a cross-section of communities, industries, public, business, and labor agencies. All of these individuals are directly impacted by or dependent upon the movement of people and goods through the Corridor. The Task Force is guided by the Community Leadership Committee (CLC), a group of 28 residents representing Corridor communities, whose direct involvement in the decision-making process provides critical insight into the lived experiences and priorities of those directly impacted by the Corridor's infrastructure and industries. Additional Working Groups, including an Equity Working Group, comprise Task Force and Community Leadership Committee members, allowing for topic-focused discussions to inform Task Force actions. The Equity Working Group has been instrumental in Metro's application of the EPET, contributing knowledge and technical expertise based in lived and professional experience, and constructive feedback

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[4] https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project

[5] https://boardagendas.metro.net/board-report/2018-0053/

[6] https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project

[7] https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/article/2021/10/epa-suspends-california-interstate-710-project

[8] Measure R (2008) - Half-cent LA County sales tax measure to finance new transportation projects and programs, and accelerate those already in the pipeline.

[9] Measure M (2016) –Half-cent LA County sales tax measure to make Measure R permanent and fund additional projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities.

on process, project/program proposals, evaluation methods, and considerations for future implementation.

SECTION 1: CONNECTING COMMUNITY RESULTS TO PROJECT OUTCOMES

IDENTIFICATION AND DESCRIPTION OF ISSUES

The Metro Board suspended the environmental review of the previous I-710 South Corridor Project's Alternative 5C due to the significant concerns that the proposed project could not meet air quality conformity standards; would create untenable displacement in disadvantaged communities adjacent to the freeway; and would contradict updated local, state, and federal policies related to freeway widening or expansion projects. At the same time, the Metro Board directed the Metro CEO to re-engage impacted communities along the LB-ELA Corridor, convene stakeholders, and develop a multimodal, multipurpose investment strategy for the LB-ELA Corridor that improves regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for LA County residents – especially for those most impacted by, and living or working adjacent to, the Corridor.

Throughout the past two decades of planning work around the I-710 South Corridor, a range of equity issues have been raised by community members, advocacy groups, and regulatory agencies. These issues have been at the forefront of Task Force and CLC processes, informing development of the goals, principles, projects and programs, and evaluation methodologies since the establishment of the Task Force and initiation of the Investment Plan directive. The project team also conducted a review of relevant planning and community documents to identify how past efforts have characterized and attempted to address needs and challenges in the Corridor. An existing conditions data analysis (detailed in Section 2: Analyze Data) further contributed to an understanding that people along the I-710 corridor are overburdened in a number of ways when compared with other parts of the region. Given the high percentage of BIPOC populations in the corridor, these issues reinforce racial inequities and demonstrate how structural racism manifests in urban communities.

Applying the framework of Distributive, Restorative, Procedural, and Structural Equity, the key issues Metro aims to address in this Investment Plan are summarized below:

Distributive Equity Issues

High freeway emissions/ Poor air quality	The I-710 South Corridor accounts for 20% of all particulate emissions in Southern California.[10] The high levels of diesel pollutants affecting communities within a quarter mile of the freeway has earned the name "diesel death zone," referring to the linkage between diesel pollution and respiratory and cardiovascular health conditions.[11]
Community health burdens	The Corridor's respiratory and cardiovascular health burdens resulting from freeway emissions and other sources of air pollution are compounded by long-standing disparities in health and access to healthcare.[12] Limited access to safe and comfortable active transportation and outdoor recreational infrastructure,[13] and exposure to heat through a lack of shade and greening[14] also contribute to health burdens in the Corridor.
Unsafe/hostile streets for pedestrians and bicyclists	Streets within the Corridor are generally designed for high volumes of vehicular traffic with limited or poorly maintained active transportation and pedestrian infrastructure. While some jurisdictions have introduced dedicated infrastructure and safer street design in recent years, a cohesive network of safe bike and pedestrian infrastructure is lacking throughout the corridor as a whole. Given high volumes of vehicles entering and exiting the freeway, bike and pedestrian safety is of particular concern surrounding freeway on/off-ramps and overcrossings.[15]
Transit service reliability	Reliable transit service is an issue most directly impacting access to resources and opportunities for the Corridor's transit-dependent residents and workers. It also contributes to the share of "choice riders" within the Corridor, whose decisions to use transit over a personal vehicle have broader impacts on air quality, congestion, and street safety.[16] Additionally, the distribution of investment across transit services (e.g., Bus, Rail, and Micro transit) has historically prioritized service areas and riders with lower needs over those with higher needs.[17]
Travel times	High levels of congestion along the freeway and significant arterials impact community members' ability to reach their jobs, schools, and other needs. Vehicle congestion impacts travel times for drivers, bus riders, and goods movement vehicles who all rely on major freeway and arterial routes. Travel times are also an issue for pedestrians and active transportation users in the corridor, who are often forced onto indirect routes given a lack of safe and connected infrastructure.
Lack of green space and shade	The presence or lack of tree canopy and green space is a major equity issue aligned with patterns of racial and economic segregation in the Corridor, with wide-ranging impacts on the urban heat island effect, air quality, stormwater runoff, pedestrian sun exposure, and overall streetscape quality. Lack of publicly accessible green space also limits access to opportunities for outdoor recreation, which impacts community health and quality of life.[18]

[10] http://www.aqmd.gov/docs/default-source/news-archive/2021/JETSI-aug31-2021.pdf

[11] Nelson, Laura J. "710 Freeway is a 'diesel death zone' to neighbors," Los Angeles Times, March 1, 2018.

[12] OEHHA CalEnviroScreen 4.0

[13] SCAG Regional Bikeways Data,

[14] Tree People, LA County Tree Canopy Map, CA Healthy Places Index

[15] SCAG Regional Bikeways Data, LA County Bikeways Open Data, Transportation Injury Mapping System (TIMS), 2017-2019

[16] LA Metro NextGen Bus Plan, Southeast LA (SELA) Transportation Study (Giuliano et al., 2018)

[17] How We Got Here: Three Decades of Equity at Metro (Investing in Place, 2019)

[18] Tree People, LA County Tree Canopy Map, Los Angeles County Park Needs Assessment

Distributive Equity Issues

Goods movement capacity and impacts	The Corridor plays a nationally significant role in transporting goods to and from the Ports of Los Angeles and Long Beach, with expanding demand for freight capacity increasing pressure on existing infrastructure. The I-710 already carries tens of thousands of trucks daily, contributing to air quality, noise, congestion, and other environmental impacts to the surrounding communities.[19]
Disconnected communities	The I-710 reinforces and expands the division between communities on either side of the LA River. Many east/west crossings do not have safe bicycle infrastructure, and some crossings have missing, unpaved, or narrow sidewalks. Other freeways and rail infrastructure in the Corridor also impede connections between neighboring communities. These infrastructural barriers have enduring impacts on access to opportunity and amenities, and many serve as physical reminders of past displacement and dispossession.[20]

Procedural/Restorative/Structural Equity Issues

Historic disinvestment/ disenfranchisement	The past century of planning and policy decisions in the Corridor have created and reinforced patterns of segregation and disinvestment. Communities with highest need for investment frequently face greatest obstacles to civic participation and political power, including language barriers, educational opportunities, and time available for involvement.[21]
Lack of trust from previous I-710 project	The previous I-710 Freeway Expansion project was widely perceived as a continuation of harmful 20th-century transportation planning practices, prioritizing industry over the health and livelihoods of Corridor residents. Despite emerging from an extensive public engagement and environmental review process, the board-approved Alternative 5C failed to address the needs and concerns of communities who would bear the project's adverse impacts, and eroded trust among many Corridor residents and environmental stakeholders.[22]
Disparities in municipal capacity and resources within LB-ELA Corridor	While the new Investment Plan aims to equitably distribute multimodal investments proportionate to levels of need throughout the Corridor, communities with the highest need will often have the least capacity to scope, plan, and implement projects, even with external funding available.

[19] LA Metro, LA County Goods Movement Strategic Plan, 2021

[20] Dividing Highways: Barrier Effects and Environmental Justice in California (escholarship.org)

[21] Healing LA Neighborhoods: A once-in-a-generation opportunity to create thriving and inclusive communities across Los Angeles | Prevention Institute

[22] East Yard Communities for Environmental Justice, I-710 Corridor

OPPORTUNITY AREAS

The Task Force, CLC, and Working Groups collaborated to envision a future that balances the diverse needs of the Corridor's stakeholders as identified through community input, previous planning efforts, and existing conditions data analysis. Over several months, as described below, these groups thoughtfully composed and refined the Vision, Goals, and Guiding Principles as a framework to guide and focus the Investment Plan's proposed actions. The goals established in this process function as opportunity areas in which the Investment Plan's actions are able and intended to have impact.

December 2021: Listening Sessions

- In December 2021, the project team held two LB-ELA Corridor Project Listening Sessions intended to engage members of the Corridor communities in developing a plan and investment strategy centered on local needs. The project team shared information regarding the process for creating a new plan for the Corridor and provided updates on the function and work of the LB-ELA Corridor Task Force. Community members expressed pride in the community outcry that resulted in the halting of the freeway widening project and shared a desire to move forward with a transparent process led by the community. Participants identified community priorities, including reduced traffic and emissions, improved public health and green space, expanded bike and pedestrian infrastructure, and no displacement of homes and businesses as proposed in the original I-710 South Corridor project (Alternative 5C).

February – March 2022: Vision and Goals Survey

- From February to March 2022, Metro administered a Vision and Goals survey, through which the public identified their priorities for potential improvements in the Corridor, selecting up to three of the following: Air Quality, Community Health, Environment, Street Safety for all transportation users, Travel Options, Jobs and Economic Opportunities, and Housing. Over 3,000 stakeholders received the survey, and the 451 responses were made up of 427 members of the public and 24 Task Force members. 53% of respondents selected air quality as one of their top three priorities for improvements in the Corridor, followed by 51% selecting travel options, and 50% selecting street safety for all transportation users.

March 2022: Vision and Goals Public Meeting

- The project team virtually held a Vision and Goals Development public meeting in March of 2022. It was attended by 83 participants, including 11 Task Force members or alternates and 50 members of the public. The meeting included an interactive discussion and poll, in which participants identified their priorities for potential improvements in the Corridor. The top priority areas included Air Quality (selected by 73% of participants as one of their top three areas of concern), Travel Options (50%), and Community Health (50%). Other areas of concern included Street Safety (43%), Environment (40%), Jobs and Economic Opportunity (13%), and Other (13%).

- Participants shared specific recommendations for goals related to the various areas of concern in the interactive discussion. Air Quality recommendations included a requirement that projects meet the Environmental Protection Agency's Clean Air Standards and that the Investment Plan support adding more trees and plants along the Corridor to promote clean air and reduce the heat island effect and air pollution. Mobility recommendations included establishing access to high-quality, multimodal mobility options and considering Americans with Disabilities Act (ADA) compliance. Safety recommendations included safer paths for pedestrians and bicyclists and the

incorporation of guidelines prioritizing safety policies. Economy recommendations included the creation of good-paying jobs with local hiring as a priority and support for commercial land uses.

April – September 2022: Development and Approval of Vision, Goals, and Guiding Principles

- **April 2022:** Preliminary Vision and Goals statements were presented to CLC, Task Force, and Equity Working Group for review and discussion. The Equity Working Group made a recommendation to consider elevating Equity as a Guiding Principle.
- **May 2022:** The CLC discussed and provided input on the language of the Vision and Goals. The Task Force voted to approve the proposed Equity Guiding Principle and continued discussing the Vision and Goals. The project team proposed elevating Sustainability as the second Guiding Principle.
- **June 2022:** The CLC and Task Force continued to discuss refinements to the Vision and Goals. The CLC voted to recommend a version of the Vision statement to the Task Force. The Task Force voted to approve the proposed Sustainability Guiding Principle.
- **July 2022:** The Vision statement was formally approved at the July 2022 Task Force meeting, along with the Goals of Air Quality, Mobility, Community, and Environment.
- **August 2022:** The Safety goal and the Opportunity Goal were formally approved at the August 2022 Task Force meeting, with the contingency with that a new Prosperity goal with a regional focus would be developed with input from the CLC. The CLC discussed the proposed Prosperity goal.
- **September 2022:** The Prosperity goal was refined and formally approved at the September 2022 Task Force Meeting. The Metro Board adopted the Vision, Goals, and Guiding Principles at its September 2022 meeting as official policy.

Vision, Goals, and Guiding Principles

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.
Equity Guiding Principle	A commitment to: (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and 3) eliminate disparities in project processes, outcomes, and community results. The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.
Sustainability Guiding Principle	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.
Air Quality Goal	Foster local and regional clean air quality.
Mobility Goal	Improve the mobility of people and goods.
Community Goal	Support thriving communities by enhancing the health and quality of life of residents.
Safety Goal	Make all modes of travel safer.
Opportunity Goal	Increase community access to quality jobs, workforce development, and economic opportunities.
Prosperity Goal	Strengthen LA County's economic competitiveness and increase access to quality jobs, workforce development, and economic opportunities for all communities, with a focus on strengthening the 710 Corridor communities, which have been and continue to be harmed by economic activity and development.
Environment Goal	Enhance the natural and built environment.

DESIRED COMMUNITY RESULTS

The Investment Plan and Task Force process are intended to respond to the systemic issues and challenges described above, contributing to the advancement of broader aspirations for the Corridor and the region. The following Community Results summarize the aspirations voiced by the public, Task Force, and CLC members. If successfully aligned with the Vision, Goals, and Guiding Principles, the Investment Plan will have a meaningful impact in helping the Corridor reach these desired future states of well-being:

Desired Community Results
Healthy air for all to breathe
Improved and healthier transportation options to community resources (jobs, schools, health centers, etc.)
Reduced rates of health conditions such as asthma and heart disease, without disparities
Safe and comfortable pedestrian, bicycle, and transit connections
Zero collision-related injuries and deaths
A zero-emission goods movement system
Economic vitality, including high local employment rates and living wages
An equitable workforce transition to support a green economy
Residents and businesses protected from displacement
Plentiful and accessible green space and shade
Communities reconnected by green spaces along the LA River
A trusting and balanced long-term partnership between Metro and LB-ELA Communities

II. ANALYZE DATA

The LB-ELA Corridor planning process was informed by extensive qualitative and quantitative data analysis to identify existing conditions, needs, and disparities among various communities within the Corridor as well as compared with the County. Based on the issues and opportunity areas identified for the Investment Plan, data were primarily analyzed for socioeconomic conditions, environmental conditions, community health, and travel patterns related to mode share, emissions, throughput, and safety. Community survey data and anecdotal insights from CLC and Task Force members were used to supplement and groundtruth quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities.

DATA SOURCES

Due to the size of the study area and scope of the Investment Plan, data were required to be broadly and consistently available at the countywide or regional level, across jurisdictions. Therefore, more localized data that might typically be considered for a single transportation project were not available or able to be analyzed for the entire study area. Given the early stages of project development, most individual projects in the Investment Plan will be evaluated using localized data as they go through design, environmental review, and implementation processes. Data from the following sources were applied in the analysis of existing conditions:

Data Sources

Socioeconomic and Demographic	>	US Census and American Community Survey
	>	2019 Longitudinal Employer-Household Dynamics (LEHD)
	>	Urban Displacement Project Estimated Displacement Risk Index
	>	University of Richmond - Mapping Inequality
Environmental	>	Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0
	>	Southern California Air Quality Management District (SCAQMD) Multiple Air Toxics Exposure Study V (MATES V) (2021)
	>	SCAQMD Air Quality Management Plan Health Effects Appendix (2022)
	>	National Land Cover Database
	>	Los Angeles County Park Needs Assessment
	>	Southern California Association of Governments (SCAG) Land Use Map
	>	EnviroStor Cleanup Sites Database
Community Health	>	OEHHA CalEnviroScreen 4.0
	>	Public Health Alliance of Southern California
	>	Emergency Department and Patient Discharge Datasets from the State of California, Office of Statewide Health Planning and Development (OSHPD)
	>	SCAQMD MATES V
Travel Patterns	>	LA Metro Ridership Data
	>	LA Metro Arterial Performance Measurement (Measure Up)
	>	SCAG Regional Travel Demand Model
	>	SCAG Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)
	>	SCAG Bicycle Routes Data
	>	LA County Bikeways Data
	>	Cambridge Systematics' location-based services data (LOCUS)
	>	The National Performance Management Research Data Set (NPMRDS)
	>	California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)
	>	Port Transportation Analysis Model (PortTAM)
	>	Caltrans Performance Measurement System (PeMS)
	>	Caltrans Traffic Accident Surveillance and Analysis System (TASAS)
	>	Transportation Injury Mapping System (TIMS)

Qualitative and anecdotal data were also gathered through a series of in-person public engagement events in partnership with community-based organizations, and online through the Social Pinpoint mapping tool and survey.[1] A literature review of previous planning studies related to the Corridor and relevant issues throughout the region also contributed to an understanding of existing conditions; however, the literature review was conducted with consideration of the age, biases, and relevance of documents and sources.

The Project Team prepared an initial geospatial analysis in late 2021, which included maps displaying the range of conditions across Corridor communities, in addition to charts and other data visualizations to add detail and enhance understanding of Corridor conditions. This analysis was guided by the following questions:

- Where is the LB-ELA Corridor study area?
- Who lives and works in the LB-ELA Corridor study area?
- What mobility options, trends and challenges exist in the LB-ELA Corridor study area?
- What are the community impacts experienced in the LB-ELA Corridor study area?

Maps, graphics, and key findings from this analysis are included in the presentation in *Appendix A. Initial Existing Conditions Analysis.*

Initial Existing Conditions Data Analyzed

Study Area	>	Study Area and Jurisdictional Boundaries
Socioeconomic and Demographic Characteristics	>	Population Density (persons per net acre)
	>	Employment Density (employees per net acre)
	>	Jobs by Industry Sector (commercial, professional services, industrial, other services)
	>	Race and Ethnicity
	>	Household Income
	>	Poverty Level
	>	Age
	>	Percentage of Individuals with a Disability
	>	Vehicle Ownership
Mobility Options, Trends, and Challenges	>	Freeway and Arterials
	>	Transit Services
	>	Metro Rail Boardings (daily average)
	>	Bicycle Facilities
	>	Bicycle and Pedestrian Gaps
	>	Existing Land Uses
	>	Commuters by Mode (work from home, transit, walk/bike, carpool, drive alone)
	>	Arterial Roadway Daily Vehicle Hours of Delay
	>	Arterial Roadway Speeds (morning and evening)
	>	I-710 Freeway Speeds (morning and evening)
	>	Bottlenecks along I-710 (northbound and southbound)
	>	I-710 Daily Vehicle and Person Trips
	>	Daily Vehicle Miles Traveled (VMT)
	>	I-710 Daily Truck Trips

[1]A series of thirty-eight (38) community workshops and meeting presentations were conducted along the corridor between September and November 2022. With the support from local CBOs, the public outreach team also hosted eighteen (18) events along the corridor including pop-up events to support the notification and engagement efforts to gather input from different communities. The Social Pinpoint survey and interactive mapping tool (https://arellano.mysocialpinpoint.com/metro-710-task-force/map#/) was originally open from August 2, 2022, through September 8, 2022, and the response period was extended twice: to October 15, 2022, and once more to November 14, 2022, to accommodate more time for public feedback from community members. These efforts collected a total of 1,920 surveys and 985 mapping comments from the public during this phase.

Community Impacts (Health & Safety)	>	Bicyclist and Pedestrian Crash Data (location and severity)
	>	Truck Crashes (location and severity)
	>	All Vehicle Crashes (location and severity)
	>	I-710 Crashes (location and severity)
	>	Particulate Matter 2.5 (micrograms per meter^3)
	>	Diesel Particulate Matter (annual tons)
	>	Asthma Rate (hospitalizations)
	>	Cancer Risk (exposure to air toxics)
	>	Ground Toxins Cleanup Sites

The initial existing conditions analysis was presented to the Task Force, CLC, and Working Groups for discussion, including input on additional metrics that should be added to the analysis, specifically from an equity perspective. A subsequent existing condition analysis produced for discussion with the Equity Working Group incorporated new metrics based on community and Task Force input, and applied Metro's Equity Focus Communities as an overlay to identify patterns and disparities in conditions for EFC and non-EFC areas within the Corridor. Maps, graphics, and key findings from this analysis are included in the presentation in *Appendix B. EFC-Based Existing Conditions Analysis.*

EFC-Based Existing Conditions Data Analyzed

Equity Focus Communities	>	EFC Areas (all)
	>	EFC Areas by Equity Tier
Socioeconomic and Demographic	>	Poverty Rate by Race/Ethnicity within Corridor
	>	Percent Renter by Race/Ethnicity within the Corridor
Health & Safety	>	Diesel Particulate Matter (+ overlay with EFCs)
	>	Collisions involving Bicyclists or Pedestrians (+ overlay with EFCs)
	>	Tree Canopy (+ overlay with EFCs, Zero-Vehicle Households)
Infrastructure & Amenities	>	Park Need (+ overlay with EFCs)
	>	2045 High Quality Transit Areas (+ overlay with EFCs, Population Density, Zero-Vehicle Households)
Economic Opportunities	>	Employed Population (+ overlay with EFCs)
	>	Employed Population with >45 Minute Commute Time (+ overlay with EFCs)
Essential Needs	>	Supermarket Access (+ overlay with EFCs)

DATA ANALYSIS SUMMARY

As outlined above, an extensive collection of data was analyzed throughout the early stages of the Task Force and Investment Plan process. This section of the documentation presents selected findings from this analysis in response to the following questions from the EPET:

- **2.b.** Is there an impacted geographic area? If so, what is the geographic area?
- **2.c.** What are the demographics of impacted area, users, or other community?
- **2.d.** What does the data tell us about existing community disparities in race, ethnicity, and income, that may influence the proposed action's outcomes?

Impacted Areas

Drawing on the findings of existing conditions analysis, this EPET documentation focuses on two geographies as 'impacted areas' of the LB-ELA Corridor Investment Plan:

1. The full **LB-ELA Corridor** area - Shown in blue against LA County in yellow in *Figure 1. LB-ELA Corridor Study Area (LA County Context)*
2. Metro's **Equity Focus Communities (EFCs)** within the LB-ELA Corridor - Shown in pink in *Figure 2. LA Metro Equity Focus Communities (LB-ELA Corridor Context).* EFCs are the census tracts identified by Metro's Office of Equity and Race, which have higher concentrations of low-income households, residents who are Black, Indigenous, and other People of Color (BIPOC), and share of households with no access to a car. People in these census tracts lack access to mobility and face more mobility barriers compared to non-EFC census tracts.

Figure 2. LB-ELA Corridor Study Area (LA County Context)

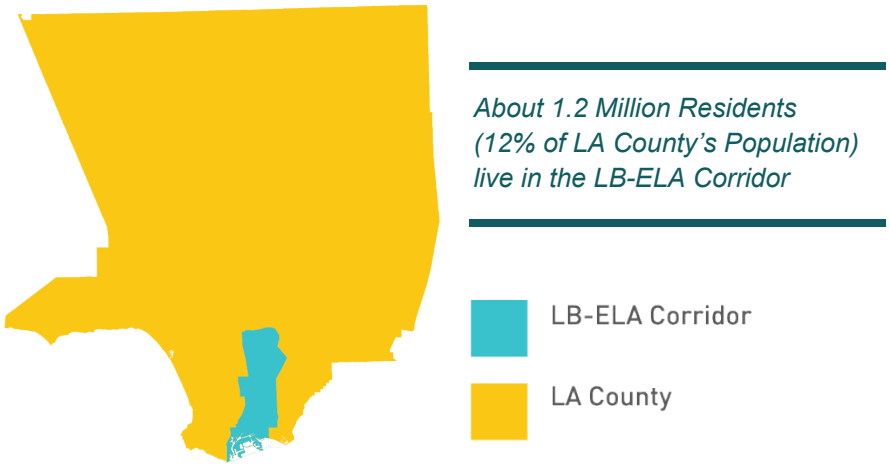
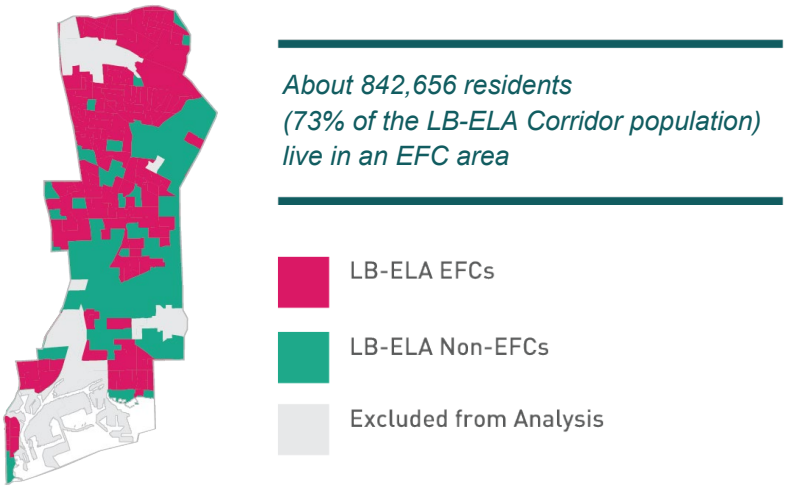


Figure 1. LA Metro Equity Focus Communities (LB-ELA Corridor Context)



In reference to the maps above, figures throughout this section utilize color-coding to compare data for these four geographic extents to highlight key characteristics and disparities within the impacted areas: LA County (yellow), the LB-ELA Corridor area (blue), LB-ELA EFC areas (pink), and LB-ELA non-EFC areas (green).

Demographics of Impacted Areas

The LB-ELA Corridor is home to approximately 1.2 million residents, 73% of which live in EFC areas. As shown in *Figure 3. Youth and Senior Age Groups*, the LB-ELA Corridor and EFCs within the corridor both have relatively high youth populations and relatively low senior populations compared to the County and Non-EFCs in the corridor, respectively.[2] The Corridor's average household size is 3.9, which is about 30% higher than the County's average.[3]

As shown in *Figure 4. Race/Ethnicity*, The LB-ELA Corridor as a whole and EFCs in the Corridor are majority-BIPOC, both with substantially higher shares of Latino residents, and lower shares of white and Asian residents compared to the County and Non-EFCs in the corridor. The share of Black or African American residents is relatively similar across geographies.[4] Historical census data shows that the share of Black residents has declined substantially in many LB-ELA corridor communities since the 1980s, as the share of Latino residents increased. Change in the Corridor's racial and ethnic composition over time is discussed further in Section 3: Engage the Community.

Despite its importance to the regional economy, the Corridor has a slightly lower average percentage of the workforce who are employed (71%) than LA County (74%), with a majority of the Corridor's lowest employment rates (as low as 49%) associated with EFCs.[5] The Corridor's manufacturing history and proximity to the ports have created a largely industrial and commercial economy, with nearly twice the share of industrial jobs in the Corridor (29%) as in the County as a whole (16%), and a lower share of service and professional jobs.[6] Likewise, the study area has more industrial and residential land uses than the County as a whole,[7] with proximity between residential and industrial land uses contributing to pollution impacts and associated health risks.

The Corridor's median household income ($56,005) is substantially lower than the County's ($75,887),[8] and analyzed across income groups, the Corridor has a lower share of high-income households than the County. Similarly, the share of households below the poverty level is high in the Corridor compared to LA County as a whole.[9]

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[2] Data from the 2015-2019 American Community Survey 5-year estimates.

[3] U.S. Census

[4] Data from the ACS 2019 5-year estimate: 74.6% Hispanic or Latino, 8.9% NH Black or African American, 8.6% NH White, 5.9% NH Asian, 1.3% Multiple Races, 0.3% NH, Native Hawaiian or Pacific Islander, 0.2% Other.

[5] East Los Angeles, Commerce, Compton, East Compton, Long Beach, Wilmington, and San Pedro.

[6] Data from 2019 Longitudinal Employer-Household Dynamics.

[7] SCAG Land Use Map, land use in square feet.

[8] Data from 2015-2019 American Community Survey.

[9] Data from 2015-2019 American Community Survey.

Figure 3. Youth and Senior Age Groups

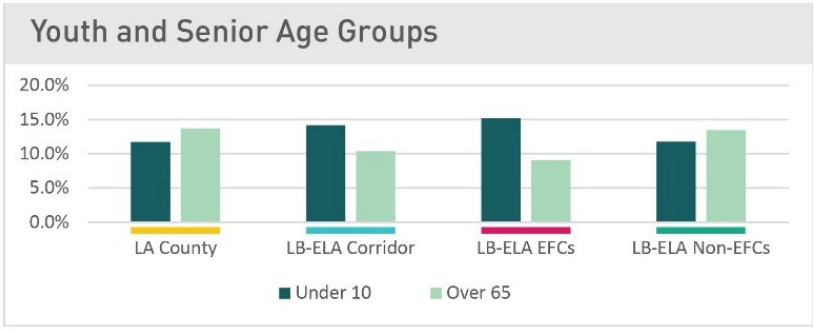
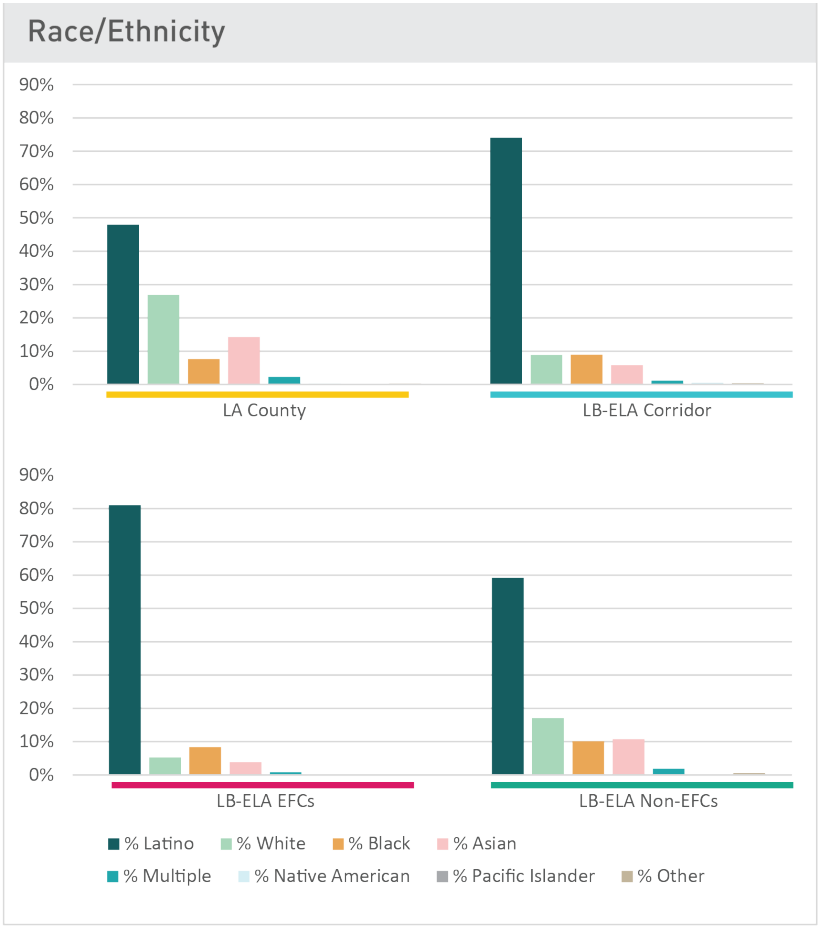


Figure 4. Race/Ethnicity



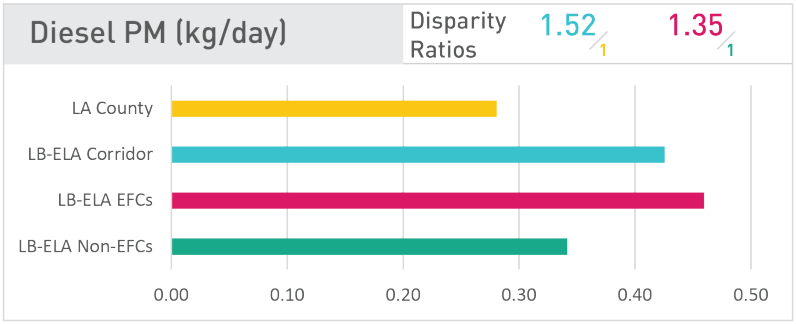
Existing Community Disparities

Census data clearly demonstrates existing disparities in outcomes among demographic groups in the Corridor, such as the average per capita income of $33,870 for non-Hispanic white residents compared to $18,297 for Hispanic or Latino residents.[10] Due to the size of the study area and wide range of relevant data sets, it was not possible to disaggregate all data related to environmental conditions, infrastructure, or services by race/ethnicity or income levels. However, Metro's Equity Focus Communities were applied as an overlay and geoprocessing filter to document disparities for areas with the highest concentrations of low-income households, BIPOC residents, and share of households with no access to a vehicle.

In the equity-focused existing conditions analysis, the Project Team explored key data points related to the Corridor's equity issues and opportunity areas, measuring access to health and safety, economic opportunities, infrastructure and amenities, and essential needs in the Corridor, and using the EFC overlay to identify disparities. In most of these data points we see a consistent pattern of disparity - the LB-ELA Corridor facing greater burdens than the rest of the County, and EFCs facing greater burdens than the non-EFC areas within the Corridor. Key findings of this analysis are summarized below. Some selected metrics are illustrated in charts with disparities summarized as ratios of the score for the County to the Corridor, and the score for Corridor EFCs to Corridor non-EFCs.

The most critical disparity facing both the Corridor, and Corridor EFCs, is exposure to Diesel Particulate Matter pollution (*Figure 5*), with substantial disparities in rates of hospitalization for asthma (*Figure 7*) and cardiovascular disease (*Figure 8*) also facing impacted areas. Data shows slight PM2.5 disparities (*Figure 6*) facing impacted areas, but suggests that major variations in PM2.5 generally occur at a larger, regional scale.

Figure 5. Diesel Particulate Matter



[10] Data from the U.S. Census, Findings by race: NH White ($33,870), Asian ($29,904), Black/African American ($25,120), Other ($18,540), Latino/Hispanic ($18,297).

Figure 6. Particulate Matter 2.5

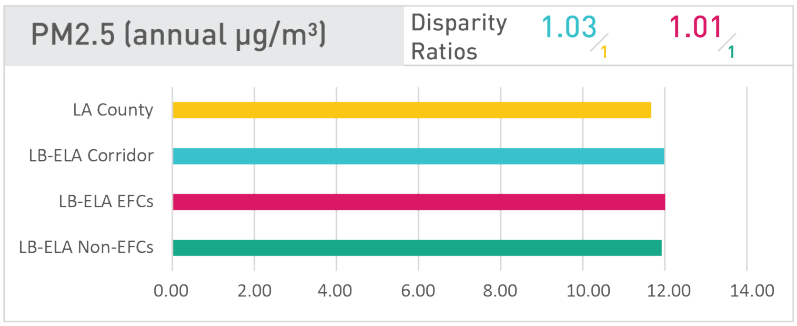


Figure 7. Asthma

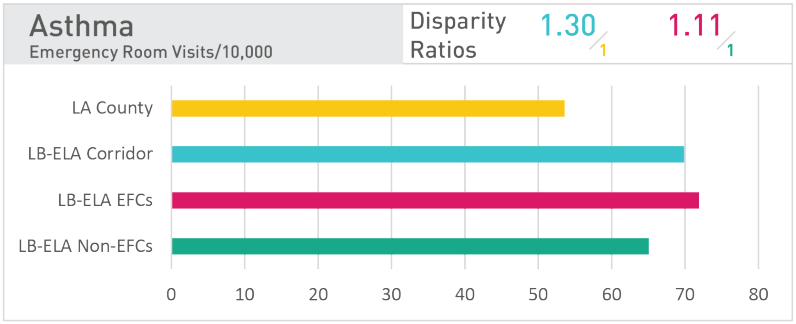
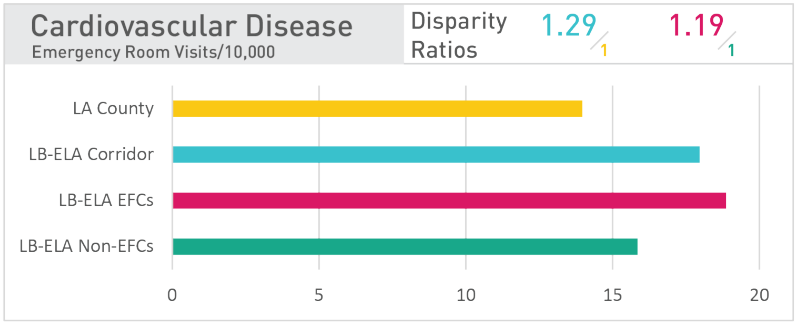


Figure 8. Cardiovascular Disease



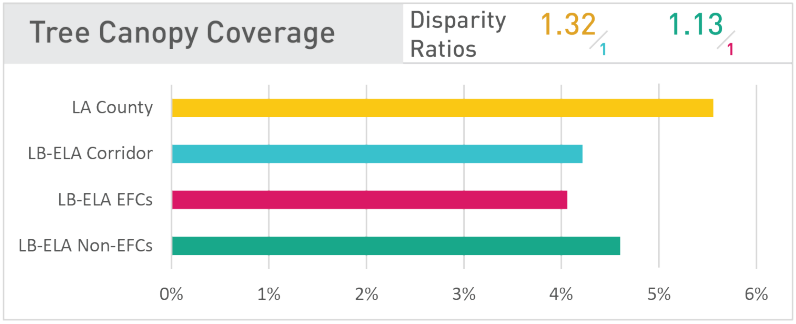
Health and transportation infrastructure are linked not only through the health impacts of exposure to vehicle-based pollution, as demonstrated above, but also through the conditions that allow people to safely travel by foot, bicycle, or other modes that increase physical activity. Access to high quality active transportation and transit options is especially critical for zero-vehicle households. The average percent of households without a vehicle in the Corridor is 9.3%, and 11.4% in study area EFCs, compared to 8.7% in the County.

Active transportation infrastructure is lacking throughout the Corridor, particularly throughout much of the northern Corridor cities. Much of the existing active transportation network suffers from fragmentation and maintenance issues, with few safe active transportation connections across the I-710 and LA River.[11]

Fortunately, transit access is not an area of disparity for the Corridor or EFCs. A substantial portion of the study area (78%) is located within SCAG's 2045 High Quality Transit Areas (HQTAs), a designation based on the planned transit system according to the SCAG 2020-2045 Regional Transportation Plan. An even higher proportion of study area EFCs are located in 2045 HQTAs (85%), while only 60% of LA County falls within a 2045 HQTA.

A dense and healthy tree canopy provides numerous benefits at the nexus of environmental health, air quality, physical health, and walkability. As shown in *Figure 9*, the Corridor and EFCs face a disparity in tree canopy coverage. Average tree canopy (the percentage of land covered by tree canopy, weighted by people per acre) in LA County is 5.5%, compared to 4.2% in the Corridor. In EFC areas within the study area, tree canopy is slightly lower at 4.1%, compared to non-EFCs at 4.6%.[12]

Figure 9. Tree Canopy Coverage



On their surface, socioeconomic disparities such as employment rates and housing cost burden may seem disconnected from transportation planning, however major infrastructure investments can have substantial impact on employment opportunities through introduction of new jobs, and increased access to job centers. New investments can also have potential impacts on housing stability and economic displacement pressure. For these reasons, it is important to understand the Corridor's existing conditions and disparities. As shown in *Figure 10*, ACS data indicates that people in the Corridor and EFCs experience moderate disparities in unemployment rates. In *Figure 11*, ACS data indicates a notable disparity in the share of Housing Burdened Low-income Households in EFCs (27%) compared to non-EFCs in the Corridor (19%).[13]

[11] Bikeways Data from Southern California Association of Governments and LA County

[12] CDPH/National Land Cover Database, accessed via the California Healthy Places Index

[13] Data from the 2015-2019 American Community Survey 5-year estimates

Figure 10. Unemployment

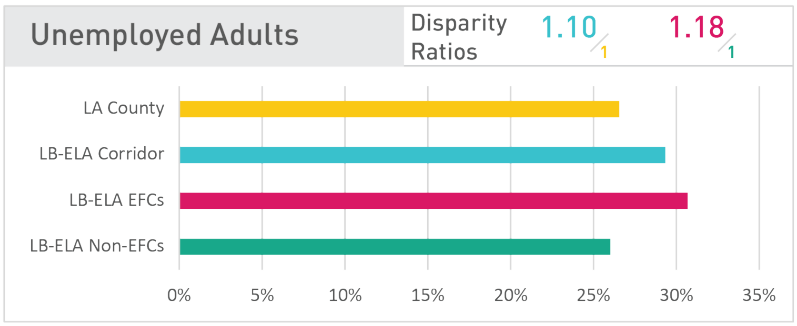
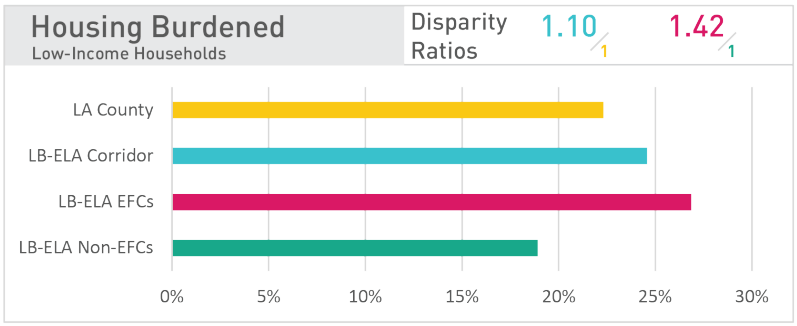


Figure 11. Housing Burden



APPENDIX A. INITIAL EXISTING CONDITIONS ANALYSIS

APPENDIX B. EFC-BASED EXISTING CONDITIONS ANALYSIS

III. COMMUNITY HISTORY AND ENGAGEMENT

COMMUNITY HISTORY OVERVIEW

EPET Questions

What do we know about the community, particularly any marginalized groups, and their history, relationship, or previous engagement with Metro?

What historic investments, decisions, events, developments, or disinvestment strategies have contributed to current community conditions and how have they been considered in this proposed action?

Who are the community members most vulnerable to negative impacts and/or living in historically marginalized or neglected areas that are affected by this proposed action? Consider community members that might be indirectly or unintentionally impacted.

What did you learn from the engagement about the root causes that produce or perpetuate racial/ethnic, income, or other inequities related to this proposed action?

The Los Angeles Basin has been home to the Tongva people for thousands of years, with several Tongva villages located within or closely bordering the current LB-ELA Corridor (the Corridor).[1] From the 1500s to 1800s, Spanish colonization and establishment of the missions subjected the Tongva population to disease, violence, forced conversion and slave labor. Following Mexican independence from Spain in 1833, the Corridor was within Mexican borders for fifteen years, during which the last remaining Gabrielino-Tongva towns were destroyed. In 1847, during the second year of the Mexican-American War, the decisive Battle of Rio San Gabriel was fought just outside the LB-ELA Corridor, giving the United States control of Los Angeles leading up to the Treaty of Guadalupe Hidalgo in 1848.[2,3]

In the second half of the 1800s, most of the Corridor area was divided into Mexican Land Grants or 'ranchos', with the young City of Los Angeles abutting the northwest corner of the corridor.[4,5] Over time, landowners sold the land, forming the basis for present-day cities and neighborhoods located in the LB-ELA Corridor. In the 1870s, the nexus of transportation infrastructure and economic and industrial growth was established with Southern California's first railroad that connected San Pedro Bay and Los Angeles along the Alameda Corridor.[6] Population, industry, and infrastructure continued to expand in the early 20th century. Pacific Electric Red Car Streetcar Lines opened in the early 1900s, and a Central Manufacturing District was zoned by the City of Los Angeles along the Los Angeles River, which included

[1] Tongva Map by ESRI User jcomposaS17: https://www.arcgis.com/home/item.html?id=50e27d3f806f407d82741e8d359add91

[2] https://gabrielinotribe.org/history/

[3] https://www.gabrieleno-nsn.us/timeline

[4] Surveys of original Spanish and Mexican land grants (Ranchos) https://hub.arcgis.com/maps/6453f54690a84dc18b8396fcebc54c83/about

[5] https://www.rancholoscerritos.org/tongva/

[6] https://la.curbed.com/2015/11/9/9902244/red-car-map-los-angeles

several manufacturing industries and sub-par housing for workers.[7] Following the “Great Free-Harbor Fight" of the 1890s, San Pedro harbor was officially established as the Port of Los Angeles (POLA), supported by the City of Los Angeles’ annexation of the harbor along with the sixteen-mile “shoestring district” connecting the harbor to the rest of the City in 1909. Within five years, the founding of the adjacent Port of Long Beach (POLB) and opening of the Panama Canal positioned POLA and POLB as the primary ports of call for Pacific and Atlantic trade.[8]

Industrial growth led to more demand for cheap labor, much of which was met by immigrant populations.[9] As the region’s population grew and diversified, the Great Depression heightened resentment toward workers of Mexican descent and major deportation raids took place as part of Mexican Repatriation efforts. At the same time, policies like Redlining formalized racism and discrimination against Black, Indigenous and other People of Color (BIPOC), as well as other ethnic minority populations in the housing market, particularly against African American people (see “What is Redlining?” explainer on the next page for more information).[10]

As the US entered World War II, major industrial growth occurred to support the war effort, and many African American people migrated to the Corridor to fill defense manufacturing jobs, encouraged by the higher pay and President Roosevelt’s executive order banning discrimination in defense industries.[11] Mexican American people also benefitted from expanded access to higher paying jobs in defense and other industries, as demand grew during the war. Despite the Mexican deportation and repatriation efforts of the 1930s, Mexican immigrant labor was formally encouraged through the establishment of the Bracero program in the early 1940s, to fill agricultural jobs left empty by American workers who enlisted in the armed forces or sought higher paying jobs in the defense industry.[12,13] However, once again, the rise in immigration further heightened white resentment toward Black and Latino residents – especially working-class youth – with notable events like the Sleepy Lagoon Murder trial and Zoot Suit riots occurring within and near the Corridor.

[7] https://www.pbssocal.org/the-right-to-live-southeast-los-angeles-life-in-three-moments

[8] https://www.pbssocal.org/shows/departures/brief-history-of-the-ports-of-los-angeles-and-long-beach

[9] Gratton, Brian and Merchant, Emily. Immigration, Repatriation, and Deportation: The Mexican-Origin Population in the United States, 1920–1950.

[10] Hillier, Amy E., "Redlining and the Homeowners' Loan Corporation" (2003). Departmental Papers (City and Regional Planning).

[11] https://capitolmuseum.ca.gov/exhibits/called-to-action-californias-role-in-ww2/social-justice/#:~:text=Between%201942%20and%201945%2C%20340%2C000,defense%20plants%20of%20California%27s%20cities.

[12] https://www.nps.gov/parkhistory/online_books/5views/5views5d.htm

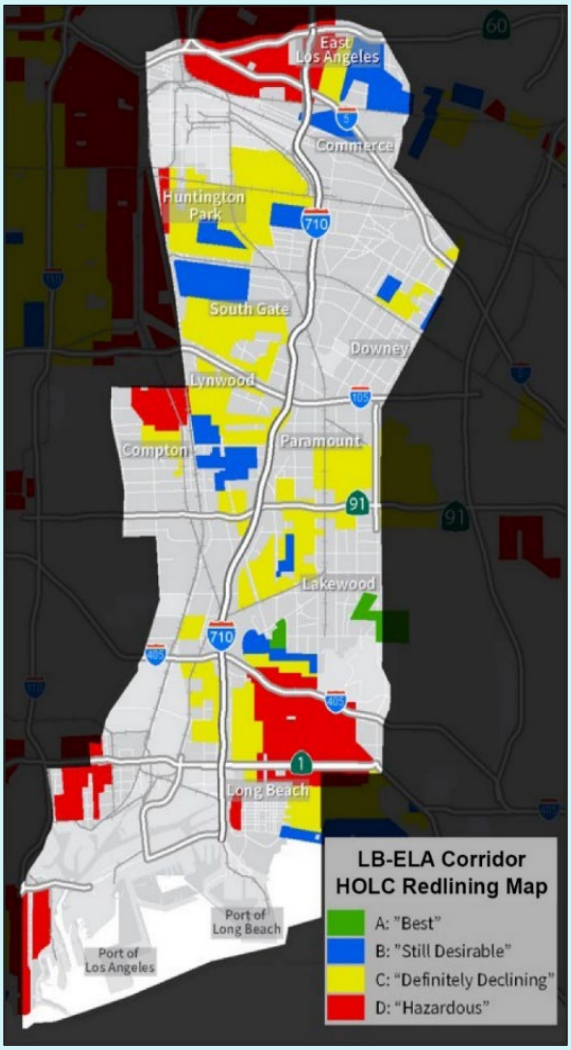
[13] Gratton, Brian and Merchant, Emily. Immigration, Repatriation, and Deportation: The Mexican-Origin Population in the United States, 1920–1950.

What is Redlining?

Between 1935 and 1940, the Home Owners' Loan Corporation (HOLC) was tasked with assessing mortgage risk on a nationally standardized grading scale, which was grounded in explicitly anti-Black and anti-immigrant ideology. The color-coded grades were mapped onto residential areas for many US cities, systematically promoting and reinforcing racial segregation. While other factors were considered, assessments were primarily concerned with race, negatively referencing 'heterogeneous' populations, 'subversive racial elements' and 'threat of infiltration by racial influences', with the Grade of D typically reserved for areas with any presence of African American residents.

Redlining dramatically impacted the ability of African Americans and other BIPOC and immigrant populations to access mortgages or loans for upkeep, resulting in cycles of disinvestment and disrepair in "high-risk" neighborhoods. Real estate boards also advocated for including racially restrictive covenants in property deeds, reinforcing segregation on the basis of protecting home values in "low-risk" areas.

Redlining's impacts persist today in several features of the housing market (e.g., neighborhood exclusivity and *de facto* segregation, quality of housing stock, and permitted densities) in addition to land use patterns, socioeconomic outcomes, public health, environmental health, and investment in infrastructure. Disparities in conditions and outcomes often reflect Redlining patterns, and studies have shown statistically significant associations between Redlining and life expectancy, mental health, and several chronic diseases and health conditions.



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

Sources:

National Community Reinvestment Coalition. The Lasting Impact of Historic "Redlining" on Neighborhood Health (2020)
Hillier, Amy E., "Redlining and the Homeowners' Loan Corporation" (2003)
Rothstein, Richard. The Color of Law (2018)
Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," American Panorama, ed.
Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A. | KCET

"I grew up in the city of South Gate, along the railroad that runs through the City – I thought that was what all communities looked like…You could smell the chemicals when you wake up in the middle of the night growing up in Southeast LA.

Sometimes when the trucks go through, they rattle these old homes built in the 30s [without great structural stability] because they've been denied financing and other opportunities to maintain their homes"

- Task Force Member

Meanwhile, a growing region and an increasingly powerful auto industry, along with a federal push for transportation infrastructure and expansion of the interstate highway system, opened the door to freeway construction and a rise in personal automobile use. As a result, the region quickly experienced 'smog attacks' by the early 1940s. After the war, racially segregated suburbs continued to emerge throughout the LB-ELA area, and several areas of the Corridor remained predominantly if not exclusively white through the period of post-war suburbanization. For example, as of the 1960 census, Lakewood's population of 67,126 was 99.8% white, with only seven Black residents and 128 residents of other races.[14,15] Intended to connect growing suburbs to employment centers, freeway construction also served the agenda of Urban Renewal through demolition of areas perceived as "blighted" (often referring to BIPOC communities that had been neglected from public investment). Throughout the 1960s, shifts toward desegregation and growth of BIPOC communities coincided with mass displacements and increasingly tangible environmental impacts from the Corridor's industries and freeways.

The fight for housing rights and civil rights saw both progress and resistance in California between the late 1950s and the passage of the Fair Housing Act of 1968. In 1959, the Unruh Civil Rights Act and California Fair Employment and Housing Act both offered protections to BIPOC residents against forms of housing discrimination and harassment. However, a year after California legislature built upon its fair housing progress through the 1963 Rumford Act, voters repealed the law through the passage of California Real Estate Association-backed Proposition 14, which was later found unconstitutional by the California Supreme Court in 1966.[16]

While housing discrimination was legally prohibited by the Fair Housing Act, tensions from decades of racism and discrimination remained high, and many white homeowners furiously resisted attempts at integration. Just three years prior to the Fair Housing Act, the 1965 Watts Rebellion (also referred to as the Watts riots or Watts Uprising) erupted in response to rampant police brutality and broader racial injustice, with much of the unrest occurring just west of the LB-ELA Corridor. A Community Leadership Committee (CLC) member who grew up in the Corridor reflected on the trauma of experiencing the Watts Rebellion as a six-year-old, watching in fear as a gas station burned nearby, and as National Guard members entered her community carrying rifles. From the late 1960s through the 1980s, many middle-class and working-class white households left neighboring suburban areas such as Compton, Huntington Park, and South Gate in response to desegregation, fears of further civil unrest stoked by blockbusting real estate prospectors, and declining union job opportunities in the waning aerospace and manufacturing industries.

Still, desegregation increased housing options for Black and Latino communities in the late 1960s and early 1970s, and the Latino population became the majority throughout most of the corridor's northern and northwestern cities, while the Black population grew substantially in western corridor cities. Both in response to worsening conditions of disinvestment, and in celebration of strengthening cultural identities,

[14] https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf

[15] https://www2.census.gov/library/publications/decennial/1960/population-volume-1/vol-01-06-d.pdf

[16] https://www.fairhousingnorcal.org/history-of-fair-housing.html

Latino and Black communities in the Corridor fostered the activism of the Civil Rights Movement, the Chicano Movement, and organizations like the Black Panther Party and the Congress of Racial Equality (CORE). These movements helped organize major political demonstrations in the late 1960s including the East LA Walkouts, in protest of underinvestment in predominantly Latino schools, and the National Chicano Moratorium March against the Vietnam War. In 1975, a large population of Cambodian refugees settled in Long Beach, having fled the Khmer Rouge, establishing a significant cultural community that remains central to Long Beach's identity today. The 1960s and 1970s were defining decades for the Corridor as a hub of political organizing and cultivation of cultural resilience, solidifying the foundation for community advocacy at the intersection of racial justice, environmental justice, and mobility justice that has shaped the formation of the Task Force and Investment Plan today.

However, as these communities grew, so did the network of freeways that carved through the Corridor, leaving immediate disruption and long-lasting environmental impacts in their wake. In the case of the I-710, initially designated as California Route 15 and known as the "Los Angeles River Freeway" due to its alignment parallel to the LA River, the cities of Los Angeles and Long Beach had been exploring development of a port highway since the early 1920s to establish an export route from the Central Manufacturing District in Southeast Los Angeles. While freeway design, construction, and land acquisition were technically under the state's powers, the City of Long Beach initiated and funded construction of the freeway in 1953, which was eventually added to the Interstate Highway System as I-710 in 1984, twenty years after its completion in 1964.[17] In addition to displacing tens of thousands of residents, construction of several freeways throughout the Corridor displaced business districts that residents depended on for their daily needs, creating areas of disinvestment and disrepair while physically separating neighborhoods from one another.[18] At the same time, freeway construction directed tens of thousands of polluting vehicles to travel through these communities every day in perpetuity, contributing to ongoing health and safety impacts for residents.

> *"[Learning about the I-710 History], I was stunned by the similarities with my hometown of Orlando, and how the FHA built highways and severed the community. Now many of the residents are dealing with health issues that came from that. This hostile infrastructure still exists, and they are vital parts of the state's transportation system at large. How do we continue to work around infrastructure that severed the community? How do we devise ways to cultivate a healthy environment for these folks?"*
>
> *- Task Force Member*

Freeway construction in the Corridor did not go unchallenged, but working-class Black and Latino communities were not privileged with the same level of influence enjoyed by wealthier, whiter, and more politically connected communities like South Pasadena, who successfully stopped construction of the planned northern segment of the I-710.[19] Still, resistance to freeway construction in marginalized communities achieved lasting impacts, as demonstrated in the case of the I-105 (Century Freeway), which intersects the Corridor through portions of Lynwood, Paramount, South Gate, and Downey. The I-105 project required acquisition of over 6,000 properties, leading to displacement of an estimated 21,000 residents, in predominantly Black communities. However, in the months leading up to construction in 1972, a group of residents, civil rights and environmental organizations, and the City of Hawthorne, filed a lawsuit against the state and federal agencies leading the project (Keith v. Volpe), halting its progress for over a decade. Construction was eventually allowed to proceed through a consent decree that required

[17] https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/tract-housing-in-ca-1945-1973-a11y.pdf

[18] https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway

[19] https://www.metrans.org/assets/research/the%20implications%20of%20freeway%20siting%20in%20california.pdf

the state to relocate or replace housing removed for freeway construction, include a local hire and job training program, reduce the number of lanes, and incorporate a transitway (now Metro C Line, which runs down the center of the freeway).[20]

The expansion of private automobile use and public investment in auto-oriented infrastructure had contributed to a significant decline in transit ridership, the closure of streetcar lines, and a significant decline in air quality by the late 1960s. Growing concerns around the harms of a freeway-centric transportation system, shifting political views on transit at the local and federal level, and intersecting movements of civil rights and environmental advocacy led to formation of the Southern California Rapid Transit District (SCRTD) and the Southern California Air Quality Management District (SCAQMD), and were reflected in pivotal moments such as the I-105 consent decree. The Southern California Rapid Transit District's efforts to reintroduce rapid transit service – initially hindered by lack of funding and political support for implementation in the 1960s – gained traction in the 1970s, and the passing of Proposition A in 1980 secured a half-cent sales tax for a regional rapid transit system. [21]

In 1990, the Metro Blue Line (now A Line) light rail became the region's first local rail transit facility in 30 years, running through the cities of Long Beach and Compton within the LB-ELA Corridor area. Proposition C added further tax funding to support rail expansion among other transportation projects. However, in the midst of this renewed investment in rail transit, bus riders continued to experience substandard service, and the Bus Riders Union filed a civil rights lawsuit against Metro for discriminatory over-investment in rail transit at the expense of bus service and riders, resulting in a consent decree settlement to address fares, overcrowding, and bus conditions.[22] In 2020, Metro adopted the first major bus service revamp in 30 years, developing the NextGen Bus plan to increase bus service, frequency, reliability, and improve first-last mile connections and bus stop environments.

"It's upsetting to see how we're still impacted by things that happened decades ago. [Despite] all the work, there are still forces that don't want to see improvement. That are coming into the community and taking over. Things done to get Black ownership out of the homes…

I've been in my house 32 years, but the challenges of buying this house were unbelievable. I had over ten years employment, a down payment, stability, one thing on my credit report that was 5 years old, and my realtor reached out to several banks that all declined me. They didn't want a young Black woman to own property at the time. I have no doubt a white woman would have been given that loan immediately. When I finally got a loan they gave me a variable, not locked in."

- CLC Member

This timeline of policy, infrastructure, and political and cultural moments indicates incremental progress toward more just and sustainable systems of transportation, economic development, and housing policy. However, systemic injustices are deep-rooted, and tend to resurface in different forms and contexts even as progress is made. Nearly 30 years after the Watts Rebellion, the 1992 Los Angeles Uprising (also referred to as the Los Angeles riots or Rodney King riots) highlighted the persisting experience of racialized discrimination, economic disparities, and police brutality impacting Black communities throughout the Los Angeles region. The destruction of infrastructure in already transit-poor areas during the 1992 Uprising also contributed to a reckoning at SCRTD around the "importance of maintaining a flexible – and responsive – bus system," in the midst of significant

[20] https://www.latimes.com/archives/la-xpm-1993-10-10-mn-44424-story.html

[21] Elkind, Ethan. *Railtown: The Fight for the Los Angeles Metro Rail and the Future of the City*. University of California Press, 2014.

[22] https://thestrategycenter.org/projects/bus-riders-union/

bus service cutbacks in preparation for expansion of the fixed rail system.[23]

Remaining in the corridor as an adult, the same CLC member who experienced civil unrest as a child in 1965 recounted the challenges she faced purchasing a home as a single Black woman in the early 2000s, reflecting the continuation of discrimination in real estate and mortgage lending practices decades after the passage of the Fair Housing Act. Adding a more insidious form of discrimination to the housing market, mortgage lenders shifted from rejecting otherwise qualified BIPOC homebuyers to targeting them for predatory subprime mortgage loans in the early 2000s.[24] With the collapse of the housing bubble in 2007, many Corridor residents who had worked decades to build equity through homeownership were faced with foreclosure, dispossessed of hard-earned property and wealth, and forced to re-enter a precarious housing market as renters with debt. In 2020, the arrival of the COVID-19 pandemic reinforced and exacerbated health and economic disparities facing Corridor communities. The Corridor population's disproportionate COVID-19 risk factors are multifold, as a majority-BIPOC population with relatively high poverty, a predominantly service-oriented workforce, poor air quality, and high rates of pre-existing medical conditions.[25]

"What brought me into CEHAJ was the need to support the organizing highlighted in this timeline, but also engage in legal and technical advocacy to push Metro to recognize the harms that would come from expanding the 710. That's also a throughline - these systems are not working. Communities need to continue to push through organizing, political pressure, and lawsuits (e.g., consent decree from 90s). It's difficult that these systems continue to not function, and expand the harms in these communities around the 710 and all over the US. It lifts up the importance of doing something different. How is this going to achieve different outcomes? How will it change lives around the 710 Corridor?"

- Task Force Member

As Corridor communities endured the challenges of the mortgage crisis, Great Recession and COVID-19 over the past two decades, they also sustained the legacy of coalition building, community organizing, and legal advocacy in the context of the now-defunct I-710 South Corridor expansion project. At the turn of the 21st Century, Metro, Caltrans, the Gateway Cities Council of Governments (GCCOG) and the Southern California Association of Governments (SCAG) initiated a Major Corridor Study to analyze traffic congestion, safety, goods movement, design deficiencies, land use constraints, air quality/public health, environmental justice/equity, aesthetics/noise, cost-effectiveness, and transit within the I-710 South Corridor study area.[26] The study's initial proposal included a freeway widening from 8 to 16 general purpose lanes, with potential to displace hundreds of homes and businesses along the freeway. This proposal prompted protests by local residents and community-based organizations, responding to environmental and air quality impacts, displacements, and a lack of community engagement. The Coalition for Environmental Health and Justice (CEHAJ) formed as a partnership of environmental justice, health, and legal advocacy organizations leading opposition to the I-710 freeway widening plan and advocating for a zero-emissions corridor, better public transit and alternatives to driving, no displacements, local hire policies, and reparative and preventative health measures.

[23] https://metroprimaryresources.info/20-years-ago-this-week-southern-california-rapid-transit-districts-heroic-response-to-the-civil-unrest-of-1992/3368/

[24] https://www.bloomberg.com/news/articles/2013-08-16/the-dramatic-racial-bias-of-subprime-lending-during-the-housing-boom

[25] http://publichealth.lacounty.gov/phcommon/public/media/mediapubhpdetail.cfm?prid=4394#:~:text=COVID%2D19%20cumulative%20hospitalization%20rates,residents%20compared%20to%20white%20residents.

[26] https://libraryarchives.metro.net/dpgtl/pre-eir-eis-reports-and-studies/2005-i-710-major-corridor-study-final-report.pdf

Over the next several years, Metro and Caltrans conducted the I-710 Alternatives Analysis and Environmental Impact Report (EIR) process, which included extensive public participation and advisory committees of residents and other stakeholders. Still, the proposed alternatives included the addition of general purpose lanes and interchange designs that would require major displacements and right-of-way impacts. When the Draft EIR was released to the public in 2012, CEHAJ submitted Community Alternative 7(CA7) during the comment period as an additional proposal for consideration, which included increased transit service, a community health program, and the construction of two zero-emission truck-only lanes in each direction of the I-710. The I-710 EIR/EIS Project Committee unanimously recommended that Caltrans consider CA7 in the Draft EIR/EIS document.
Around the same time, Metro and its partners continued to develop strategies to reduce emissions and pollution exposure and advance progress toward a zero-emission goods movement transition. In 2012, Metro and the GCCOG released the Air Quality Action Plan, which identified near-term strategies that cities could implement to reduce emissions and air pollution exposure in advance of more long-term air quality strategies to be developed. CALSTART, a national nonprofit that works with public and private sector partners to build a high-tech clean-transportation industry, prepared the I-710 Project Zero-Emission Truck Commercialization Study for Metro and the GCCOG as a component of the Technology Plan for Goods Movement in 2013.

From 2015 to 2017, a revised draft EIR process evaluated three alternatives: A future No Build (Alternative 1), a freeway modernization project intended to improve safety and traffic operations on I-710 with a complementary Clean Truck Program (Alternative 5C), and the technically feasible representation of Community Alternative 7. In 2018 the Metro Board approved Alternative 5C as the locally preferred alternative (LPA) for the project, proposing that inclusion of the Clean Truck Program would offset the air quality impacts of increased diesel truck volumes along the I-710 and therefore remove the project's status as a "Project of Air Quality Concern," precluding the need for a particulate matter hot-spot analysis as part of the project-level transportation conformity determination.[27] With this Board decision, Alternative 5C would advance in the environmental process to a final I-710 Corridor EIR/EIS and ultimately move forward into design and construction. The motion also directed staff to implement an Early Action Program that would quickly deliver safety, mobility, and air quality benefits to the region, and to "re-evaluate and re-validate the remaining elements of Alternative 5C" upon completion of the Early Action Program. The Early Action Program included many projects throughout the 710 South Corridor, such as street and interchange improvements, active transportation facilities, the Clean Truck Program, and the Community Health Benefit Program. These Early Action Program improvements were required for completion before any mainline freeway work began.

The Early Action projects were beginning to be defined and advanced through the approval process when, in 2021, the United States Environmental Protection Agency (EPA) submitted their technical response for project-level transportation conformity status to Metro and Caltrans. Despite the EPA's support for the introduction of zero-emissions truck technology along the I-710 Corridor, the EPA's technical response asserted that inclusion of the Clean Truck Program did not preclude the need for a particulate matter hotspot analysis as part of the project-level transportation conformity determination, as required by the Clean Air Act and EPA regulations.

In a public statement following the EPA's technical response, CEHAJ wrote: "*Caltrans and Metro must start over and work with impacted corridor communities to develop a transformational and modern set of solutions that truly addresses the urgent need to improve local air quality, safeguard housing, businesses, and public spaces, and provides much needed career opportunities for corridor residents. The approach*

[27] https://metro.legistar1.com/metro/attachments/f4031730-38c1-48a3-a789-09a3f5c5862a.pdf

rejected by EPA – of just paving additional truck lanes to stuff more diesel and fossil fuel trucks in our communities – is not a real solution to address our transportation and public health problems…Now is the time for LA Metro and Caltrans to innovate. Innovation means stopping the current legacy of oppression that ignores community concerns while pushing to expand a transportation system that disproportionately impacts BIPOC communities."[28] In response to the EPA's determination, which formalized and gave credence to longtime air quality concerns voiced by Corridor residents and advocates, the Metro Board suspended the EIR/EIS and initiated the I-710 South Corridor Task Force to develop a community-supported, regionally significant, multimodal approach to addressing the major mobility, safety, air quality and equity needs for moving people and goods through the 710 South Corridor.

"Growing up in South Gate, we often crossed the Firestone and Florence bridges over the 710 to go to Sam's Club, Target, Toys 'R' Us, and the general commercial areas. Sometimes we would shortcut through Clara Street to avoid the traffic on Florence. I remember the 710 being a divider for South Gate and the surrounding cities. Crossing the bridges over the 710 by foot was always out of the question as they were unsafe. Sometime in the 2010s they widened the Firestone bridge, but it did not improve the pedestrian experience.

I was involved in Communities for A Better Environment from 2008-2010, where I attended several meetings on the widening of the 710, but when I went to college in 2010 I wasn't able to stay involved. When I was 19 and going to school in Pomona, there was no avoiding the 710 when I was driving home on the weekend. Seeing the powerlines along the river were always a reminder that I was almost home, I would get off on the Firestone exit. My car died in 2012 as I was exiting on Firestone, and I had to junk it.

In 2015, I moved to Long Beach and used the 710 to visit my Grandma. I tried biking and taking the Metro, but driving was always faster. Living in Long Beach made me realize the impacts freight have on our air. The miles of trucks exiting the freeway merging with cars, with exhaust spewing from the truck. I lived by Drake Park in Long beach, located adjacent to the LA River and 710. Going to grad school in Los Angeles, I would take the Blue Line/Expo Line one day and drive the next. I remember merging from the 405 to the 710, that's when I knew I was almost home.

The freeway acts as a barrier from West Long beach to the rest of Long Beach. To attend meetings in the west side for East Yard Communities for Environmental Justice, driving felt safer. I eventually transitioned to taking the bus, although it was slower. I was too scared to cross the bridges over the 710 via bike, as they were not designed with bicyclists and pedestrians in mind. The 710 is the main street of the Gateway Cities but acts as a barrier between most of the cities. I hope one day the bridges over the freeway act as a connection instead of a barrier."

-CLC Member

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[28] https://www.cbecal.org/wp-content/uploads/2021/05/710-Statement-5-5-2021-Final-w-Contacts.pdf

EPET Questions

How and at what stages did you engage [community members most vulnerable to negative impacts and/or living in historically marginalized or neglected areas]?

How did you provide the information and tools they needed to fully participate as a partner?

Did they raise concerns about other disparities or problems that this proposed action could address?

Were there barriers that prevented some community members from engaging with Metro?

Task Force, CLC, and Working Groups

The Task Force was created to represent a broad set of community and regional voices reflecting the many challenges facing communities in the Corridor, and supported the project team in re-evaluating the purpose and need for the Corridor project and developing multimodal and multipurpose strategies, projects and programs, and investment priorities accordingly. The broad and diverse Task Force membership was selected to explore and address the myriad challenges facing their respective LB-ELA communities and Corridor travelers—from traffic congestion and safety concerns, poor air quality and public health, and lack of opportunity and multimodal mobility options.

Task Force members also represented viewpoints from community-based organizations to elected officials, from business to labor, and from environmental advocates to the goods movement industry. Bringing all these voices "to the table" in a collaborative effort proved to be a pivotal difference from prior efforts and aims to build a foundation of trust, benefitting the ongoing implementation of future improvements, including the continued development of strategies and funding advocacy. By proactively involving advocacy organizations who prioritize community outcomes for most impacted communities, and embracing friction between stakeholders with different priorities, the Task Force structure allowed these groups to better understand each other's perspectives and work through disagreements to find common ground.

The Task Force comprises approximately 40 community and regional stakeholders from a vital cross-section of communities, industries, public entities, businesses, and labor agencies. All these stakeholders represent people or interests that were directly impacted by or dependent on the movement of people and goods through the LB-ELA Corridor. From September 2021 through March 2024, the Task Force convened 33 times—typically in the evenings, to encourage greater participation for members.

The Community Leadership Committee formally represents the residents and workers of the LB-ELA Corridor Communities in the decision-making process. To achieve the most equitable outcome, the CLC selection process deliberately prioritized representation of historically marginalized populations (BIPOC, primary language is non-English, under the age of 25, and over the age of 64) and representatives of jurisdictions deemed to be highly impacted (defined as being located within 1/2 mile of Freeways, Ports, or Intermodal Yards).

To create an accessible and inclusive process, project team members provided additional support to help CLC members clearly understand their roles, the goals of each phase of the Investment Plan development process, and the goals of each meeting. The project team made efforts to translate technical information into accessible content relevant to the CLC. The CLC convened for thirty-one meetings between December 2022 and March 2024, four of which were combined Task Force and CLC meetings. CLC meetings were conducted in English with simultaneous Spanish interpretation. In advance of all meetings, presentations and materials were also made available in English and Spanish. CLC

members also frequently received printed, bilingual materials before meetings. All CLC meetings were held virtually, with select sessions offering an in-person attendance option. All CLC meetings were open to the public.

Consistent with Metro's Advisory Body Compensation (ABC) Policy,[29] eligible Task Force and CLC members were offered compensation at a rate of $200 per meeting for regular advisory body meetings and $50 for working group meetings. Application of the ABC Policy in the LB-ELA Investment Plan process yielded a high level of quality engagement and commitment from CLC members. From January 2022 to February 2024, Metro compensated 27 CLC members $128,400 for their role in the Task Force process. This was one of the first applications of the ABC Policy on the advisory body of a project of this scale.

Were there specific events or efforts that brought you into this role as an advocate for your community?

"I came into this work through tenant advocacy and organizing through block clubs in my community." – CLC Member

"I am a licensed clinical social worker, which is a large part of what brought me into this role. I want to make sure that I uplift the voice of the Southeast LA region itself. The region has faced disinvestment and a lack of support and resources. It's important to ensure that resources and attention are distributed equitably." – Task Force Member

"I became involved to provide opportunities for others" – CLC Member

"I grew up here, and my family has been here for several generations. I became engaged in transportation planning, which made me aware of the needs and events surrounding this project. I hope that the plan doesn't overlook or disadvantage communities that are already impacted." – Task Force Member

"Wanting to see a change that the community and the freeway could have in our area and the impact of driving that can be cleaned up because of it." – CLC Member

"Well, it's my job. And, also, I care deeply about delivering meaningful benefits to communities that have historically been marginalized and ignored. There's a balance that is difficult to strike when major infrastructure projects like this slice through communities that have generally had little say in the matter. As much as I can on behalf of the Supervisor, I am seeking to strike that balance as effectively as possible." – Task Force Member

"Todo, para beneficios de nuestras comunidades" – CLC Member

"Learning about the dramatic impacts that pollution has on the lives of residents living in the most impacted communities made me want to stand up to fight for them; to use my privilege to benefit them and not just myself or other privileged folks." – CLC Member

[29] More information regarding Metro's ABC Policy can be found at: https://equity-lametro.hub.arcgis.com/pages/engagement-resources#ABCP

Public Engagement Process, Including CBO Partnering

Central to the success of the Task Force's work is a commitment to community outreach and public engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the Task Force process, the public has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings, and events, and via partnerships with various local community-based, faith-based and community-development based organizations.

Between December 2021 and January 2022, the project team actively sought public engagement to gather recommendations regarding the formation of the Community Leadership and Coordinating Committees. Through this outreach effort, the project team also sought input on strategies for recruiting Community Leadership Community Members and solicited feedback on the decision-making process.

The project team implemented its initial Community-Based Organization (CBO) Partnering Strategy with 17 Community-Based Organizations (CBOs) from the LB-ELA Corridor following the best practices outlined in Metro's CBO Partnering Strategy. The project team worked with the CBOs that serve the communities along the Corridor during the Multimodal, Strategies, Projects and Programs (MSPP) phase. The project team's goal was to engage these communities by gathering input from CBOs and the people they serve to identify multimodal strategies, projects, and programs that constitute needs and priorities for these impacted communities. From September to November 2022, CBOs helped gather one-on-one input from stakeholders and residents in their networks through a survey and interactive mapping tool at CBO-hosted community workshops, virtual meetings, and event pop-ups.

Twenty-one community workshops were conducted along the Corridor to gather input from community members, the public, and other local stakeholders. Some of the workshops were coordinated directly with CBOs and local government agencies. As part of an equitable approach, the project team offered multilingual support at all community workshops and meetings by providing interpretation services and drafting collateral material in Spanish, Tagalog, and Khmer (languages determined based on community profile data derived from the U.S. Census ACS data). The workshops included a presentation of the project, followed by an activity that leveraged the Social Pinpoint survey and mapping tool. A majority of the community workshops, or 76%, were conducted in person, while 24% were conducted virtually. The in-person workshops included staff support to complete the digital survey, particularly for events with seniors and communities with a "digital divide". Paper copies were also provided to make the survey more accessible. The virtual workshops included staff support to gather comments later entered into the survey and interactive mapping tool.

With the support from local CBOs, the public outreach team also hosted 18 events along the Corridor, including pop-up events to support notification and engagement efforts to gather input from different communities. During this phase of the efforts, $69,820 in stipends were paid directly to CBOs as part of this Task Force effort.

The survey and interactive mapping tool were originally open from August 2, 2022, through September 8, 2022, with two extensions—to October 15, 2022, and once more to November 14, 2022—to accommodate more time for public feedback from community members. These extensions were supported by the engagement efforts that continued through early November. The extensions also allowed the Task Force and CLC members to provide additional input using the Social Pinpoint online tool. The project team collected 1,920 surveys and 985 mapping comments from the public during this phase.

The overall outreach efforts continued during this phase and generated public awareness and encouraged community input on the draft LB-ELA Corridor Mobility Investment Plan. A summary of these engagement activities, included:

- Community meetings;
- Virtual meetings;
- Meetings with cities, city officials, and their staff; and
- Informational booths at community events and pop-up events.

A wide variety of communication tools were also employed to ensure that key project updates and opportunities to elicit feedback were shared broadly throughout the Corridor, including:

- Social Media posts;
- E-blast messages;
- Project hotline;
- Project Emails;
- Project newsletters;
- Project fact sheets;
- Meeting flyers; and
- Corridor-wide mail distribution.

An equitable approach was employed to ensure that all jurisdictions with Equity Focus Communities had at least one activity. In addition to the 15 CBO partners engaged in the first phase of outreach to generate community input and awareness, the project team partnered with an additional 20 local CBOs to amplify outreach efforts across the Corridor during the release of the Investment Plan, culminating in 35 CBOs that have actively participated in engagement activities for this project. Over both rounds of engagement, $128,000 in stipends were paid to CBOs for their partnership, averaging to about $3,600 per CBO. The 35 CBO partners engaged throughout this process are:

> Avance Latino
> Black Women Rally for Action
> Cal State University, Los Angeles/Pat Brown Institute
> Calvary Chapel Compton
> Cambodian-Scholar Long Beach
> Center for International Trade and Transportation (CITT)
> COFEM (SELA Collaborative)
> Communities for Better Environment (CBE)
> Compton Advocates Coalition
> Eastmont Community Center
> East LA College (ELA)
> East LA College (South Gate)
> FoodCycle
> Good Faith Missionary Baptist Church
> Hoops 4 Justice
> La Comadre (Somos Sureste)
> Long Beach Gray Panthers
> MAOF – Downey
> MAOF – HQ Montebello
> Mujeres Unidas Sirviendo Activamente
> National Council of Negro Women (Long Beach Section)
> Northwest Downey Little League
> Para Los Niños
> Promesa Boyle Heights/Proyecto Pastoral
> Rancho Los Amigos National Rehabilitation Center/Foundation
> Regional Hispanic Institute
> Streets Are for Everyone (SAFE)
> Salvation Army Red Shield
> South Gate Junior Athletics Association
> Southeast Los Angeles Collaborative (SELA Collaborative)
> Tower of Faith Evangelic Church
> Unearth and Empower Communities
> YMCA – Montebello/Commerce
> YMCA – Southeast Rio Vista (Maywood)
> YMCA – Weingart East LA

The levels of involvement for the CBOs included notification activities such as posting on their social media, e-blasts, newsletters, and public calendar on their website. Additional notification campaigns include text messages, phone banking, and placement of banners and lawn signs near meeting locations to draw in passersby. Engagement activities included hosting a location to convene and watch virtual community meetings; providing time on their agendas at their regularly scheduled meetings for the project team to provide project updates; providing staff to assist at informational booths, pop-up events, and transit intercepts; and providing staff to canvass neighborhoods or events with flyers.

Including these key CBOs in the Investment Plan process has proven to be an effective approach to reaching stakeholders who might not otherwise would have participated in the important corridor-wide process for future investment in mobility projects, programs and strategies.

BENEFITS, BURDENS, AND UNINTENDED IMPACTS

EPET Question

Given what you have learned from the data and asking the community, who is most likely to benefit or be burdened from this proposed action? What are the potential unintended impacts or consequences of the proposed action?

Given its scope of 200+ proposed projects and programs, the Investment Plan's potential benefits, burdens, and unintended impacts will vary depending on each individual project's features, location, and scale. However, data analysis and community engagement have informed a detailed understanding of the Corridor's existing conditions, how these conditions came to be, and how the benefits and burdens of past planning, policymaking, and investment have historically been distributed within the Corridor. This information provides the basis for a high-level overview of potential benefits and burdens in relation to populations in EFCs, transportation user groups, and freeway-adjacent communities.

As the areas identified by Metro as having highest transportation needs, EFC census tracts are positioned to benefit most from enhancements to the multimodal transportation system – particularly investments in active transportation and transit modes and related features of arterial roadway/complete streets and freeway safety projects. In addition to zero-vehicle households, EFC criteria include concentrations of BIPOC and low-income populations, meaning EFCs also reflect the Corridor's history of segregation and disinvestment, generally highlighting areas that have historically been most burdened by planning and policy decisions.

Transportation project benefits will be directed primarily to their intended modal user group(s), and often to users of other modes as improvements to the multimodal system as a whole. For example, investments in complete street features on major arterials provide direct benefits for transit and active transportation users who have historically been underserved by infrastructure investment. Ideally, these benefits also extend to other user groups – when drivers are given the opportunity to use other modes more safely and conveniently, it improves their own quality of life, and relieves congestion and pollution through long-term mode shift. On the other hand, much-needed active transportation and transit infrastructure on arterial roadways often require a reallocation of space currently dedicated to private vehicles. While car-centric infrastructure has contributed to deep inequities in the Corridor, current residents who drive may experience the loss of vehicle travel lanes or street parking as a burden, especially if associated with increased congestion and commute times.

Populations located adjacent to the I-710 have the most potential to benefit from projects and programs that reduce particulate matter emissions, mitigate exposure to pollution, reduce vehicle spillover from the freeway into neighborhoods, and address safety issues at freeway overcrossings and on/off ramps. At the

same time, these communities are most likely to be burdened by construction disruptions, right-of-way impacts, or potential displacements related to typical major freeway infrastructure projects.

While some impacts such as construction and right-of-way impacts are typically accounted for in a project's design and engineering, other burdens are revealed over time, resulting from the way a project contributes to and interacts with broader systems. For example, a large infrastructure investment in a historically disinvested area may contribute to economic displacement of existing residents and businesses if it inspires new development interest, eventually increasing land prices, property values, and ultimately higher housing and business costs. As another example, a freeway or roadway project that improves vehicle travel times and reduces collisions in the short-term may eventually encourage more drivers to use that route, increasing VMT and emissions through induced demand and traffic diversion in the long-term. Furthermore, roadway investments that improve vehicle travel times can come at the expense of transit travel times or bicycle and pedestrian safety, and contribute to reduced ridership/mode share for transit and active transportation. In addition to the potential impacts discussed above, other unintended consequences related to projects and programs considered for investment may include increased user costs, noise pollution, new physical barriers, and increased impervious groundcover, stormwater runoff, and/or flood risk.

Findings from initial data analysis and community engagement were central to development of the evaluation methodology. The Equity Criteria are specifically designed to consider *who* is most likely to benefit, with each criteria asking a version of the question, "What is this project's potential to serve communities of highest need for this specific benefit?" Additionally, Concern Criteria are designed to assess potential impacts, including those that are unintended, and Equity flags are assigned to projects with higher potential burdens on EFC communities.

SECTION 4: PLAN FOR EQUITABLE OUTCOMES

DESIGNING A PLAN THROUGH EQUITABLE, COMMUNITY-INFORMED PLANNING PROCESSES

EPET Questions

How has your proposed action been designed to ensure equitable outcomes?

How has your community engagement with those most affected by your proposed action informed your desired proposal outcomes and plan?

Procedural Equity

To support equitable outcomes, the Investment Plan has been designed through an equitable, community-informed planning process, as detailed in Section 3: Community History and Engagement. The establishment of the LB-ELA Corridor Task Force; the Community Leadership Committee; and Equity, Zero-Emission Truck, and Community Engagement Strategy Working Groups; signified a major commitment by the Metro Board and staff to ground diverse community voices in decision-making processes and advance equity through the LB-ELA Corridor Mobility Investment Plan ("Investment Plan"). The Task Force charter implemented an iterative decision-making framework with feedback loops for building consensus, and guardrails against unilateral decisions from particular stakeholder or interest groups that have historically held outsized influence in Corridor planning processes.

Analysis of Community Impacts and Disparities

As discussed in detail in Section 2: Analyze Data, the LB-ELA Corridor planning process was informed by extensive qualitative and quantitative data analysis to identify existing conditions, needs, and disparities among communities within the Corridor, as well as compared with the County. Based on the issues and opportunity areas identified for the Investment Plan, data were primarily analyzed for socioeconomic conditions, environmental conditions, air quality, public health, and travel patterns related to mode share, emissions, traffic, and safety. Community survey data and experience-based insights from CLC and Task Force members were used to supplement and groundtruth quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities. Qualitative and anecdotal data were also gathered through a series of in-person public engagement events in partnership with community-based organizations, and online through the Social Pinpoint mapping tool and survey.

Collection and Selection of Projects and Programs

An extensive public engagement effort was conducted to contribute to the list of candidate projects and programs, with a particular focus on engagement with impacted communities, supplemented by partnerships with CBOs. Spanning over seven months of public engagement, this effort included an online survey and interactive map that provided an opportunity for residents, community leaders, and other stakeholders to provide direct input into the process. Metro's outreach campaign engaged approximately 5,400 community members and stakeholders through 46 events hosted by 18 CBOs and 18 pop-up events. Additionally, the project team hosted four workshops in Spanish (with English translation) and two workshops in English (with Spanish translation). As a result, almost 3,000 responses to the survey and interactive mapping tool were submitted, generating new approaches to making improvements within the Corridor primarily by residents and business who work and live in the Corridor.

In addition to receiving input from the community and public, the project team also reviewed a wide range of current and prior programs and initiatives from local, subregional, and regional agencies related to the Long Beach – East Los Angeles (LB-ELA) Corridor, that met the Task Force Vision, Goals, and Guiding Principles and other Metro policies, such as the Metro Multimodal Highway Investment Objectives. For example, while the project team included select elements of the original Interstate 710 (I-710) South Corridor project, the project team screened these candidate projects to *exclude* project concepts that would inevitably result in significant displacement of residences or businesses in local communities or could not be feasibly redesigned to avoid significant displacement. The project team also incorporated select recommendations from CEHAJ's "Community Alternative 7" proposed in response to the previous I-710 South Corridor expansion project DEIR.[1]

Evaluation of Projects and Programs

The LB-ELA Corridor Vision, Goals and Guiding Principles, as outlined in Section 1 (Connecting Community Results to Project Outcomes), provided the foundation for the evaluation process, resulting in 82 metrics related to potential Benefits and Concerns. Summary findings for each project and program were presented to the Task Force, CLC, and Corridor communities to better understand how well each project and program could advance the LB-ELA Corridor Vision, Goals and Guiding Principles. This process resulted in the draft evaluation scoring results and project rankings by mode, which were used to organize projects and programs into two tiers. Tier 1 projects generally scored well across many evaluation criteria; Tier 2 projects generally received lower scores across the evaluation criteria, or only scored well for a limited number of Goals or Guiding Principles. Projects were categorized into tiers based on their percentile rank *within* their respective mode, meaning projects with different modes were not compared across modes for placement in Tier 1. Projects were also assigned "flags" (discussed in further detail below) if community input indicated additional project considerations that were not captured in the 82 evaluation criteria.

Equity was embedded in the evaluation methodology through the development of Equity criteria, which were designed to evaluate the extent to which projects or programs were likely to provide benefits to geographies, populations and modes of highest need. While the majority of metrics were used to evaluate benefits related to larger goal areas (such as mobility and safety), Equity criteria went a step further by comparing the distribution of these benefits between Equity Focused Community (EFC) and non-EFC census tracts. Other data overlays used to evaluate Equity criteria included High Asthma and Cardiovascular Disease Rates (CalEnviroScreen 4.0); Priority Areas for Increasing Access to Regional Recreation (LA County Park Needs Assessment PNA+); and Low Tree Canopy areas (California Healthy Places Index). As with all of the evaluation metrics, the equity metrics underwent extensive review with the EWG, Task Force and CLC.

The purpose of these overlay-style Equity criteria was to give additional credit to projects that were not only providing benefits but were focusing benefits to the needs of a specific area or population. For example, if two projects provided the same features related to shade and cooling, they would receive the same score for the EN6 (Includes Urban Greening and Cooling) base criterion. However, if one of those projects was located in a well-shaded neighborhood and the other was located along a busy arterial with few existing street trees, the EQ-EN6 criterion score would raise the equity and total score for the second project located in a low tree canopy area.

Twenty-four Benefit metrics were used to measure potential project effectiveness in advancing equity throughout the Corridor, as shown in the table below. Scores for all twenty-four Equity criteria were

[1] eycej.org/wp-content/uploads/2021/09/CEHAJs-DEIR-comments-regarding-the-CA7-1.pdf

summarized into one average equity score per project or program (on a scale of 0-3 or N/A), which contributed to the sum of the total project score.

Equity Benefit Criteria

Metric Number	Metric Name	Description
EQ-AQ1	Reduces Emissions (NOX, PM2.5) in EFC Areas	Reduces NOX and PM2.5 emissions from on-road vehicles or offroad mobile equipment in EFC areas
EQ-AQ3	Mode Shift to Cleaner Modes in EFC Areas	Increases the share of trips made by transit, walking, and bicycling
EQ-CH1	Reduces Emissions (Health Effects Metrics: DPM, PM2.5) in EFC Areas	Reduces DPM and PM2.5 emissions from on-road vehicles, which in turn can generate health benefits
EQ-CH2	Reduces Exposure to Air Pollution in Communities Facing High Pollution Burden and Asthma Rates	Reduces exposure at sensitive receptors (e.g., schools and day care centers, hospitals and healthcare clinics, senior centers, and residences) by installing filtration systems at these receptors and/or installing near-roadway vegetation between major roadways and these receptors
EQ-CH3	Mode Shift to Active Transportation, Transit in EFC Areas	Increases the share of trips made by transit, walking, and bicycling
EQ-CH5	Increases Access to High-Quality Recreational Facilities in Areas Lacking Active Transportation Infrastructure and Parks	Supports improved health outcomes associated with physical activity and recreation by providing direct linkages to parks and recreation facilities and providing active transportation infrastructure, particularly in areas lacking access to these facilities and infrastructure elements
EQ-MB1	Ridership in EFC Areas	Increases transit ridership by shifting trips to transit from other modes
EQ-MB2	Speeds/Travel Times (People, Goods) in EFC Areas	Increases roadway speeds (or reduces travel times) for people and goods movement
EQ-MB3	Reduces Congestion (Hours of Delay for People and Goods) in EFC Areas	Reduces hours of delay for persons and goods
EQ-MB4	Modal Accessibility in EFC Areas	Improves access to new transportation facilities for residents; quantifies the population benefiting from the improvement based on a ¼ mile distance from the new transportation facility
EQ-MB5	Reliability (Transit, Roadway, Goods Movement) in EFC Areas	Improves transportation travel time reliability, providing a consistent range of predictable travel times across all modes
EQ-MB6	Gap Closures in EFC Areas	Addresses a gap in the transportation network, or removes a transportation barrier, by providing a new service or new transportation facility
EQ-MB7	Increases Reliable and Accessible Transportation Options for Those Who Cannot or Prefer Not to Drive	Provides reliability and accessibility improvements to support the viability of non-driving travel modes such as active transportation and transit for populations currently marginalized by auto-centric infrastructure, including zero-vehicle households; children; seniors; individuals with disabilities; and those who choose not to drive for environmental, health-related, or other reasons

Equity Benefit Criteria

EQ-SF1	Improves Physical Safety for People Walking, Bicycling, and Rolling	Supports health outcomes associated with physical injuries and fatalities by improving safety from automobile collisions or modal conflicts, primarily through the provision of protected and separated pathways and ADA features
EQ-SF3	Improves Perceptions of Personal Security for People Walking, Bicycling, Rolling, and Taking Transit	Provides features and/or services that may increase the sense of safety for pedestrians, bicyclists, transit riders, and particularly for those from marginalized groups, from crime and personal harm
EQ-EN3	Contributes to Remediation of Environmental Damage or Loss of Natural Features	Supports health outcomes associated with clean soil, air, and water; contributes to remediation or restoration of natural features such as vegetation, soil, or bodies of water that have been lost or damaged due to previous infrastructure, development, and land use decisions
EQ-EN6	Includes Urban Greening and Cooling for Areas of Low Tree Canopy and High Heat Island Burden	This equity metric builds off EN6, either adding a +1 Benefit if a project is in an area with low tree canopy and/or a +1 if it is in an area with high heat island temperatures (>= 40 degrees) to the original score in EN6 (added Benefit). (EN6 scores were used as the basis for calculating EQ-EN6.)
EQ-EN7	Potential for Noise Reduction in EFC Areas	Reduces transportation noise pollution or includes noise reduction features, such as sound barriers or low-noise technologies
EQ-OP1	Access to Jobs for Persons in EFC Areas	Increases the average number of jobs accessible within a 30-minute time period by transit or a 45-minute time period by automobile
EQ-OP6	Access to Quality-of-Life Amenities (Grocery Stores, Healthcare Services, Schools) in EFC Areas	Provides new transportation facilities near quality-of-life amenities (grocery stores, health care, and schools)
EQ-OP7	Access to Open Space, Recreation and Parks for Persons in EFC Areas	Provides new transportation facilities near parks and open spaces
EQ-OP8	Increases Quantity and Quality of Employment Opportunities for Underemployed and Low-Income Workforce	Provides new job opportunities for underemployed and low-income individuals in the workforce
EQ-OP9	Reduces Housing or Transportation Costs for Low-Income Households	Has the potential to reduce housing or transportation costs through improvements in transit frequency, rail lines, pedestrian projects, bicycle projects
EQ-OP10	Reduces Residential or Commercial Displacement Risk	Reduces risk of economic (as opposed to physical) displacement as an adverse effect of infrastructure investment, which may result in new development interest, increasing land prices, property values, and ultimately housing/business costs

Notes:

ADA = Americans with Disabilities Act
DPM = diesel particulate matter
EFC = Equity Focus Community
NO_X = oxides of nitrogen
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter

Application of Flags

"Flags" are additional outputs of the evaluation and community engagement process and serve as supplementary considerations for prioritization and future project development and implementation. Flags are based in the recognition that the Benefit and Concern evaluation criteria may not capture all equity considerations related to project implementation, and they provide a mechanism to support equitable project development and implementation by using community input to further guide implementation. In some cases (those where Metro will provide funding to project sponsors), funding is tied to the implementation guidance.

Equity Flags

Equity flags were derived from the Concerns evaluation, highlighting projects that had the potential to negatively impact disadvantaged communities, and that required specific, additional guidance to minimize those impacts. An Equity flag was assigned when a project was located or partially located in EFC areas (at least 1/3 or 33 % of project area) and had at least one total Concern. Projects were assigned Low, Moderate, and High Flags based on their total number of Concerns. For Metro-led projects, flags specify strategies to address the Concerns and minimize impacts. For some projects led by other agencies or jurisdictions, Equity flags informed specific requirements for project sponsors to address Concerns as part of funding eligibility. Equity flags were also applied as a factor in prioritization, and projects recommended for initial funding could not have a high Equity flag. In Modal Programs and future project development, flags will be used for prioritization.

Community Input Consideration Flags

Community Input Consideration (CIC) flags captured community input that would not be reflected in the technical project evaluation results. CIC flags included project-specific implementation concerns and recommendations for improvement of project concepts or design. CIC flags were synthesized from meeting notes and discussions with the Task Force, CLC, and other community members and stakeholders. It is important to note that a detailed public engagement campaign was not carried out for each project. The CIC flags therefore, should not be considered an exhaustive list of potential community concerns, and additional outreach is recommended as projects move toward implementation.

ADDRESSING ROOT CAUSES OF INEQUITY TO SUPPORT COMMUNITY RESULTS

EPET Questions

How will your proposed action address root causes to decrease racial/ethnic, income, and/or other inequities, increase positive outcomes, and reduce negative impacts on historically marginalized communities?

How will the anticipated proposal's impact support your desired community result(s) in section 1?

What performance metrics will measure and track impacts?

Section 1 (Connecting Community Results to Project Outcomes) outlines key opportunity areas and defines the desired Community Results to which the projects and programs in this investment plan will contribute. Section 2 (Analyze Data) adds quantitative and qualitative context to key issues though analysis of existing conditions, community impacts, and disparities facing the Corridor and EFC communities. Section 3 (Engage the Community) provides a deeper look into the lived experience and history of LB-ELA Corridor communities, and investigates the root causes behind the disparities and impacts facing these populations today. This section builds upon these three sections and the discussion of equitable, community-informed planning processes above, highlighting how the Investment Plan's projects and programs provide benefits and solutions to address equity issues and support desired Community Results. Lastly, this section identifies

a framework of performance metrics by which the Investment Plan's progress toward these aspirations can be measured and tracked.

Connecting Root Causes to Equity Issues

The Community History reviewed in Section 3 describes policies, events, and infrastructure decisions that set into motion many of the Corridor's equity issues today. The summary of equity issues, drawing from those identified in Section 1, include:

- Health disparities
- Communities overburdened by air and noise pollution
- Physically disconnected communities
- Communities lacking reliable and efficient travel options
- Lack of green space and shade
- Unsafe/hostile streets for pedestrians and bicyclists
- Lack of trust from previous planning efforts
- Disinvestment, disenfranchisement, and disparities in municipal capacity and resources

As disparities arise out of complex and intersecting set of conditions, the root causes listed below should not be read as exhaustive, but rather as a synthesis of pertinent root causes that were identified through and understanding of the lasting impacts of racist policies and practices, and local historical accounts provided through community input. The summary of root causes, drawing from the Community History in Section 3, include:

- Construction of freight rail facilities between San Pedro Bay and central Los Angeles
- Truck-based goods movement demand created by Ports of Long Beach and Los Angeles
- Establishment of industrial uses~~,~~ and development of adjacent residential communities
- Channelization of the LA River
- Establishment of racially segregated suburban developments through racially restrictive covenants/deeds
- Redlining, FHA privatization of mortgage lending with discriminatory practices based on racist HOLC risk assessments
- Expansion of the automobile industry, car-oriented transportation planning, and freeway construction throughout the LB-ELA Corridor
- Disproportionate investment in rail transit at the expense of bus service and riders
- Predatory mortgage lending and global financial crisis
- Previously proposed I-710 South Corridor expansion project with potential for major displacements and insufficient community involvement

The Root Cause Map infographic below draws connections between root causes and resulting equity issues, identifying the expansion of car-oriented infrastructure throughout the LB-ELA Corridor as a primary root cause related to all equity issues this Investment Plan aims to address. In most cases, one or more additional root causes are identified for each equity issue.

ROOT CAUSE MAP



Addressing Root Causes and Equity Issues through Proposed Actions

The Investment Plan's development process and proposed actions aim to address the Corridor's equity issues and, to the extent possible, their root causes. In some cases, projects in the investment plan can directly address a root cause, for example, a Complete Streets project that reconfigures a high-volume arterial roadway to reverse car-oriented planning decisions, improving mobility and safety for users of other modes, and improving air quality, environment, and health for the community at large. However, as suggested by the term "root," root causes are often deeply embedded and entangled with one another, together upholding systems greater than a single policy or piece of infrastructure. For example, while freeway construction caused irreparable harm through direct displacements, division of communities, and ongoing air quality, safety, and noise impacts for LB-ELA Corridor residents, these overburdened communities have little choice but to participate in the economic and transportation systems that developed around I-710's unique capacity as a goods movement and commuter travel route.

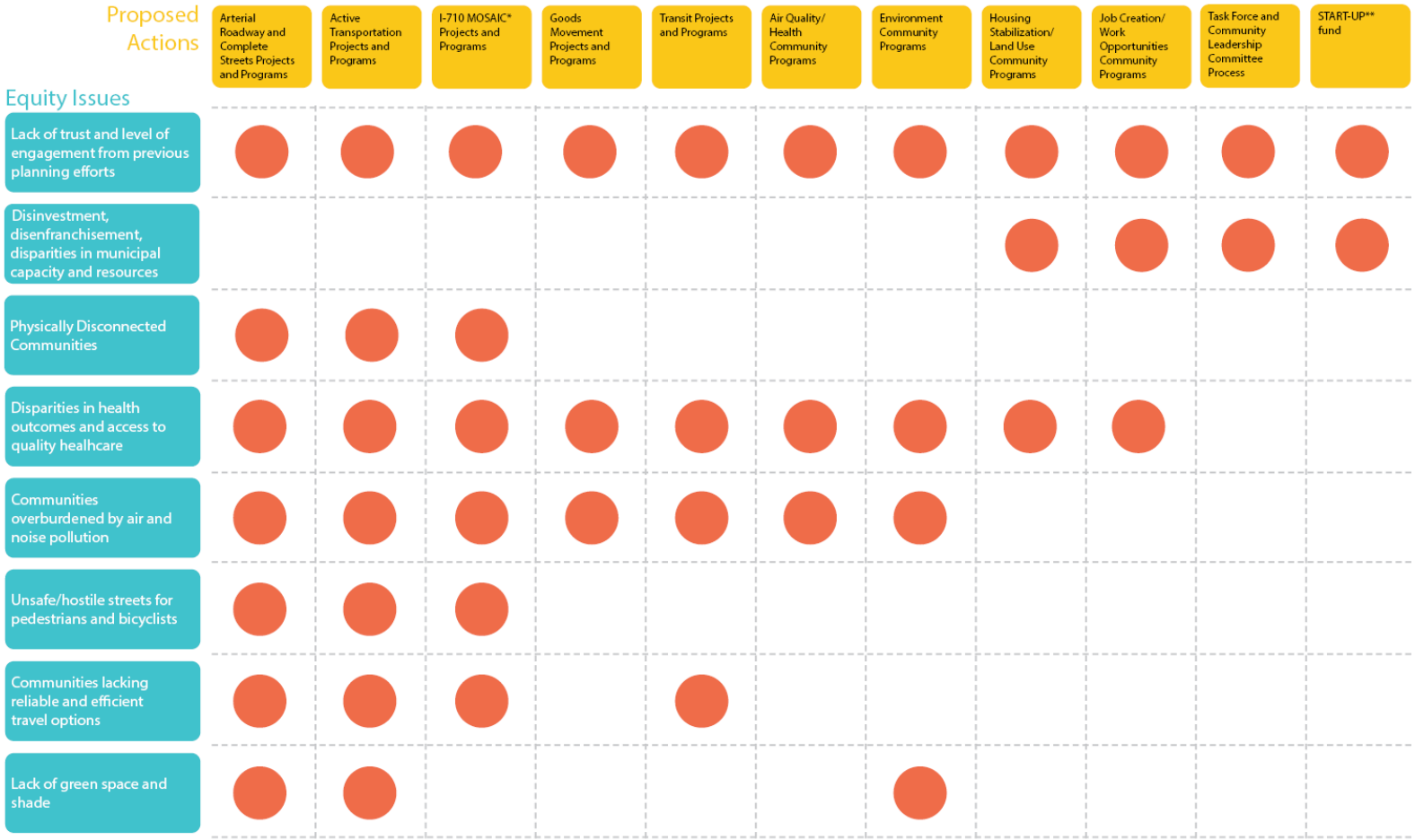
With the current economic and transportation systems in place, a direct reversal of this decision through freeway closure or removal would re-route tens of thousands of diesel trucks onto arterial roadways and neighborhood streets, and impose cascading impacts on the local workforce and regional economy. Therefore, freeway construction as a root cause can be addressed through a deliberate set of multimodal investments, supplemented by appropriate programs that target specific inequities and coalesce to advance systems change through viable alternative travel options, cleaner technology for goods movement, new infrastructure to repair connections between communities, and a variety of community programs to address broader symptoms of freeway construction such as poor air quality, health disparities, and lack of green space and tree canopy.

The proposed actions can be categorized into the following buckets, relating to the planning process, project modes, and community program topic areas.

- Arterial Roadway and Complete Streets Projects and Programs
- Active Transportation Projects and Programs
- I-710 MOSAIC projects and programs (I-710 Multimodal, Operational, Safety, and Access Investments for the Corridor)
- Goods Movement Projects and Programs
- Transit Projects and Programs
- Air Quality/Health Community Programs
- Environment Community Programs
- Housing Stabilization/Land Use Community Programs
- Job Creation/Work Opportunities Community Programs
- Task Force and Community Leadership Committee Process
- START-UP Fund (Strategic Technical Assistance for Reparative Transportation Uplifting People)

While the equity benefit evaluation results provide a more detailed picture of how individual projects and programs address specific issues, the Equity Issues and Proposed Actions matrix below indicates, at a high level which projects, programs, and processes address the Corridor's broad inequities (and the related community results identified in Section 1).

EQUITY ISSUES AND PROPOSED ACTIONS MATRIX



*Multimodal, Operational, Safety, and Access Investments for the Corridor

**Strategic Technical Assistance for Reparative Transportation Uplifting People

Measuring and Tracking Impacts

Given the Corridor's breadth of equity issues, and the nature of the Investment Plan as a strategic planning document, performance metrics will need to measure the Plan's impacts across modes and on multiple scales of progress and success. In coordination with the modal program working groups and other Metro efforts such as the Long Range Transportation Plan, Metro will develop a framework for tracking Investment Plan progress and success that builds upon the metrics used for the existing conditions analysis and project evaluation methodology. The Equity Issues and Performance Metrics Matrix on the next page provides an initial recommendation of performance metrics that can be used to measure the Investment Plan's impacts on equity issues, organized into the following three categories:

Process Metrics

- Metrics that quantify or qualify the Investment Plan's implementation progress based on process milestones and project and program delivery

Project Outcome Metrics

- Metrics that track progress against the Investment Plan's goals, which can be attributed to specific projects and programs

Community Result Metrics

- Metrics that track progress against the Investment Plan's desired community results, which cannot be directly attributed to specific projects and programs

EQUITY ISSUES AND PERFORMANCE METRICS MATRIX

Equity Issues	Process Metrics	Project Outcome Metrics	Community Result Metrics
Lack of trust and level of engagement from previous planning efforts	Number of participants in CMIP Implementation Working Groups; Results of Surveys conducted to evaluate trust		Partnerships with CBOs and Corridor residents
Disinvestment, disenfranchisement, disparities in municipal capacity and resources	Dollars leveraged for projects in EFCs; Technical Assistance Provided (Recipients/Hours)	Dollars awarded to SBE/DBE firms; Availability of local hire / disadvantaged worker positions; Participation in workforce dev. & job training programs	Employment Rate; Median Income and Poverty Rate; Housing Burden
Physically Disconnected Communities	Dollars leveraged from Reconnecting Communities grants	Number of overcrossings with dedicated active transportation infrastructure; Gaps filled in bike/pedestrian network	Access to Jobs/ Resources; Access to Parks and Open Space; Access to Transit
Disparities in health outcomes and access to quality healhcare	Dollars leveraged for Community Health Benefit program	Number of people and jurisdictions participating in Community Health Benefit Program	Asthma, Cancer Risk, Cardiovascular Disease Risk; Life Expectancy; Access to Healthcare Facilities
Communities overburdened by air and noise pollution	Dollars leveraged for Air Quality and ZET Programs	Participation in air quality monitoring / indoor filtration programs; Noise Reduction; Trees Planted	Diesel PM and PM2.5 Levels; Share of goods movement vehicles using ZE technology
Unsafe/hostile streets for pedestrians and bicyclists	Active Transportation projects funded	Miles of high quality bike facilities and bus stop improvements added; Number of Intersections with High Concentrations of Bike/Ped Collisions	Bike/Ped Collisions with victim killed or seriously injured (KSI); Corridor-wide Mode Split
Communities lacking reliable and efficient travel options	Transit projects funded; I-710 MOSAIC projects funded	Transit Ridership; In Service On-Time Performance; Average Headways	Corridor-wide Mode Split
	Active Transportation projects funded	Person throughput; Vehicle Hours of Delay; Gaps filled in bike/pedestrian network	Travel Times by Mode (e.g., Jobs Accessible within 30 minutes by car/ transit/bike/foot)
Lack of green space and shade	Dollars leveraged for Urban Greening Community Program	Trees Planted; Vegetative Cover Added	Tree Canopy Coverage; Access to Parks and Open Space

*Examples of potential performance metrics to be applied - Subject to change

IDENTIFYING STRATEGIES AND PARTNERSHIPS TO ADDRESS UNRESOLVED ISSUES

While the Investment Plan is built upon robust engagement and equity analysis, and provides substantial funding to address equity issues in the Corridor, the Plan also faces limitations in its ability to resolve the Corridor's numerous, complex, and long-standing equity issues. These limitations and unresolved issues are summarized below under the categories of Procedural, Distributive, Restorative, and Structural Equity as introduced in Section 1.

EPET Questions

Are there any unresolved issues?

Are there complementary strategies that you can implement to support more equitable outcomes?

Can existing partnerships maximize positive impact of your proposed action?

Procedural Equity

In a project area containing 18 jurisdictions and a population of 1.2 million residents, a truly participatory and representative decision-making process is difficult to achieve, despite the many successes of Metro's procedural equity framework and engagement. Communities with the greatest needs typically also face the greatest barriers to participation in time-intensive planning processes. Metro's Advisory Body Compensation policy and CBO partnering strategy have helped to bridge these gaps and support more equitable processes and project outcomes.

Distributive Equity

The Investment Plan's function is to strategically distribute and leverage funding that will allow the Corridor's various jurisdictions to develop and implement their own existing projects. While the evaluation process employed a distributive equity lens to prioritize projects that are most likely to benefit the highest-need communities, the distribution of project proposals received, and levels of project development/readiness reflect disparities in municipal capacity and historic investment. Project concepts gathered from community input are included in the Plan but will typically require start-to-finish planning processes, and require municipalities to take ownership of technical development and implementation. As cities and neighborhoods that have faced historic underinvestment often have less funding and fewer technical staff members to plan, develop, fund, and implement capital projects, these areas may be underrepresented in the Investment Plan's full project list, let alone the recommendations for initial investment.

To address this issue, Metro is setting aside a START-UP fund ("Strategic Technical Assistance for Reparative Transportation Uplifting People") that provides targeted technical assistance to support communities with the highest needs, relative to their technical resources and capacity for project development and implementation. The START-UP fund will help communities develop project concepts for grant eligibility, and help communities participate in implementation of the Investment Plan's Corridor-wide programs (e.g., "traffic calming features", "pedestrian gap closures", and various Community Programs). The START-UP fund will not be tied explicitly to certain municipalities or geographic communities, but assistance will be prioritized for cities or neighborhoods:

- Without any projects formally submitted for the CMIP
- With only conceptual or development phase projects in the CMIP
- With high concentrations of Equity Focus Communities (EFCs)
- Facing the greatest cumulative impacts as identified in existing conditions research

Restorative Equity

The Investment Plan is an unprecedented effort to advance restorative equity for Metro, with acknowledgement and atonement for historic and ongoing harms at the center of the renewed LB-ELA Corridor planning process. However, as discussed earlier in this section, the root causes of today's equity issues are deep-seated, complex, and not easily remediated. The Investment Plan represents a significant catalyst effort with investment of over $740 million in potentially transformative projects and programs, however this Plan alone cannot reverse decades of environmental harm, disinvestment, and structural racism. The Investment Plan lays the groundwork for further remediation and prevention of systemic harms through commitments to ongoing community partnership and investment, and by setting an example of equity-focused planning for future efforts at Metro and for other planning agencies in the region and across the nation.

Structural Equity

Structural equity relates to the evolution of decision-making bodies, organizational structures and systems to reflect the communities they serve – an element of the equity guiding principle that directly informed the formation of the Task Force, CLC, and Working Groups as the decision-support and advisory bodies for this Investment Plan. Additionally, the establishment of Metro's Office of Equity and Race and its leadership within this process demonstrates an agency commitment to structural equity. However, these decision-making bodies and processes still exist within larger organizational hierarchies and political power structures. The Investment Plan also relies on extensive partnership with other organizations, each with their own organizational structures, to develop and implement these projects and programs. Despite Metro's ability to influence structural equity outside of its jurisdictional authority, Metro will tie project funding and support to implementation guidance that aligns with the Investment Plan's Equity Guiding Principle.

SUPPORTING VISION 2028 GOALS

EPET Questions

How does advancing equity through this proposed action help achieve any of the Vision 2028 Goals? How has your proposed action been designed to ensure equitable outcomes?

Support of Vision 2028 Goals

Vision 2028 Goal	LB-ELA Investment Plan Actions to Advance Equity
Provide high-quality mobility options that enable people to spend less time traveling	Investment in high-quality infrastructure to improve mobility options in Active Transportation, Complete Streets and Arterial Roadways, Transit, and I-710 MOSAIC modes
Deliver outstanding trip experiences for all users of the transportation system	Investment in safety, comfort, and transportation network connectivity improvements to enhance the user experience for users of all transportation modes
Enhance communities and lives through mobility and access to opportunity	Investment in community access to opportunities through multimodal transportation improvements, job creation, and community programs focused on strengthening workforce development and local hire opportunities
Transform LA County through regional collaboration and national leadership	Establishment of a Task Force and Community Leadership Committee fostering collaboration and consensus-building between countywide stakeholders including LA County agencies and elected representatives, prominent industry leaders, community-based organizations, and residents
Provide responsive, accountable, and trustworthy governance within the Metro organization	Development of a planning process based in Metro's organizational acknowledgement and accountability for past harms, response to community concerns and priorities, and building of trust through community partnerships, engagement, and investment

Appendix 2-F Zero-Emission Truck Working Group Presenters and Presentation Information



ZET Working Group (ZETWG) Meeting Materials:

https://www.dropbox.com/sh/qwjnsyur2i0o4q9/AABJ7rlcoS1cHhaOI6aETzvAa/Working%20Groups/Zero-Emission%20Truck?dl=0&subfolder_nav_tracking=1

Meeting	Date	Presentation(s)	Presenter(s)
ZETWG #2	1/25/22	"Air Quality and Environmental Justice Challenges and Opportunities for the I-710 South Corridor"	Task Force Member Morgan Capilla and Karina O'Connor, U.S. Environmental Protection Agency
		"South Coast Air Quality Management District Air Quality Call to Action"	Former Task Force Member Dr. Matt Miyasato South Coast Air Quality Management District
ZETWG #3	2/24/22	"Successful Clean Truck Program Options"	Alycia Gilde, Vice President, Clean Fuel & Infrastructure Tom Brotherton, Director, Market Acceleration CALSTART
		"Clean Truck Program scope, priorities, partnerships, goal, considerations, and next steps"	Peter Christensen, Air Resource Supervisor California Air Resource Board Michelle Vater, Freight and Transit Unit Supervisor California Energy Commission
ZETWG #4	3/22/22	"Funding Opportunities"	Andrew Wishnia, Deputy Assistant Secretary for Climate Policy



Meeting	Date	Presentation(s)	Presenter(s)
			Charles Small, Deputy Assistant Director for Intergovernmental Affairs US Department of Transportation
ZETWG #10	9/20/22	"Medium-Duty and Heavy-Duty Infrastructure, Global Commercial Vehicle Drive to Zero" "If EV's are the Future, is the Grid Ready?"	Bill Van Amburg, Global Strategic Advisor Zero Emission Commercial Vehicles, Energy and Sustainability CALSTAR Micah Wofford, Energy Commission Specialist California Energy Commission Panel Discussion Sean Wilder, Energy and Environmental Services LA County Internal Services Department Salim Youssefzadah, CEO Watt EV



Meeting	Date	Presentation(s)	Presenter(s)
			Quintin Sumabat, Deputy Executive Officer, Vehicle Engineering and Acquisitions LA Metro
		"Regional Roadmap for Zero-Emission Vehicle Infrastructure"	Alison Linder, Accelerated Electrification Team and Clean Technology Program Southern California Association of Governments
		Panel Discussion	Moderator: Micah Wofford, Energy Commission Specialist, California Energy Commission Panelists: Sean Wilder, Energy and Environmental Services, LA County Internal Services Department Salim Youssefzadah, CEO, WattEV Quintin Sumabat, Deputy Executive Officer, Vehicle Engineering and Acquisitions, LA Metro
		"2019 Electric Vehicle Charging Guidebook for Medium-Duty and Heavy-Duty Commercial Fleets"	Patrick Couch, SVP Gladstein, Neandross, and Associates



Meeting	Date	Presentation(s)	Presenter(s)
		"Electric Vehicle Charging Infrastructure for Southern California"	Carlo Bertani, Environment, Sustainability and Decarbonization Maersk
ZETWG #11	10/18/22	Raffi Hamparian, Senior Director of Federal Affairs/ Government Relations LA Metro	"Federal Transportation Legislation-Inflation Reduction Act"
		Akiko Yamagami, Transportation Planning Manager, Goods Movement Planning LA Metro	"Goods Movement Zero-Emission Infrastructure-MSRC Request for Information"
ZETWG#12	1/17/23	"Truck Market Segmentation Volumes by Type"	Keir Opie, Principal Cambria Systematics
		"Potential Locations for MD HD Truck Charging Facilities"	Jack Symington, Senior Program Manager Transportation Los Angeles Cleantech Incubator
		"Expeditious Deployment of Resources-State and Federal Grants"	California Transportation Commission Kayla Giese, SB 671 Assessment Coordinator
		"ZET Program-Community Needs"	Jack Symington, Senior Program Manager, Transportation



Meeting	Date	Presentation(s)	Presenter(s)
			Los Angeles Cleantech Incubator
ZETWG #13	2/21/23	"Metro's Sustainability and Transportation Electrification Policies"	Cris Liban, Chief Sustainability Officer LA Metro
ZETWG #14	3/21/23	"LACI's Community Project Funding Award for a Drayage Truck Charging Station"	Jack Symington, Senior Program Manager LACI
		"Mobile Source Reduction Committee RFI Results"	Akiko Yamagami, Transportation Planning Manager, Goods Movement Planning Metro
		"First to Last Mile: Creating an Integrated Goods Movement Charging Network around the I-710 Corridor"	Jack Symington, Senior Program Manager LACI
ZETWG #15	4/25/23	"Workforce Development in ZE Infrastructure Deployment"	Dr. Tyler Reeb, Director of Research and Workforce Development Center for International Trade and Transportation(CITT) Cal State University of Long Beach (CSULB)



Meeting	Date	Presentation(s)	Presenter(s)
ZETWG # 16	5/23/23	Panel "Scaling Beyond Pilot Projects - Lessons Learned in Developing Charging/Fueling Infrastructure"	Panelists Seungbum Ha, Program Supervisor – Electric & Hybrid Vehicles, South Coast Air Quality Management District Leela Rao, Environmental Specialist, Port of Long Beach Jacob Goldberg, Environmental Specialist, Port of Los Angeles
		Panel "ZET Program as a Catalyst for Workforce Development & Job Training"	Panelists Dr. Tyler Reeb, Director of Research & Workforce Development Center for International Trade and Transportation (CITT) Cal State University of Long Beach (CSULB) Jannet Malig, Statewide Director Advanced Transportation & Logistics, Cerritos College; Co-Director, Long Beach Clean Cities John Frala, Professor Alternative Fuels Technology, Rio Hondo College; Clean Transportation Program



Meeting	Date	Presentation(s)	Presenter(s)
			Advisor, California Energy Commission Robert Chavez, Program Manager, South Bay Workforce Investment Board
ZETWG #17	6/20/23	"Which criteria should be considered in site selection to minimize impacts and maximize community benefits?"	Susan Ambrosini, Principal, AECOM, Lead, Equity Working Group
ZETWG #18	10/3/23	"California's Advanced Clean Fleets Rule: Prospects, Pathways, and Challenges"	Dr. Genevive Giuliano, Ferraro Chair in Effective Local Government, Distinguished Professor at USC Sol Price School of Public Policy METRANS
ZETWG #19	10/31/23	"LACI Blueprint Implementation Grant Funding Request"	Jack Symington, Senior Program Manager, LACI JT Steenkamp, Director, Infrastructure Projects and Technology, Prologis Henrik Holland, Global Head of Project Mobility, Prologis

Appendix 5-A Full List of Multimodal Strategies, Projects and Programs (MSPPs)

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Initial List of Projects & Programs

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0007	LA River Path – Central LA	An eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.	Maywood to Elysian Valley	Metro LRTP, SPP Survey, SPP Mapping	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan	Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Plan (over 40 projects throughout the study area). See Attachment A for more detail.	Multiple Jurisdictions	Metro ATSP, SPP Survey, SPP Mapping, CA-7	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0055	I-710 LA River Bike Path	Proposed walking/bicycling path along the LA River, specifically along I-710, which connects Maywood to Long Beach.	Multiple Jurisdictions	SHOPP, SPP Survey	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0066	Randolph Bike & Pedestrian Project	Randolph, from Bell western city limit to eastern city limit. Complete Phase 2 of the Randolph Metro Active Transportation (MAT) Corridor.	Bell	City of Bell/COG, SPP Mapping	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail	Implement Phases 1-4 of Bike & Pedestrian Trail (Class I) along RR ROW between LA River and Sommerset. Includes lighting, fencing, landscaping, flashing beacons, decomposed granite, ADA curb ramps and street furniture.	Multiple Jurisdictions	City of Paramount/COG, SPP Mapping, PIPO	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0128	Randolph Street Bike and Pedestrian Facilities Project	This project would involve the construction of bike and pedestrian facilities on Randolph St from District Blvd to the Los Angeles River Trail System.	Maywood	PIPO (City of Maywood), SPP Mapping	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0162	City of Long Beach 8-to-80 Bikeways	Implement planned 8-to-80 bikeway projects adopted as part of the City of Long Beach Bicycle Master Plan within the LB-ELA Corridor, including gap closure projects, backbone facilities, and pipeline bikeways (over 40 projects within the study area). See Attachment A for more detail.	Long Beach	City of Long Beach Bicycle Master Plan, SPP Survey, CA-7	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects	Implement regionally significant bicycle projects in areas with insufficient existing and planned bicycle infrastructure within the LB-ELA Corridor (several projects within the study area). See Attachment A for more detail. Would include potential routes identified by the community, but which will require further planning and design in cooperation with the local jurisdictions (Cities, County of Los Angeles).	Multiple Jurisdictions	SPP Mapping, CA-7	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0005	Rail to River Active Transportation Corridor Segment A	A 5.6-mile active transportation path connecting the Fairview Height Station of the soon-to-be-open Crenshaw Line in Inglewood to the Slauson A (Blue) Line station in South Los Angeles.	Multiple Jurisdictions	Metro LRTP, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0006	Rail to River Active Transportation Corridor Segment B	An approximate 4.5-mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.	Multiple Jurisdictions	Metro LRTP, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0008	Blue Line First Last Mile Plan Improvements	Implement projects identified in the Blue Line First/Last Mile Plan within the LB-ELA Corridor, with an emphasis on Del Amo Station. Projects to include ramp reconfigurations, sidewalk and bike lane improvements, and crossing improvements, among others. The First/Last Mile (FLM) Plan for the Blue Line was adopted in April 2018 and represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line. The Plan covered all 22 stations on the Metro A (Blue) Line and piloted an inclusive, equity focused community engagement process. The Plan included planning-level,	Multiple Jurisdictions	Metro LRTP, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each A Line station.				
LB-ELA_0070	Pedestrian Bridge	Construct Pedestrian Bridge (Connecting Asmus Park to planned West Santa Ana Branch LRT Station)	Bell Gardens	City of Bell Gardens/COG	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0076	Pedestrian and Bike Facilities	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Commerce)	Commerce	City of Commerce/COG, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0082	Enhanced Pedestrian Crosswalk (Rives Ave. & Adwen St.)	Enhance pedestrian cross walk at Rives Ave. & Adwen St.	Downey	City of Downey/COG	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0094	Hill Street Pedestrian Bridge Overcrossing	Construct bridge over the I-710 and Los Angeles River at Hill Street for pedestrians and bicyclists.	Long Beach	City of Long Beach/COG, I-710 Motion 5.1/5.2 Early Action Concept	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0102	Pedestrian and Bicycle Master Plan improvements	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Maywood per the city's master plan)	Maywood	City of Maywood/COG, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0114	Walnut Pedestrian Pathway	Provide pedestrian pathway along 25th Street, from west of Walnut Avenue to Gundry Avenue	Signal Hill	City of Signal Hill/COG, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0138	Spring Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over the I-710 and Los Angeles River at Spring Street for pedestrians and bicyclists.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0139	Humphreys Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over I-710 along Humphreys Avenue for pedestrians and bicyclists.	East LA	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0158	Del Amo Pedestrian Gap Closure Project	Provide sidewalks and lighting at Del Amo undercrossing at the I-710 freeway. Currently there are no existing sidewalks. Would also help those seeking walk access to Del Amo LRT Station.	Ranch Dominguez / Long Beach	SPP Mapping	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0159	Southern Ave. Pedestrian Connector Project	New pedestrian path along Southern Ave./East Frontage Rd./Miller Way/West Frontage Road to connect Garfield Ave. with Urban Orchard Park	South Gate	SPP Mapping	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0204	Pedestrian Gap Closure Projects	Close gaps within the pedestrian circulation network in communities within the LB-ELA Corridor through the implementation of new pedestrian facilities. A funding program would be made available to award financial resources to local jurisdictions (Cities, unincorporated areas of Los Angeles County) on a competitive basis to design and construct new pedestrian facilities in areas where this infrastructure is currently missing. Projects would include:	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Active Transportation / TDM	Pedestrian / First Last Mile

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		- New sidewalks and pedestrian paths - Extensions of existing pedestrian paths/trails - Pedestrian/bicycle overpasses - New Crosswalks/Signals for Pedestrians - Provision of connections and access to existing trails (for example, greater access to Los Angeles/Rio Hondo River Trail) - Provision of pedestrian access/connections to existing and planned Metro transit stations/stops - Implementation of Safe School Pedestrian/Biking Zones				
LB-ELA_0211	City of Long Beach Mid-City Pedestrian and Bicycle Connections	Create an interconnected network of walking and bicycle routes including creation of bicycle boulevards along 8th and 11th Streets. Includes active transportation network south of Anaheim Street, north of 7th Street, east of Long Beach Boulevard, and west of Cherry Avenue within the City of Long Beach.	Long Beach	PIPO	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0213	West Santa Ana Branch [WSAB} Light Rail Station First-Last Mile Bikeway Safety and Access Project	Install 0.3 miles of sidewalk, 1.5 miles of bicycle lanes (Class II), 2 miles of bike route sharrows (Class III), street lighting, center median islands, curb ramps, and a rest area near the LA River Bike Path. Located in the eastern quadrant of the City of South Gate, along the existing Union Pacific Railroad /future West Santa Ana Branch Transit Corridor.	Multiple Jurisdictions	PIPO	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0220	Micromobility Pilot Project	Develop a pilot project along Long Beach Boulevard/Pacific Boulevard between Ocean Boulevard [Long Beach] and East. 57th Street [Vernon] in order to evaluate the design and implementation of Micromobility features along this planned Complete Streets Corridor. Micromobility is defined as any small, low-speed, human or electric-powered device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility devices help to close first- and last-mile gaps to transit and can offer individuals greater access to jobs, health care, and other services. Powered and adaptive micromobility devices may also increase mobility for older adults or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters. The Micromobility Pilot Project would test and evaluate various concepts, including but not limited to: - Protected Bicycle Lanes. These lanes physically separate micromobility users from vehicles and pedestrians. These should be designed to accommodate electric and non-electric modes. Streets with speed limits above 30 miles per hour should include a protected lane. - Speed Limits. For example, micromobility devices should self-regulate their speeds below 15 miles/hour to use the protected lane or should ride in the road. - Enforcement / Signage. Motorcycles and other high-speed devices not permitted in the protected lanes. - Designated Parking Stations. Provide designated parking areas for all types of micromobility devices and keep devices out of pedestrian rights of way. - Examine policies and regulations that would permit private companies to operate shared micromobility services, including e-scooters and e-bicycles, to the communities.	Multiple Jurisdictions	Task Force	Active Transportation / TDM	First / Last Mile
LB-ELA_0090	Rectangular Rapid Flashing Beacons at Pedestrian Crossings	Install rectangular rapid flashing beacons (RRFBs) at Pedestrian Crossings at various locations within the City of Long Beach.	Long Beach	City of Long Beach/COG, SPP Survey	Active Transportation / TDM	Safety and Amenities
LB-ELA_0095	Pedestrian Crosswalk Improvements	Provide pedestrian crosswalk improvements (pedestrian buttons, signage, and electrical infrastructure) at Rosewood/Abbott, Mallison/Abbott, Long Beach/Tecumseh, Imperial/Ruth & Atlantic/Brewster intersections. (Phase 1)	Lynwood	City of Lynwood/COG, SPP Survey	Active Transportation / TDM	Safety and Amenities
LB-ELA_0165	Compton Creek Bike Underpasses	Along Compton Creek Bike Path, between 120th Street and Greenleaf Blvd., construct bike path under-crossings at 120th Street, El Segundo Ave., Rosecrans Ave., Compton Ave., and Alondra Ave. Add lighting, landscaping, benches, and shade to the existing path.	Compton	SPP Mapping, Community Leadership Committee (CLC)	Active Transportation / TDM	Safety and Amenities

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0170	Huntington Park Safe Routes for Seniors & Students	Project will construct curb ramps, crossing improvements, sidewalks, wayfinding, speed-calming, and other active transportation improvements for pedestrians on segments of Belgrave Ave., Clarendon Ave., E. 61st St., Randolph St., Seville St., Zoe Ave., State St., Yahualica Place, and walking/biking paths adjacent to Veteran's Park. Includes 130 curb ramps and high-visibility crosswalks, 3 raised islands, 1 HAWK beacon, 3,266 linear feet of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins, and shade trees.	Huntington Park	PIPO (Huntington Park), SPP Survey	Active Transportation / TDM	Safety and Amenities
LB-ELA_0200	Bike Share Programs and Bicycle Amenities	This initiative would build upon Metro's existing Bike Share Program framework, focusing on the LB-ELA Corridor. This involves collaboration with local jurisdictions (Cities, County of Los Angeles), non-profit organizations, and/or creating public-private partnerships for purpose of expanding access to bike share programs and for the provision of key amenities for bicycle users within the LB-ELA Corridor Study Area. Financial support would be provided to help leverage local funding for small scale capital projects such as: bicycle parking and storage lockers; lighting for bike paths; bicycle repair/maintenance stations; signage and wayfinding; electric bicycle charging stations; and safety features.	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Active Transportation / TDM	Safety and Amenities
LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features	Work with the local jurisdictions (Cities, unincorporated areas of Los Angeles County) to improve safety and enhance the walking/biking environment throughout the LB-ELA Corridor. Active transportation measures and features would include items such as: - Shade structures, trees, benches, and trash cans; - Wider sidewalks, bulb outs, upgrades to crosswalks, and ADA accessibility improvements (including repositioning utility boxes on sidewalks); - Stop signs, traffic signals, pedestrian/bicycle signal phases, colored pavement markings, signage and striping; - Alternative traffic signal phasing options, such as "scramble" pedestrian crossings; - Flashing crosswalks, and other traffic controls such as pedestrian flashing beacons; - Lighting along pedestrian/bicycle paths, including under-crossings; - Landscaping, hardscaping, and other aesthetic features; - Protection buffers and barriers, improved fencing Provide technical and grant writing assistance to local jurisdictions, if requested, to define and develop potential projects. Provide financial support in order to help leverage local funds for project construction and implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.	Study Area Wide	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Active Transportation / TDM	Safety and Amenities
LB-ELA_0206	City of Bell Gardens Pedestrian and Bicycle Improvements	Citywide pedestrian, bike and traffic calming improvements to create a complete streets environment – cross walks, mini traffic circles, HAWK pedestrian signals, curb extensions, Class 3 bike routes, ADA ramps, Leading Pedestrian Interval [LBI] signal timing, and striping improvements. Would be applied to various locations within the City of Bell Gardens, including: Sprecht Ave., Live Oak St., Priority St., Purdy Ave., Gephart Ave., Perry Rd., and Hannon St.	Bell Gardens	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0207	City of Carson Citywide Community Safety Improvements	Improve bicycle and pedestrian infrastructure and safety with Class 2 bike lanes, bike racks, crosswalk improvements, Accessible Pedestrian Signal push buttons, countdown pedestrian signals, and curb ramps. Various locations within the City of Carson and Santa Fe Avenue between 218th Place and Del Amo Boulevard.	Carson	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0208	Salt Lake Avenue Pedestrian Accessibility Project	East side of Salt Lake Avenue within the City of Cudahy. Widen sidewalk, install pedestrian lighting, signage, curb extensions, and ADA compliant wheelchair ramps.	Cudahy	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0209	South Downey Safe Routes to School Project (Phase 2)	Safety education and construction of sidewalks, crosswalks, and curb ramps. Various locations within South Downey: Brunache St., Laura St., Nada St., Pomering Rd, Quoit St., Lankin St., Orizaba Ave., Gneiss Ave., Devenir Ave., Blodgett Ave. and Premiere Ave.	Downey	PIPO	Active Transportation / TDM	Safety and Amenities

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0210	Greenway Traffic Circle Improvement Project	At the intersection of Rives Avenue / Phlox Street in the City of Downey, construct traffic circle, bulb outs with directional curb ramps, enhanced crosswalks, signage, landscaping, shade, and bioswales.	Downey	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0212	Tweedy Boulevard Active Transportation Improvements	Install improvements on Tweedy Boulevard to improve non-motorized user safety and promote walking, biking, and use of local transit. Tweedy Boulevard, between Alameda Street and Dearborn Avenue and between Dorothy Avenue and the Los Angeles River Bicycle Trail, within the City of South Gate.	South Gate	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0214	I-710 Livability Initiative	A compendium of proposed projects and improvements as outlined in the I-710 Livability Initiative conceptual plan. Proposed projects include improvements such as: – Lighting for people walking/biking. – New/improved bike lanes and bike amenities. – New improved sidewalks and cross walks. – Landscaping and shade. Public art. – Improved bus stops. Improved curbs. Street furniture. – Traffic calming to slow speeds. – New connections and crossings. Improve under/overpasses. Proposals address improvements along a network of 21 east-west and 6 north-south roadway segments located within one-mile of I-710.	Multiple Jurisdictions	COG Ad Hoc Committee	Active Transportation / TDM	Safety and Amenities
LB-ELA_0216	Bicycle Safety and Education Program (BEST)	Expand Metro's efforts to promote bicycle safety and improve roadway awareness for bicyclists, pedestrians, bus operators, and motorists within the Long Beach-East Los Angeles Corridor communities. This program includes: – Education and encouragement campaigns to promote a shift from driving to more walking, bicycling, and the use of public transit. – Bicycle skills and traffic safety classes. – Community rides. Safe Routes to Schools rides. – Collaboration with key stakeholders in the development of campaigns and printed materials such as safe riding kits for bicycle safety class participants.	Study Area Wide	Task Force, Community Leadership Committee (CLC)	Active Transportation / TDM	Safety and Amenities
LB-ELA_0198	Carpool/Vanpool Programs	Extend Metro's carpool and vanpool programs by focusing on the LB-ELA Study Area. Carpooling is an inexpensive and effective travel option that involves finding nearby commuters to share the ride. Provide access to ride-matching services to find nearby residents looking to carpool. In addition, promote vanpool services, including coordination, administration support, and financial subsidies for commuters especially in areas less served by transit operators.	Study Area Wide	SPP Survey	Active Transportation / TDM	Travel Demand Management (TDM) Strategies
LB-ELA_0199	Telecommuting Programs	Building upon "lessons learned" during the COVID pandemic, encourage employers to modify their work policies to retain hybrid work schedules, flexible work hours, and "work from home" options. Coordinate with public agencies and large employers. Share research/promote studies on the effectiveness of telecommuting. In addition, identify supportive infrastructure for telecommuting. Expand broadband capacity and internet service provider (ISP) capabilities within the LB-ELA Corridor by co-locating digital communications infrastructure (such as fiber optic cable) with major public works projects and infrastructure.	Study Area Wide	SPP Survey	Active Transportation / TDM	Travel Demand Management (TDM) Strategies
LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	I-710 Improvements/Shoemaker Bridge Replacement: Replace the Existing Shoemaker Bridge with a New Bridge. The New Bridge Will Be Reduced to Have Two Mixed-Flow Lanes in the NB and in the SB Directions to Tie the Flow into I-710. The New Bridge Will Also Include Pedestrian and Bicycle Access. Additionally, Bicycle, Pedestrian, and Street Enhancements Will Be Provided on Adjacent Thoroughfares.	Long Beach	SCAG RTP, PIPO, City of Long Beach/COG	Arterial Roadway	Complete Streets
LB-ELA_0056	Artesia Complete Street Corridor	Artesia Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Artesia Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		(aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.				
LB-ELA_0057	Atlantic Complete Street Corridor	Atlantic Ave./Blvd., between Ocean Blvd. and SR-60. Reconstruct Atlantic Ave./Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0058	Florence Complete Street Corridor	Florence Ave., between Alameda St. and Lakewood Blvd. Reconstruct Florence Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0059	Imperial Complete Street Corridor	Imperial Hwy., between Alameda St. and Lakewood Blvd. Reconstruct Imperial Hwy. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Lynwood/South Gate/Downey	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0060	Alondra Complete Street Corridor	Alondra Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Alondra Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Compton/ Paramount	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0061	Slauson Complete Street Corridor	Slauson Ave., between Alameda St. and Lakewood Blvd. Reconstruct Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0062	Long Beach Complete Street Corridor	Long Beach Blvd./Pacific Blvd. Reconstruct Long Beach Blvd./Pacific Blvd., between Ocean Blvd. and Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0064	Gage Avenue Street Improvements	Gage Ave., from Bell western city limit to eastern city limit. Upgrade Gage Ave. to provide safety and aesthetic features (drought tolerant landscaping, hardscaping). Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway landscaping, monument entry signs, and drainage enhancements with the installation of curb drains and drywells in the project site.	Bell	City of Bell/COG	Arterial Roadway	Complete Streets
LB-ELA_0086	Gage Avenue Operational and Safety Improvements	Between Alameda Street and Atlantic Blvd., upgrade Gage Avenue to provide operational and safety improvements.	Bell/Huntington Park	City of Huntington Park/COG	Arterial Roadway	Complete Streets
LB-ELA_0126	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements	Project focuses on pedestrian, bike, & transit safety improvements along the Slauson Avenue, between I-710 and I-5, as well as 10 other unsignalized intersections or midblock crossings citywide. The project location includes the 2.6-mile Slauson Avenue corridor between I-710 and I-5 freeways and 10 unsignalized intersections or midblock crossings citywide.	Commerce	PIPO (City of Commerce), SPP Survey	Arterial Roadway	Complete Streets

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0127	Lakewood Boulevard Improvement Project	Lakewood Blvd., between Del Amo Blvd. and Ainsworth Street. The project would install a Class I Bike Path and pedestrian sidewalk in the parkway area and will construct minor roadway capacity enhancements on Lakewood Boulevard. Project includes 1.5 miles of new bicycle and pedestrian facilities, utility undergrounding, traffic signal improvements, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention.	Lakewood	PIPO (City of Lakewood), SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0129	Garfield Avenue Improvement Project	Garfield Avenue, between Century Boulevard and Firestone. The project would transform the corridor to a more attractive and pedestrian and bike friendly environment. Improvements include: (a) implementing new bicycle facilities including bike racks, Class II Bike Lanes and Class III Bike Routes, (b) pedestrian improvements including flashing beacons, curb extensions and sidewalks, (c) raised, landscape center road medians, (d) enhancing the bus shelters, and (e) adding roadway signing and striping.	South Gate	PIPO (City of South Gate), SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0117	Burnett Street/Skyline Drive Improvement Project	Improve Burnett Street/Skyline Drive, including the addition of Bike Lanes, between East Walnut Avenue and Dawson Avenue. Installation of sidewalks between Gaviota Avenue and Cherry Avenue, Class 2 bike lanes between Walnut Avenue and Dawson Avenue, and related roadway amenities/improvements.	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0003	Integrated Corridor Management (ICM) Project	ICM is an Intelligent Transportation System (ITS) strategy to manage non-recurring congestion along a corridor by utilizing advanced technologies and systems. ICM components include active monitoring of all transportation modes and facilities within the corridor, on and off the freeway, including ramp metering, traffic signal coordination, incident traffic management, advanced traveler information system, and other advanced technologies and techniques. Would be applied on I-710 and a network of key connecting arterials, within the LB-ELA Corridor between SR-91 and SR-60.	Multiple Jurisdictions	Metro LRTP, PIPO, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0013	Tweedy Blvd Signal Sync	Tweedy Boulevard Signal Synchronization Project: (1) Interconnects 18 Traffic Signals Using Fiber Optic Cable And Wireless Communications (2) Synchronizes Signal Timing To Improve Traffic Flow, And Reduces Delays Along The 2.7-Mile Arterial and (3) Install A Closed Circuit Television Camera (CCTV) At The Intersection Of Long Beach Bl., to Support the Advance Transportation Management Systems (ATMS).	Lynwood/South Gate	SCAG RTP, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0020	Sports Park Transportation Performance Modeling Network	Traffic signal controller and cabinets upgrades and the installation of fiber optic communication infrastructure to provide redundant high bandwidth network in Long Beach within the LB-ELA Corridor. The purpose of these equipment upgrades is to improve traffic signal coordination and strengthen data connections among traffic management systems.	Long Beach	Metro 2028 Mobility Concept Plan	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0051		Route 1. In Los Angeles County, on various routes at various locations. Upgrade existing fiber communication system and rehabilitate Transportation Management System (TMS) elements, including video cameras, ramp meters, and Changeable Message Signs (CMS).	Multiple Jurisdictions	SHOPP, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0069	Traffic / Ped Signal Upgrades	Targeted upgrades to 38 intersections, citywide, in the City of Bell Gardens. Would replace outdated infrastructure such as signal poles, cabinets, pedestrian poles, and vehicle detection systems.	Bell Gardens	City of Bell Gardens/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0071	Mixmaster Traffic signal Improvements (Telegraph/ Eastern/ Atlantic)	Traffic signal upgrade at Telegraph / Eastern / Atlantic. Also consider improvements such as turning lane pavement markings, striping, and enhanced signage so that approaching traffic can get properly aligned well in advance of this intersection.	Commerce	City of Commerce/COG, Community Leadership Committee (CLC)	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0072	Traffic Signal Coordination Projects	Various arterials within the City of Commerce	Commerce	City of Commerce/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0074	Traffic Signal Upgrades	Upgrade various signals within the City of Commerce	Commerce	City of Commerce/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0075	Video Camera installation	Video Camera installation on all Signalized intersections within the City of Commerce	Commerce	City of Commerce/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0081	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements	Along Firestone Boulevard between Downey West City Limit and Lakewood Boulevard, provide traffic signal updates and safety enhancements.	Downey	City of Downey/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0083	Traffic Signal Upgrades	Along Florence Ave., between Downey Ave. & Brookshire Ave., upgrade traffic signals	Downey	City of Downey/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0084	Video Detection Upgrades	At 25 intersections in various locations within the City of Downey, provide video detection upgrades.	Downey	City of Downey/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0087	Traffic Signal Equipment Improvements	Upgrade traffic signal equipment at various locations within the City of Long Beach	Long Beach	City of Long Beach/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0089	Emergency Vehicle Pre-Emption	Install emergency vehicle pre-emption (EMVE) for traffic signals at various locations within the City of Long Beach.	Long Beach	City of Long Beach/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0096	Traffic Signal Improvements	Install new traffic signals and signage at the following locations: 1) Martin Luther King Jr. Blvd./Abbott Rd., 2) Arlington and Atlantic Ave., 3) El Segundo and State St., 4) Carlin and Bullis Rd., 5) Alameda St. and Industry Way, 6) Alameda St. and Lynwood Rd., 7) Martin Luther King Bvd/ Norton Ave., 8) Martin Luther King Blvd/Bullis Rd., 9) Martin Luther King Blvd/Ernestine St., 10) Martin Luther King Blvd and California, 11) State Street and Fernwood. (Phase 1)	Lynwood	City of Lynwood/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0097	Traffic Signal Improvements	Provide traffic signal upgrades at the following locations: 1) Long Beach Blvd/Carlin, 2) Long Beach Blvd/El Segundo, 3) Long Beach Blvd and Sanborn, 4) Long Beach Blvd./Euclid, 5) Long Beach Blvd/Imperial Hwy, 6) Atlantic Ave/Cortland, 7) Atlantic Ave./Abbott Rd, 8) Alameda/Deputy Blaire. (Phase 2)	Lynwood	City of Lynwood/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0099	Traffic Signal Synchronization Projects	Various arterials within the City of Maywood	Maywood	City of Maywood/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0100	Traffic Signal Upgrade Projects	Upgrade traffic signal equipment at various locations within the City of Maywood	Maywood	City of Maywood/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0101	Video Camera installation	Video Camera installation at all Signalized intersections within the City of Maywood	Maywood	City of Maywood/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0112	Signal Coordination/ITS Projects	Implement signal coordination and ITS projects at various locations within the City of Signal Hill.	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0116	Traffic Signal Operational Upgrade	Upgrade the traffic signal at Willow Street & Temple Avenue	Signal Hill	City of Signal Hill/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment	Design and Implementation of Connected Vehicle Infrastructure to improve vulnerable road user safety within the LB-ELA Corridor. This would allow units in vehicles to communicate with units built into transportation infrastructure. Additional technology applications would allow vehicles to communicate with other vehicles, data networks, or pedestrians. The main purpose of this technology is to share information related to items such as safety warnings, roadway hazards, routing information, truck route restrictions, and pedestrian safety zones.	Multiple Jurisdictions	Metro	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0167	I-710 Arterial Signal Performance Measurement	Deploy arterial signal performance measures at all signalized intersection within the LB-ELA Corridor to allow for the optimization of traffic signal operation to improve arterial corridor mobility.	Study Area Wide	Metro, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades	Design and implement upgraded arterial traffic signal control interconnect and central traffic management communications to elevate subregional traffic system management and operations.	Multiple Jurisdictions	Metro, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0202	Traffic Calming	Implement Traffic Calming Features within the LB-ELA Corridor to slow traffic on local streets or near schools. Collaborate with local jurisdictions (Cities, unincorporated areas of Los Angeles County) to design, construct, and implement traffic calming features in areas that experience frequent speed violations and/or high levels of accident rates. Based on available funding, provide financial support in order to help leverage local funds for project construction and implementation. Traffic calming features could include: - Speed limit reductions, signage, variable speed signs, and enforcement devices - Speed bumps - Truck restrictions (trucks over a certain weight) on non-designated truck routes, including signage and geofencing alerts - Roundabouts - Trees, vegetation, landscaping features to help direct and slow traffic - Bulb outs - Stop signs, traffic signals, striping, raised decorative pavement, and other traffic controls - Road diets - Speed enforcement cameras - Enhanced use of signage, striping, flashing crosswalks, other pedestrian warning devices in school zones	Study Area Wide	SPP Survey, SPP Mapping, Community Leadership Committee (CLC)	Arterial Roadway	Traffic Calming
LB-ELA_0012	Garfield Widening	Garfield Avenue Improvements, from 70th Street to Howery Street. Widen Street 1 to 4 Feet for 2 Miles to Accommodate a Third Lane in Each Direction during Peak Hours. Add Medians, Narrow Existing Medians, Add Second Left Turn Lane in All Directions at Two Intersections, (Rosecrans Ave. And Alondra Blvd.), Resurface Street, Concrete Intersections, and add Traffic Signal Improvements, Street Lights, Underground Utilities, Green Street Improvements, and Stormwater and Watershed BMPs.	Paramount	SCAG RTP, PIPO	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0040		Route 1, In the cities of Long Beach and Los Angeles, install stormwater treatment Best Management Practices (BMPs), including bioswales and Design Pollution Prevention Infiltration Areas (DPPIAs).	Wilmington/Long Beach	SHOPP	Arterial Roadway	General Local / Regional Roadway

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0041		Route 1. In Long Beach, from Temple Avenue to De Forest Avenue. Upgrade traffic signals, crosswalks, curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to Americans with Disabilities Act (ADA) standards.	Long Beach	SHOPP	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0044		Route 1, MP 7.0-7.2. In Long Beach, at Los Angeles River Bridge No. 53-0341 and De Forest Avenue Undercrossing No. 53-1047. Seismic retrofit, upgrade bridge rails, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Long Beach	SHOPP	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0063	Gage Ave. Bridge	Rehabilitate/replace Gage Avenue Bridge over the LA River	Bell	City of Bell/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0065	Slauson Ave. Bridge	Rehabilitate/replace Slauson Avenue Bridge over the LA River	Bell	City of Bell/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0067	Florence Ave. Bridges	Replace Florence Ave. Bridges over LA River & I-710	Bell	City of Bell/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0068	Systematic Safety Analysis Report Program (SSARP) Improvements	Targeted safety improvements to 38 intersections, citywide, in the City of Bell Gardens. Includes installing signs; changing pavement markings; adding protected turn phasing; installing channelization; parking restrictions; and signal timing adjustments.	City of Bell Gardens/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway	Same intersections as LB-ELA_0069
LB-ELA_0073	Telegraph Road Improvements	Improve Telegraph Road between Marianna Ave. and Atlantic Blvd (safety features and pedestrian circulation)	Commerce	City of Commerce/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0078	Randolph Street Gap Closure	Provide arterial roadway bridge over LA River and I-710 to connect Randolph Street west and east of the LA River/I-710	Commerce	City of Commerce/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0079	Florence Avenue Bridge Rehabilitation	Rehabilitate arterial bridge over the Rio Hondo River Channel	Downey	City of Downey/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0080	Florence Ave. & Paramount Blvd. Intersection Improvement	Improve the intersection at Florence Ave. & Paramount Blvd. by adding turn lanes to reduce congestion and enhance safety.	Downey	City of Downey/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0085	Intersection Improvements (Huntington Park)	Provide intersection improvements at various locations within the City of Huntington Park	Huntington Park	City of Huntington Park/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0088	Protected Left Turns at Signals	Implement protected left-turns along major arterials at various locations with the City of Long Beach.	Long Beach	City of Long Beach/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0098	City Re-Striping Projects	Replace striping on major arterials (lane striping, school zone striping) at various locations within the City of Lynwood.	Lynwood	City of Lynwood/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0104	Rosecrans Ave. Bridge	Replace/rehabilitate Rosecrans Ave. Bridge over the LA River	Paramount	City of Paramount/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0105	Garfield Avenue Improvement Project	Improve Garfield Avenue from South City Limit to North City Limit [City of Paramount]	Paramount	City of Paramount/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0107	Alondra Blvd. Bridges	Replace Alondra Blvd. Bridges over the LA River and I-710	Paramount	City of Paramount/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0108	Garfield Ave. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Garfield Avenue: 1) Rosecrans, 2) Somerset, and 3) Alondra.	Paramount	City of Paramount/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0109	Alondra Blvd. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Alondra Blvd: 1) Garfield, 2) Paramount, and 3) Downey.	Paramount	City of Paramount/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0110	Rosecrans Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Rosecrans Ave: 1) Garfield, 2) Paramount, and 3) Downey.	Paramount	City of Paramount/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0113	Orange Avenue Improvement Project	Improve Orange Avenue, including the addition of Bike Lanes, between 25th Street and Spring Street	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0115	California Ave. Improvement Project	Improve California Avenue, including the addition of Bike Lanes, between Willow Street and Spring Street	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0119	Wright Road Improvement Project	Improve Wright Road, including the addition of Bike Lanes, between Imperial Hwy. and Atlantic Ave.	South Gate	City of South Gate/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0120	Safety-Related Road Improvement Projects	Within the East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard	East Rancho Dominguez	East Rancho Domingo (County of LA)/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0205	Arterial/General Roadway Improvements Program	Implement local roadway projects within the local jurisdictions and communities (cities, unincorporated areas of Los Angeles County) which comprise the LB-ELA Corridor. The objective of these projects will be to improve mobility, safety, and the travel experience for all users of the roadways (pedestrians, bicyclists, transit, and vehicles). This program would help fund projects such as: - Intersection improvements	Study Area Wide	Metro, Gateway Cities COG, SPP Survey, SPP Mapping	Arterial Roadway	General Local / Regional Roadway

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		- Bridge replacements - Street widenings and enhancements including lighting, safety features, landscaped medians, and parkways - Complete Streets projects and features, including active transportation (bicycle, pedestrian), and transit stop improvements - Traffic controls (traffic signals, stop signs), signal coordination, and Intelligent Transportation Systems				
LB-ELA_0221	Atlantic Blvd. widening Over I-5 at Mixmaster Intersection	Would widen Atlantic Avenue bridge structure over I-5 at intersection of Telegraph Road, Eastern Avenue, and Atlantic Boulevard in the City of Commerce. Would help relieve traffic congestion and provide a safer roadway for all modes of transportation.	City of Commerce	Arterial Roadway	General Local / Regional Roadway	
LB-ELA_0133	LB-ELA Corridor Community Health Benefit Program	Under this program, funding would be made available to implement air quality projects to reduce exposure to air pollution as well as health education and screening programs in areas adversely affected by existing and proposed transportation infrastructure projects. The LB-ELA Community Health Benefit Program would serve the communities within the LB-ELA Corridor Study Area. This program would provide subsidy funding to implement projects and outreach activities to improve air quality and public health, including but not limited to: - Air Quality Projects for Schools and Community Facilities: air filtration, HVAC upgrades, replacement/sealing of windows and doors, vegetation barriers or buffer landscaping. - Health Education and Screening: community health screening and diagnosis, health education, training for community health workers, outreach programs.	Study Area Wide	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Community Programs	Air Quality / Community Health
LB-ELA_0191	Zero Emission Infrastructure for Autos	Work with local jurisdictions (Cities, County of Los Angeles), public agencies, and private-public partners to develop and site additional charging stations for zero emissions vehicles within the LB-ELA Corridor. Provide grant writing assistance in order to help secure funding. In addition, provide technical support to share best practices such as: identification of incentives and/or policy requirements for new development.	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Community Programs	Air Quality / Community Health
LB-ELA_0192	Bus Electrification Projects	Seek incentives to accelerate the deployment of zero emissions vehicles within the LB-ELA Corridor. Projects could include bus electrification (public transit buses, school buses) as well as zero emissions charging infrastructure. Provide technical and grant writing assistance to define and develop potential projects.	Study Area Wide	Metro, SPP Survey, SPP Mapping, CA-7	Community Programs	Air Quality / Community Health
LB-ELA_0218	Air Quality Monitoring Stations	Add four, new air quality monitoring stations within the LB-ELA Study Area. Sites to be identified in cooperation with the South Coast Air Quality Management District.	Multiple Jurisdictions	I-710 Motion 5.1/5.2 Early Action Concept	Community Programs	Air Quality / Community Health
LB-ELA_0134	LB-ELA Corridor Energy Reduction / Greenhouse Gas Emissions Reduction Program	Under the Energy Reduction / Greenhouse Gas Reduction (GHG) Program, funding would be made available to implement energy reduction as well as greenhouse gas reduction projects in areas impacted by transportation projects within the LB-ELA Corridor. This program would be an important element of any major transportation initiative that takes place within the LB-ELA Corridor. The program would provide subsidy funding to implement projects and educational activities targeted to reducing greenhouse gas emissions. Examples of these projects include: renewable energy projects, solar-power generation, energy efficient lighting, and tree planting, among others.	Study Area Wide	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Community Programs	Environment
LB-ELA_0187	LB-ELA Corridor “Urban Greening” Initiative	Under this initiative, proposed projects implemented through the LB-ELA Corridor Investment Plan must consider context sensitive solutions as part of the project design as well as “urban greening” elements that foster environmental resilience. These “urban greening” elements may include items such as: provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure, among others. Through the LB-ELA Urban Greening Initiative, project proponents may also partner with other localities, non-profit organizations, or communitie0125s in order to plan, design, and implement “green” projects that demonstrate that they provide publicly	Study Area Wide	SPP Survey, SPP Mapping, CA-7, Equity Working Group	Community Programs	Environment

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Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		accessible open-space and ecosystem benefits such as urban heat island reduction within the LB-ELA Corridor.				
LB-ELA_0190	Public Art / Aesthetics	Policy initiative that would require that a percentage of transportation construction funds for major public work projects be earmarked for public art, landscaping, urban design elements, and other aesthetic features for the projects.	Study Area Wide	SPP Survey, SPP Mapping	Community Programs	Environment
LB-ELA_0009	West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)	The TOD SIP provides an overarching vision and strategic guidance for local West Santa Ana Branch (WSAB) jurisdictions to use as a resource as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 WSAB station areas along the alignment. Additionally, in 2019, the Metro Board approved a $1M implementation program to fund WSAB jurisdictions to implement TOD SIP recommendations.	Multiple Jurisdictions	Metro LRTP	Community Programs	Housing Stabilization / Land Use
LB-ELA_0135	Housing Stabilization Policies	Applying an integrated approach, work with cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor, improve their resilience, and address the social determinants of health. Provide grant writing assistance to secure needed funding. Housing stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community benefits: establish a framework/menu/equitable development scorecard for new development projects; - Develop community land trusts/land banks: for new housing and/or to support naturally occurring affordable housing; - Local wealth creation: encourage production of local for sale affordable housing, down payment assistance programs, homeowner maintenance assistance programs; - Inclusionary housing policies with or without option of in lieu fees; - Housing Trust Fund to support and increase funding for affordable housing production; - Density bonus programs to incentivize affordable and mixed income housing production; - Affordable accessory dwelling unit (ADU) programs and ADU amnesty programs; - Policies to reduce housing costs, such as parking reduction/unbundling, innovative construction techniques, fee waivers, permit streamlining; - Anti-displacement programs for tenants: tenant rights programs including anti-harassment policies/ just cause eviction policies, legal assistance for tenants, no net loss housing policies for new development, limits on residential demolition & conversion, tenant right-to-return policies, local resident preference programs for new housing; - Rent stabilization policies; - Low-income rental assistance programs, low interest loan programs for maintenance and improvement in rent stabilized units; - Anti-displacement programs for homeowners: tax relief/loans/grants for maintenance/foreclosure assistance; - Basic Income Program	Study Area Wide	COG Ad Hoc Committee, SPP Survey, SPP Mapping	Community Programs	Housing Stabilization / Land Use
LB-ELA_0193	Transit Oriented Communities /Land Use	Work with the local jurisdictions (Cities, County of Los Angeles) to apply best practices and design guidelines to encourage transit-oriented development near rail stations and heavily utilized bus routes within the LB-ELA Corridor. Provide technical resources such as grant writing assistance and technical assistance for community development and land use planning. Assist local jurisdictions in coordination with property owners and developers to ensure safe construction and strengthen connections to transit.	Study Area Wide	Metro, SPP Mapping	Community Programs	Housing Stabilization / Land Use

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0194	Homeless Programs	Support homeless initiatives within the LB-ELA Corridor and efforts and recommendations that have emerged from Metro's Homeless Task Force, Reimagining Public Safety Initiatives, and other County initiatives and studies to address homelessness in and around the transit system including provisions to: enhance the customer experience; maintain a safe and secure system; and connect homeless persons in the transit system to services and resources.	Study Area Wide	SPP Survey, SPP Mapping	Community Programs	Housing Stabilization / Land Use
LB-ELA_0186	Economic Stabilization Policies	Work with Cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor. Provide grant writing assistance to secure needed funding. Economic stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community financial empowerment programs: local hire agreements, workforce education & development, credit improvement programs; - Locally owned business support – small business interruption fund and loan funds during construction, guide for business support services, zoning to encourage small businesses, lease to own programs for businesses and housing; - Identify, protect and encourage legacy and culturally significant businesses, and historical and cultural landmarks, mandate inclusion of arts and culture spaces in new development	Study Area Wide	COG Ad Hoc Committee	Community Programs	Job Creation / Work Opportunities
LB-ELA_0195	Targeted Hire Programs	Support the development of targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs for community residents within the LB-ELA Study Area. Include measures such as the establishment of Project Labor Agreements (PLAs) that specify local and targeted hire goals for specific construction projects as well as first source hire requirements. Collaborate with local jurisdictions and public agencies to align local and targeted hire policies, thresholds, and requirements.	Study Area Wide	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Community Programs	Job Creation / Work Opportunities
LB-ELA_0196	Employment/Recruitment Initiatives	Partner with public agencies, large employers, and local businesses to conduct recruitment drives at locations within the LB-ELA Corridor (both virtual and in person.) This initiative would also include job fairs and workshops at community facilities and community colleges to provide information to local residents regarding work opportunities as well as networking resources. Conduct promotional campaigns to actively publicize these events within the LB-ELA Corridor communities.	Study Area Wide	SPP Survey	Community Programs	Job Creation / Work Opportunities
LB-ELA_0197	Vocational Educational Programs	Partner with public agencies, private-sector employers, community colleges, labor organizations and non-profit organizations to expand vocational and educational programs for community residents within the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service zero emissions vehicles. These programs would provide opportunities to establish a career pathway to work in key economic sectors and move up through the ranks by focusing on workforce development and skills training.	Study Area Wide	SPP Survey	Community Programs	Job Creation / Work Opportunities
LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program	In January 2021, the Metro Board approved the 2021 Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority. At its October 2021 meeting, the Metro Board acted to recommit $50 million from Measure R I-710 South Corridor funds as seed funding for the 710 South Clean Truck Program, which has been subsequently renamed the LB-ELA Zero Emissions Truck Program. The objective of this program is to turn over diesel trucks in favor of zero emissions trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of zero emissions trucks on I-710 as well as seed funding to develop electric charging/refueling stations for zero emissions trucks.	Study Area Wide	Metro LRTP, SPP Survey, SPP Mapping, CA-7	Goods Movement	Truck Programs/ITS
LB-ELA_0023	Clean Truck Infrastructure	Install charging infrastructure for zero emissions trucks.	Multiple Jurisdictions	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Goods Movement	Truck Programs/ITS

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0184	Empty Container Management	Provide a mix of incentives/fee penalties to encourage shippers/marine terminals to clear empty containers from docks/near dock facilities at the Ports to reduce congestion and unnecessary truck trip movements. Extend use of off-peak hours for empty returns.	Ports	Ports	Goods Movement	Truck Programs/ITS
LB-ELA_0185	Freight Advanced Traveler Information Systems	Application of advanced technologies to manage drayage truck movements to and from the Ports. The system integrates real-time roadway traffic data, vessel/container tracking, real-time container terminal visit times, and GPS-based information to optimize the sequencing of container delivery and pick-up. The purpose is to improve cargo handling and efficiencies and reduce congestion near intermodal yards and Port facilities.	Multiple Jurisdictions	Ports, SPP Survey	Goods Movement	Truck Programs/ITS
LB-ELA_0024	Pier 400 On Dock Rail Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Port of LA	Metro 2028 Mobility Concept Plan	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0025	Terminal Island Transfer Facility Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Port of LA	Metro 2028 Mobility Concept Plan	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0026	West Basin Container Terminal Railyard Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Port of LA	Metro 2028 Mobility Concept Plan	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0124	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	Port of LA	Port of Los Angeles/COG, SPP Survey	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0151	Goods Movement Freight Rail Study	Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips within the Southern California subregion. This assessment would include options such as: opportunities to increase on-dock freight rail mode share; implementation of short-haul, freight rail shuttle service to new inland rail facilities; and increased use/improved operational efficiencies of existing near dock and off dock intermodal facilities. This evaluation would take into account updated cargo forecasts, economic factors and projections, current trends associated with the goods movement logistics chain including transload truck trips, and railroad and intermodal capacity constraints in the Southern California region. The Goods Movement Freight Rail Study would assess options from a systemwide perspective and would include factors such as changes in truck trip travel patterns, land use implications, and the potential for environmental impacts as well as institutional constraints.	Barstow	SPP Survey	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0217	Freight Rail Electrification Pilot Project	Work with the Union Pacific (UP) and BNSF railroads to develop and test battery electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor with an ultimate goal of advancing a zero-emissions technology capable of entering commercial, revenue service operation.	Multiple Jurisdictions	Task Force, Equity Working Group	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0011	SR-47 Navy Way Interchange	SR 47/Navy Way Interchange: Construction of Interchange At SR-47 / Navy Way, between SR-47 Vincent Thomas Bridge and Pier S Avenue Interchange, to eliminate traffic signal and movement conflicts. This Project was a S. Cal Trade Corridor Tier II TCIF Project as submitted to the CTC In 2008. This project would remove the last signal on SR 47 between Desmond and V. Thomas Bridges; NHS Intermodal Connector Route	Port of Los Angeles	SCAG RTP, PIPO, Ports	Goods Movement	Ports
LB-ELA_0021	Alameda Corridor Terminus Enhancements	New Cerritos channel rail bridge and supporting connections throughout Port of LA.	Port of Los Angeles	Metro 2028 Mobility Concept Plan	Goods Movement	Ports

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0022	Terminal Way Grade Separation	New grade separation to replace at-grade crossing to improve freight traffic flow.	Port of Los Angeles	Metro 2028 Mobility Concept Plan	Goods Movement	Ports
LB-ELA_0121	Pier D Street Realignment	Realign Pier D Street, from Middle Harbor Exit gate to Pico Avenue. Currently Pier D Street has sight distance issues, inadequate curve radii, and drainage/flooding issues at the low point. The Pier D Realignment project will provide redundancy through Pier D thereby improving safety and traffic flows. The scope of the project is to widen & reconstruct Pier D Street between the Middle Harbor Exit Gate and Pico Avenue and to reconfigure West Broadway. Additional scope items includes construction of a new pump station, retaining walls, utility upgrades, striping, signage and traffic signal work.	Port of Long Beach	Port of Long Beach/COG, SPP Mapping	Goods Movement	Ports
LB-ELA_0122	Harbor Scenic Drive Roadway & Infrastructure Improvements	Improve Harbor Scenic Drive, from Harbor Plaza to Ocean Boulevard. The project would: increase the roadway pavement structural section to replace the existing aged pavement; provide horizontal and vertical alignments improvements for enhanced safety; improve striping, traffic signage and way-finding signage; improve highway lighting; enhance drainage facilities (including the introduction of permanent water quality enhancements such as bio-swales and catch basin inlet/pipe screens); revamp the parkway and median landscaping and irrigation; and provide utility improvements and enhancements.	Port of Long Beach	Port of Long Beach/COG, SPP Survey	Goods Movement	Ports
LB-ELA_0123	Pico Avenue Street Improvement	Improve Pico Avenue, between Pier D Street and Pier E Street. This roadway improvement project would: widen a short segment of roadway; improve truck congestion and truck safety; reconstruct the pavement, improve the existing surface drainage and upgrade the storm drain inlets; upsize the sewer line; provide continuous sidewalks with ADA accessible features; upgrade street lighting; and extend landscaping and hardscape features.	Port of Long Beach	Port of Long Beach/COG, SPP Survey	Goods Movement	Ports
LB-ELA_0131	Port of Los Angeles National Multimodal Freight Network (NMFN) Improvement Program: Maritime Support Facility Access/Terminal Island Rail System Grade Separation	The project consists of constructing a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB).	Port of Los Angeles	PIPO (Port of Los Angeles)	Goods Movement	Ports
LB-ELA_0132	Pier 300 Wharf Expansion/Vessel Emission Reduction Project	Pier 300 Wharf Expansion/Vessel Emission Reduction Project. This project constructs 1,250 lineal feet of container terminal wharf and supporting backland for Pier 300. It includes electrical infrastructure to operate ship-to-shore cranes and shore-side power to operate all necessary vessel systems, which will reduce about 80 percent of emissions while at berth.	Port of Los Angeles	PIPO (Port of Los Angeles)	Goods Movement	Ports
LB-ELA_0001	West Santa Ana Branch Transit Corridor (LRT)	The Project consists of 12 stations and is a 19-mile light rail transit corridor that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community of LA County and downtown Los Angeles. Complete 4.5-mile section between Slauson A Line and Union Station.	Multiple Jurisdictions	Metro LRTP, SPP Survey, SPP Mapping	Transit	High Capacity Transit (Rail & BRT)
LB-ELA_0002	C Line (Green) Eastern Extension (Norwalk) (LRT)	Extends the C Line (Green) 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Norwalk	Metro LRTP	Transit	High Capacity Transit (Rail & BRT)
LB-ELA_0019	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)	BRT project along Atlantic to provide improved speed, reliability, and frequency.	Multiple Jurisdictions	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Transit	High Capacity Transit (Rail & BRT)
LB-ELA_0219	Metrolink Regional Rail Line between Union Station and Long Beach	Construct a new Metrolink regional rail line between Union Station and downtown Long Beach. Trains would be powered using electrical multiple unit (EMU) traction motors, which are anticipated to be required by the California Air Resources Board after 2030. Specific EMU technology has yet to be determined, but could be powered by overhead catenary, hydrogen fuel cell, or catenary/battery electric. Trains would operate along the existing SCRRA Metrolink line between Los Angeles and Commerce and then transition into Union Pacific (UP) railroad right of way (potentially along the San	Multiple Jurisdictions	Task Force (SCRRA)	Transit	High Capacity Transit (Rail & BRT)

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		Pedro Subdivision Corridor) for the segment between Commerce and Lakewood. However, sections of a second track would likely need to be constructed in this middle section in order to operate up to four trains per hour in each direction in the peak period. In addition, substantial portions of the southern section of the alignment, between Lakewood and downtown Long Beach, would require new right-of way to provide needed trackage to connect to the downtown Long Beach area. New stations would be constructed and spaced every 1 to 3 miles depending upon the location. It is anticipated that these Metrolink trains would interline through Link US (at Union Station) with the Antelope Valley Line to the north.				
LB-ELA_0160	Line A (Blue Line) Transit Priority/Signal Synchronization	Enhanced signal prioritization/synchronization so that the A Line (Blue Line) has higher priority in areas where the LRT trains operate in mixed flow traffic	Multiple Jurisdictions	SPP Mapping, SPP Survey	Transit	Rail Line / Station Improvements
LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects	Implement planned repair, maintenance, and safety projects to Metro-owned railroad infrastructure along the Los Angeles/Orange County commuter rail line within the LB-ELA Corridor study area.	Multiple Jurisdictions	Annual Commuter Rail State of Good Repair (SOGR) Program	Transit	Rail Line / Station Improvements
LB-ELA_0172	Commerce Metrolink Station Improvements	Improve train platforms, shift tracks, install pedestrian barriers and pedestrian crossing safety features, extend and widen sidewalks and walkways, add lighting, install new ADA accessibility features, replace equipment, provide bike path striping, add wayfinding signage, and provide new landscaping.	Commerce	LA County Metrolink Station Assessment & Improvement Plan	Transit	Rail Line / Station Improvements
LB-ELA_0173	Grade Separation(s) of the A Line [Blue Line] at Washington Street	Provide grade separation of the A Line [Blue Line] at the Washington St./Flower St. junction and at Washington Street.	Los Angeles	Metro, SPP Survey, SPP Mapping	Transit	Rail Line / Station Improvements
LB-ELA_0174	New Metrolink Station at planned Commerce/Citadel Station	Construct a new Metrolink Station on the Los Angeles – Riverside Metrolink Commuter Rail Line at the planned Eastside Transit Corridor station at Commerce/Citadel.	Commerce	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings	Install Quad Safety Gates at all A Line [Blue Line] Crossings for safety and increased speed/safety zones	Multiple Jurisdictions	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0176	Install Supervisory Control and Data Acquisition System for A Line [Blue Line]	Install Supervisory Control and Data Acquisition System [SCADA] along the A Line {Blue Line] in the downtown area of Long Beach. This technology would allow Metro to better operate and manage the rail transit line to improve train reliability	Long Beach	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0177	Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations	Add second elevator to Firestone and Slauson A Line [Blue Line] Stations for improved access and reliability	Florence-Graham	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0016	Connecting C Line (Green) and Metrolink Norwalk Station	New express shuttle service between C Line Norwalk Station and Metrolink Norwalk Station to close existing transit gap. Near term solution until C Line is extended eastward.	Norwalk	Metro 2028 Mobility Concept Plan	Transit	Bus Transit
LB-ELA_0130	Long Beach Transit (LBT) Solar Charging Electrification Project	The project would convert the current bus parking area, at the agency's main operating base, into a facility for charging Battery Electric Buses (BEBs) through the erection of solar-powered parking canopies, to enable Long Beach Transit to transition to 100% emission bus fleet by 2030.	Long Beach	PIPO (Long Beach Transit), SPP Mapping	Transit	Bus Transit

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0140	Metro Micro Transit Zone(s)	Implementation of new Metro on-demand, flexible transit service for the northern section of the I-710 Study Area between Lynwood and Commerce. - Rides can be booked online, by app, or by phone. Rides are prescheduled, same day/multiple days. - Uses small capacity vans (seats 7-10 riders). - Pick-up/drop-off where safe (virtual stops). Targeted maximum wait time is 15 minutes.	Multiple Jurisdictions	COG Ad Hoc Committee, SPP Mapping	Transit	Bus Transit
LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	Improve bus times, speeds, and reliability along Line 60 (Long Beach Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	Improve bus times, speeds, and reliability along Line 108 (Slauson). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)	Improve bus times, speeds, and reliability along Line 110 (Gage). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)	Improve bus times, speeds, and reliability along Line 111 (Florence). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0145	Metro Bus Priority Lane Corridor along Line 115 (Firestone)	Improve bus times, speeds, and reliability along Line 115 (Firestone). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	South Gate / Downey	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	Improve bus times, speeds, and reliability along Line 260 (Atlantic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area	Provide a 50 percent improvement on all Metro fixed bus routes greater than 10 minutes in the AM and PM peak periods. And, provide a 50 percent improvement on all Metro fixed bus routes greater than 15 minutes in the Midday and Evening periods. [For example, a bus route that has as frequency of a bus every 30 minutes would improve to a bus arriving every 15 minutes.]	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Transit	Bus Transit
LB-ELA_0178	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)	Improve bus times, speeds, and reliability along Line 18 (Whittier Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Los Angeles / East LA	SPP Survey	Transit	Bus Transit
LB-ELA_0179	Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd.)	Improve bus times, speeds, and reliability along Line 66 (Olympic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Los Angeles / East LA	SPP Survey	Transit	Bus Transit
LB-ELA_0077	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Commerce Transit Stop (Various locations within the City of Commerce)	Commerce	City of Commerce/COG, SPP Survey	Transit	Transit Amenities
LB-ELA_0103	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Maywood Transit Stop (Various locations within the City of Maywood)	Maywood	City of Maywood/COG, SPP Survey	Transit	Transit Amenities

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0118	Bus Shelter Upgrades	Upgrade bus shelters at various locations within the City of Signal Hill.	Signal Hill	City of Signal Hill/COG, SPP Survey	Transit	Transit Amenities
LB-ELA_0136	Enhanced Transit Security	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, improved incident response, and additional security officers and/or plainclothes staff.	Multiple Jurisdictions	SPP Mapping	Transit	Transit Amenities
LB-ELA_0147	Transit Traveler Information System Application (ITS)	Integrated system and web-based application to provide real-time information to users on optimal transit routes and transit options based on time of day as well as estimated arrival times of buses under real time travel conditions.	Study Area Wide	SPP Survey	Transit	Transit Amenities
LB-ELA_0148	Transit Fare Discount Program	Expand Metro's program to provide increased transit fare discounts for low-income riders, students, and seniors. Target low income or disadvantaged communities within the LB-ELA Corridor Study Area.	Study Area Wide	SPP Survey	Transit	Transit Amenities
LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations	Lighting, security cameras, improved line of sight, incident/emergency response plans, and other safety features at Metro stations/parking structures.	Multiple Jurisdictions	SPP Survey	Transit	Transit Amenities
LB-ELA_0152	Transit Marketing and Education Program	Expansion of Metro's collaborative effort with Metrolink, Long Beach Transit, and city municipal bus lines to promote transit and alternative modes of transportation to the single occupant vehicle. Include features such as "free transit" day and transit passes to employees or students to encourage transit use.	Multiple Jurisdictions	SPP Survey	Transit	Transit Amenities
LB-ELA_0161	Transit Ambassador Program	Enhance Metro's Transit Ambassador Program within the LB-ELA Corridor to bring non-law enforcement representatives to improve the customer experience, reinforce public safety, and increase ridership on the transit system.	Study Area Wide	SPP Mapping	Transit	Transit Amenities
LB-ELA_0168	Compton Transit Management Operations Center Enhancements	Project improvements would include: beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths (Phases 1 -5). Location: Compton Transit Management Operations Center: 275 N. Willowbrook Ave., Compton.	Compton	Task Force	Transit	Transit Amenities
LB-ELA_0169	Southeast LA Transit Improvement Program	Pending stakeholder input and local jurisdiction approval, this project could include a "cloud-based" Countywide Signal Priority upgrade, 100 bus stop shelters at existing bus stops with over 50 daily boardings but without an existing shelter, 100-solar powered real-time arrival displays, 100 bus stop solar light upgrades for stops without shelters that have lighting, terminal/layover expansion improvements at the Norwalk, Artesia, and Compton Stations, and 100 Zero-Emissions Bus charging masts.	Multiple Jurisdictions	PIPO (Southeast LA), SPP Survey	Transit	Transit Amenities
LB-ELA_0189	Transit System Cleanliness/Maintenance	Strengthen policies committing Metro to regular cleaning and maintenance activities on all transit vehicles and at bus and rail stations within the LB-ELA Corridor. These activities consist of cleaning and disinfection of high touchpoint surfaces, graffiti removal, cleanup of spills and biohazards, and trash removal. Maintain station landscaping. Provide high-efficiency air filters on bus and rail transit vehicles. Ensure that the agency dedicates sufficient resources for this effort.	Study Area Wide	SPP Survey, SPP Mapping	Transit	Transit Amenities
LB-ELA_0203	Bus Stop Improvements	Collaborate with the local jurisdictions (cities, unincorporated areas of Los Angeles County) to implement bus stop improvements within the LB-ELA Corridor. Bus stop improvements would include items such as: - Lighting - Security Features - Benches - Shade and shelters	Study Area Wide	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Transit	Transit Amenities

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Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		- Drinking Fountains - Solar-powered arrival displays - Trashcans - Landscaping - Signage - Crosswalks - Improved ADA accessibility, including repositioning of utility boxes on the sidewalk Provide financial support in order to help leverage local funds for project implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.				
LB-ELA_0028	I-710/Willow Interchange Improvements	Reconfiguration of I-710/Willow Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0029	I-710/Del Amo Interchange Improvements	Reconfiguration of I-710/Del Amo Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Long Beach/Carson	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0030	I-710/Long Beach Blvd. Interchange Improvements	Upgrade of I-710/Long Beach Blvd. Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0031	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	Reconfiguration of I-710/Alondra Interchange to improve operations, and safety for traffic entering and exiting the freeway. Improve, relocate SB I-710 to SR-91 Connectors to reduce weaving movements. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Compton	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0032	I-710/Imperial Interchange Improvements	Reconfiguration of I-710/Imperial Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Downey/Lynwood	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0033	I-710/Firestone Interchange Improvements	Upgrade of I-710/Firestone Blvd. Interchange to improve operations and safety for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	South Gate	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0034	I-710/Florence Interchange Improvements	Reconfiguration of I-710/Florence Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Bell / Bell Gardens	I-710 Motion 5.1/5.2 Early Action Concept, City of Bell Gardens/COG	Freeway	Freeway Improvements
LB-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow)	Provide auxiliary lanes in the NB and SB directions of I-710, between Willow St. and I-405 Connectors at Wardlow Road to better manage traffic weaving conflicts and related congestion.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0036	I-710 / I-405 Connector Project Improvements	Modify SB I-710 Collector Distributor Road/Eliminate SB I-710 to EB Wardlow Boulevard exit at Wardlow Road. Modify NB I-710 to SB I-405 Connector/Eliminate WB Wardlow Boulevard on ramp to NB I-710/I-405 Connectors.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements

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Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0037	I-710/I-105 Connector Project Improvements	Modify and relocate I-710 / I-105 Connectors along I-710 between I-105 and Imperial Highway in both directions to resolve weaving issues and related congestion on I-710 between I-105 and Imperial Highway.	Lynwood / Paramount	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	Provide auxiliary lanes in the NB and SB directions of I-710, between Del Amo Boulevard and Long Beach Boulevard to better manage traffic weaving conflicts and related congestion.	Rancho Dominguez/Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0043		I-710, MP 22.2. In Commerce and Vernon, at Hobart Rail Yard Overhead No. 53-0840. Rehabilitate, clean, and paint bridge.	Commerce/Vernon	SHOPP	Freeway	Freeway Improvements
LB-ELA_0045		Route 91, MP R11.7. In Long Beach, at LA River (W91 -N710 & S710) Bridge No. 53-2143F. Replace portions of the bridge deck and apply polyester concrete overlay.	Long Beach	SHOPP	Freeway	Freeway Improvements
LB-ELA_0053		I-405, MP 7.2. In Long Beach, at the Pacific Place Maintenance Station at 3725 Pacific Place. Replace a deteriorated building with a new building at the maintenance station.	Long Beach	SHOPP	Freeway	Freeway Improvements
LB-ELA_0091	I-710/Anaheim Interchange Improvement	Reconstruct I-710/Anaheim Interchange to provide operational and safety improvements.	Long Beach	City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0092	I-710/PCH Interchange Improvement	Reconstruct I-710/Pacific Coast Highway (PCH) Interchange to provide operational and safety improvements.	Long Beach	City of Long Beach/COG, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0093	I-710/Wardlow Interchange Improvement	Reconstruct I-710/Wardlow Interchange to provide operational and safety improvements.	Long Beach	City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps	Add traffic signals with protected pedestrian/bicycle phase(s), crosswalks, lighting, landscaping, signing and striping, and other safety-related pedestrian features at the ramp termini of I-710.	Multiple Jurisdictions	SPP Survey	Freeway	Freeway Improvements
LB-ELA_0180	I-710 Truck Bypass Lanes	Construct truck bypass lanes on I-710 between Willow Street and Del Amo Boulevard. The purpose of the improvement would be to separate cars from trucks through the congested I-710/I-405 interchange for purposes of safety and mobility.	Long Beach	SPP Survey	Freeway	Freeway Improvements
LB-ELA_0181	Freeway Lids, Caps, and Widened Bridge Decks	Widen arterial bridge decks at key locations over the I-710 Freeway/LA River Channel to provide “land islands,” “urban parklets,” and “green belt” connections over I-710 and the LA River. Include pedestrian / bicycle pathways.	Multiple Jurisdictions	SPP Survey	Freeway	Freeway Improvements
LB-ELA_0039		I-710, MP R6.0-14.1. In Long Beach and Compton, from Shoreline Drive to north of Alondra Boulevard. Enhance highway worker safety by constructing Maintenance Vehicle Pullouts (MVPs), upgrading guardrail and end treatments, paving beyond the gore, installing erosion control and replacing pull boxes.	Long Beach/Compton	SHOPP	Freeway	Freeway Amenities / ITS

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0046		I-405. In and near the cities of Long Beach, Signal Hill, Los Angeles, and Carson, rehabilitate pavement, upgrade signs, rehabilitate bridge, upgrade lighting, improve safety, rehabilitate Transportation Management System (TMS) elements and replace copper cabling with fiber, rehabilitate culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Multiple Jurisdictions	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0048		I-105, MP R14.3. In Paramount, at Grove Street at the Garfield Avenue Pump Station. Replace pumps, add lighting, construct Maintenance Vehicle Pullouts (MVPs), and provide a fiber optic connection to the pump house.	Paramount	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0049		I-710, MP 18.7-19.6. In South Gate and Bell Gardens, at the South Gate Pump Plant and the Florence Avenue Pump Plant; also in Downey on Route 105 at the Ardis Avenue Pump Plant (PM R16.48). Upgrade pump plants.	South Gate/Bell Gardens/Downey	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0050		Route 91. In the cities of Carson, Compton, Long Beach, and Bellflower. Upgrade overhead signs and sign structures, rehabilitate landscaping, and enhance highway worker safety.	Multiple Jurisdictions	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0052		Route 47. In Long Beach from Route 710 to north of Route 710 (PM 3.497/3.58). Upgrade Transportation Management System (TMS) elements, replace fiber optic cable, and connect upgraded equipment to communication hubs.	Wilmington	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0054		I-710, MP 24.7. Near the neighborhood of East Los Angeles, at Humphrey Maintenance Station at 102 South Humphreys Avenue. Construct a new office building, an equipment storage building, and a Zero Emission Vehicle (ZEV) charging station and demolish an existing building.	East Los Angeles	SHOPP, SPP Survey	Freeway	Freeway Amenities / ITS
LB-ELA_0137	Freeway Soundwalls	Build higher soundwalls to protect residents from air pollution, noise, and other impacts (Design Package 2, Design Package 3). Perform noise studies for all remaining walls along I-710 that are less than 16 feet high to identify additional, feasible soundwall projects that would realize the greatest benefits for impacted residents and other sensitive receivers.	Multiple Jurisdictions	SPP Survey	Freeway	Freeway Amenities / ITS
LB-ELA_0155	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Provide drought tolerant landscaping within existing, available right-of-way along I-710. Where needed, add context sensitive lighting features and additional signage to improve safety. Include hardscaping and other aesthetic features to improve the attractiveness of the freeway for users and for adjacent land uses/communities.	Multiple Jurisdictions	SPP Survey, Task Force, Equity Working Group	Freeway	Freeway Amenities / ITS
LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project	Implement a pilot project on I-710 to deploy and evaluate measures to reduce exposure of nearby populations to particulate matter, specifically localized sources of entrained/fugitive dust, tire wear, and brake wear associated with traffic on the freeway. These measures may include roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, frequent street-sweeping, and deployment of air quality monitoring systems, among others. In addition, include options to examine the effectiveness of "cool pavement" applications to reduce heat island effects. As part of the work plan, the pilot project would include a study element to assess and document the efficacy of the various measures.	Multiple Jurisdictions	SPP Survey, Task Force	Freeway	Freeway Amenities / ITS
LB-ELA_0188	Freeway Landscaping / Maintenance	Ongoing Caltrans Program that ensures that maintenance projects and activities such as trash removal, landscaping, provision of drought-resistant vegetation, and graffiti removal take place on a regular basis within state, public rights of way in the LB-ELA Corridor. Ensure that the agency dedicates sufficient resources for this effort.	Study Area Wide	SPP Survey	Freeway	Freeway Amenities / ITS
LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction	Establish a zero-emission truck-only travel zone on I-710. Only zero emissions trucks would be able to travel on I-710, while diesel and near-zero emissions heavy duty trucks would be excluded. No new lanes would be added to the existing footprint of I-710. No restrictions would be placed on autos.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Freeway	Zero Emissions Lanes on I-710

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Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0183	Zero Emissions Truck Lane	Explore options and assess the feasibility of converting the right-hand lane on I-710 to create a Zero Emissions Truck Lane. Only zero emissions trucks would be able to travel in this lane, while fossil fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710.	Multiple Jurisdictions	Metro, SPP Survey	Freeway	Zero Emissions Lanes on I-710
LB-ELA_0153	Congestion Pricing	Implement congestion pricing strategy for the I-710 freeway. No new lanes would be added to the existing footprint of I-710. Rather single occupant vehicles and trucks entering and exiting the freeway would be tolled by deploying an automated readers and electronic toll collection system that allows users to conveniently pay tolls using a toll tag that is mounted on the interior of their vehicle. Carpools, zero emission trucks, and zero emission autos would travel for free.	Multiple Jurisdictions	SPP Survey	Freeway	Congestion Pricing
LB-ELA_0182	Express Lanes Strategic Initiative	Advance planning studies to implement express lanes on key freeways in the study area, including I-405, I-105, and SR-91.	Multiple Jurisdictions	Metro, SPP Survey	Freeway	Congestion Pricing

Sources:

SPP Survey: Metro Task Force Social Pinpoint Survey Comments
SPP Mapping: Metro Task Force Social Pinpoint Mapping Comments
PIPO: Metro Task Force 2022/2023 Pre-Investment Plan Opportunity Projects
COG/Cities/County: Gateway Cities COG Complete Streets Master Plans
COG Ad Hoc Committee: Summary of Recommended Projects and Program
Community Leadership Committee (CLC)

Metro ATSP: Metro Active Transportation Strategic Plan
LB Bicycle Master Plan: City of Long Beach Bicycle Master Plan
SHOPP: Caltrans State Highway Operation and Protection Program
I-710 Motion 5.1/5.2 Early Action Concepts
CA-7: Community Alternative 7
Equity Working Group

Metro LRTP: Metro Long Range Transportation Plan
SCAG RTP: Southern California Association of Governments Regional Transportation Plan
Metro 2028 Mobility Concept Plan
City Name/COG: Projects Submitted by Local Jurisdictions
Task Force

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Appendix 6-A Rubrics for Benefit and Concern Criteria

Los Angeles County
Metropolitan Transportation Authority

Note: The draft CMIP has references to Appendix 6A (Rubrics for Benefit and Concern Criteria) and 6C (Concerns Rubric). The information related to those references are included in this document.

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LB-ELA Corridor Mobility Investment Plan

APPENDIX 6A: RUBRICS FOR BENEFIT AND CONCERN CRITERIA

Metro®

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Common Assumptions and Definitions

Project Scale

Definitions of Project Scales utilized in various rubrics:

> **Localized:** Intervention applies to small street segment or single location (contained within 1-mile extent /radius)

> **Semi-Localized**: Intervention applies to large street segment (> 1-mile) or multiple locations within a defined area (of greater than 1-mile radius). This often applies to city-wide programs

> **Corridor-wide:** Intervention potentially applies to all jurisdictions and neighborhoods within the LB-ELA Corridor Study Area or applies to a transportation project or corridor that traverses the majority of the length of the Study Area

Equity Focus Communities

Metro's Equity Focus Communities (EFCS)[1] identify where transportation needs aregreatest by considering concentrations of resident and household demographics associated with mobility barriers:

- Low-income households earning less than $60,000 per year
- Black, Indigenous or People of Color (BIPOC) population
- Households that do not have a car

For the prupose of the "Equity-lens" metrics, the following designations were applied to each project to determine whether a project provides substantial benefit to EFCs:

- 0%: No part of project or program is located in an EFC
- 1-33% of project or program is located in an EFC
- 33-66% of project or program is located in an EFC (also applies to corridor-wide programs)
- 67+% of the project or program is located in an EFC

Project Types and Sub Categories

Each project on the initial list was categorized into a project type (e.g. Highway, transit, goods movement, etc) and a subtype. For the purposes of evaluation, some metric rubrics listed below include qualitative scoring based on additional subclassification. These subclassifications and scores can be found in Appendix A.

[1] *Metro: https://www.dropbox.com/s/ew25aelmuvwqizv/equity-focus-communities-overview.pdf?dl=0*

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Air Quality

AQ1: Reduce Emissions (NOx, PM2.5)

Detailed Criteria Description: Reduces oxides of nitrogen (NO_X) and fine particulate matter ($PM_{2.5}$) emissions from on-road vehicles or offroad mobile equipment.

Evaluation Method Description (Use of one or more of the following): Travel Demand Forecasting Model (TDM) for a certain suite of projects; EMFAC Model; GIS-based project type locations or other methods for individuals project scores

Data Sources Used:

- EMFAC Model[2] used to calculate on-road vehicle emissions, including changes in emissions due to project implementation
- CARB adjustment factors for recently adopted regulations: Heavy-Duty Inspection and Maintenance Program (HD I/M)[3] , Advanced Clean Cars II (ACC II) [4], and Advanced Clean Fleets (ACF) [5]
- California Air Resources Board (CARB) methodology[6] used to calculate entrained road dust
- OFFROAD Model[7] used to calculate off-road vehicle/equipment emissions, including changes in emissions due to project implementation
- TDM used to model vehicle miles traveled (VMT) and speeds along analyzed roadways; used as input to EMFAC model to determine changes in emissions
- ArcGIS map with project locations
- South Coast Air Quality Management District (South Coast AQMD) Air Quality Significance Thresholds[8]

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[2] *CARB. EMFAC2021v1.02 Emissions Inventory - Onroad Emissions. Available at: https://arb.ca.gov/emfac/emissions-inventory/. Accessed: May 2023.*

[3] *CARB. HD I/M Regulation. December 9, 2021. Available here: https://ww2.arb.ca.gov/rulemaking/2021/hdim2021. Accessed: May 2023.*

[4] *CARB. ACC II Regulation. August 25, 2022. Available here: https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii. Accessed: May 2023.*

[5] *CARB. ACF Regulation. April 28, 2023. Available here: https://ww2.arb.ca.gov/rulemaking/2022/acf2022. Accessed: May 2023.*

[6] *CARB. Miscellaneous Process Methodology 7.9 Entrained Road Travel, Paved Road Dust. March 2021. Available at: https://ww3.arb.ca.gov/ei/areasrc/fullpdf/2021_paved_roads_7_9.pdf. Accessed: May 2023.*

[7] *CARB. Mobile Source Emissions Inventory Documentation – Off-Road – Diesel Equipment. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road. Accessed: May 2023*

[8] *South Coast AQMD. 2023. South Coast AQMD Air Quality Significance Thresholds. March. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed: May 2023.*

> South Coast AQMD Localized Significance Threshold Methodology[9]

Assumptions:

Not all freeway or arterial roadway projects were included in the TDM modeling. See project information matrix.

> According to the 2021 Metrolink Climate Action Plan[10], Metrolink has a target of becoming a zero-emissions railroad by 2028. As such, this analysis assumes zero emissions from passenger locomotive engines by 2045. Further, the proposed CARB In-Use Locomotive Regulation[10] requires all passenger locomotives to operate in a zero emissions configuration by 2030. Under the proposed In-Use Locomotive Regulation, by 2047, all locomotives operated by fleet operators must have 100% of annual fleet usage as zero emissions.[11] Similar to CARB regulatory analyses, this analysis does not include the indirect emissions that may result from generation of electricity used to power these locomotives.

> As of August 2023, CARB does not consider or calculate non-exhaust emission factors for locomotives in their locomotive models.[12]

SCORING METHODOLOGY*

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No Benefit	Project's measures provide no total emission reductions If total emissions are increased, indicate concerns	
1 – Low Benefit	Total emission reductions are less than 55 pounds per day (lbs/day) for PM2.5 AND NOx compared to future baselines	If total emission reductions are less than 0.1 % of study area emissions, then project should be scored as No Benefit
2 – Medium Benefit	Total emission reductions is greater than or equal to 55 lbs/day to less than 110 lbs/day for PM2.5 or NOX compared to future baselines	If the total emissions reductions for both PM2.5 AND NOX are greater than 55 lbs/days, upgrade to High Benefit
3 – High Benefit	Total emission reductions is greater than or equal to 110 lbs/day for PM2.5 or NOX compared to future baselines	
NA	Project that is not modeled by TDM or does not affect vehicle type, VMT, speed, idle time, or any other parameter affecting emissions	

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[9] *South Coast AQMD. Final Localized Significance Threshold Methodology. July 2008. Available at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed: May 2023.*

[10] *Metrolink. Climate Action Plan The Link to a Zero Emissions Future. March 26, 2021. Available here: https://metrolinktrains.com/globalassets/about/agency/sustainability/climate-action-plan.pdf. Accessed: August 2023.*

[11] *CARB. In-Use Locomotive Regulation. November 17, 2022. Available here: https://ww2.arb.ca.gov/rulemaking/2022/locomotive. Accessed: August 2023.*

[12] *CARB. DRAFT Truck vs. Train Emissions Analysis FAQ. November 12, 2021. https://ww2.arb.ca.gov/resources/fact-sheets/draft-truck-vs-train-emissions-analysis-faq. Accessed August 2023.*

*For Freeway, Arterial Roadway, and Transit Projects

For Active Transportation/TDM Projects
These projects will be accounted for in AQ3. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Good Movements Projects

Most of these projects will be accounted for in AQ2. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Community Programs Projects

These projects will be accounted for in AQ2 or CH2 or EN6. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

Additional Documentation:

- Project emission inventory
- Localized impacts for freeway and arterial roadway suites of projects are provided in the gridded emissions maps with the following legend. Study area and localized concerns are discussed in the Con#5 Potential to localized emissions increases/emission shifting rubric.

$PM_{2.5}$ Incremental Emissions (lb/day)	**NO_X Incremental Emissions (lb/day)**	**Legend**
≤-5	≤-55	High Benefit
≤-5	>-55 to ≤-5	Medium Benefit
≤-5	>-5 to <5 : No change	Medium Benefit
>-0.05 to <0.05 : No change	≤-55	Medium Benefit
>-5 to ≤-0.05	≤-55	Medium Benefit
>-5 to ≤-0.05	>-55 to ≤-5	Low Benefit
>-5 to ≤-0.05	>-5 to <5 : No change	Low Benefit
>-0.05 to <0.05 : No change	>-55 to ≤-5	Low Benefit
>-0.05 to <0.05 : No change	>-5 to <5 : No change	No Benefit
≤-0.05	≥5	Mixed Benefit/Concern
≥0.05 to <5	<-5	Mixed Benefit/Concern
>-0.05 to <0.05 : No change	≥5 to <55	Low Concern
≥0.05 to <5	>-5 to <5 : No change	Low Concern
≥0.05 to <5	≥5 to <55	Low Concern
>-0.05 to <0.05 : No change	≥55	Medium Concern
≥5	>-5 to <5 : No change	Medium Concern
≥0.05 to <5	≥55	Medium Concern
≥5	≥5 to <55	Medium Concern
≥5	≥55	High Concern

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AQ2: Facilitates clean technologies & lower emissions vehicles

Detailed Criteria Description: Facilitates the deployment of zero emission (ZE) vehicles/equipment. Examples include but are not limited to funding clean vehicle/equipment technology purchase and zero emission fueling infrastructure.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions
- California Air Resources Board (CARB) and South Coast Air Quality Management District (South Coast AQMD) rule documents have information on benefits of ZE vehicles/equipment. Examples include but are not limited to rulemaking documents for the Advanced Clean Cars II (ACC II) regulation[13], the Advanced Clean Trucks (ACT) regulation[14], the Advanced Clean Fleet (ACF) regulation[15], Warehouse Indirect Source Rule (ISR)[16].

Assumptions:

- ACC II, ACT, and ACF are adopted and implemented per their schedule
- Need for public charging facilities and local electrical generation/storage
- Need for local trade workforce to construct and maintain new ZE fueling infrastructure and ZE vehicles/equipment
- For ZE truck/car lanes, the benefits will be limited due to the accelerated regulatory ZE purchase/implementation schedule that will result in a significant number of ZE vehicles in 2045. In addition, these lanes would not specifically target the benefits to people in the corridor, but these lanes would mostly benefit people throughout the region who already have electrical cars and trucks.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project's clean vehicle or infrastructure component is already captured by existing regulations	Potentially move to low/medium/high benefit if the project implementation is ahead of the regulatory schedule
1 – Low Benefit	Example Projects: ZE truck/car lanes	

[13] *CARB. ACC II Regulation. August 25, 2022. Available here: https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii. Accessed: May 2023.*

[14] *CARB. ACT Regulation. June 25, 2020. Available here: https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks. Accessed: May 2023*

[15] *CARB. ACF Regulation. April 28, 2023. Available here: https://ww2.arb.ca.gov/rulemaking/2022/acf2022. Accessed: May 2023.*

[16] *South Coast AQMD. Warehouse ISR. May 7, 2021. Available here: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf?sfvrsn=15. Accessed: May 2023.*

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2 – Medium Benefit	Example Projects: Workforce training, demonstration projects, grant writing assistance for ZE vehicle and/or infrastructure projects	Grant writing projects that are not coupled with electric vehicle (EV) infrastructure projects or demonstration projects downgrade to low benefit
3 – High Benefit	Example Projects: ZE vehicle/equipment infrastructure projects, ZEV funding projects	High benefit for difficult to electrify equipment/vehicles or greater than 5 megawatts (MW) infrastructure projects, otherwise downgrade to no benefit, low benefit, or medium benefit (e.g. vehicles/equipment in current regulation) High benefit for public ZE vehicle infrastructure projects greater than 1 MW, downgrade to no benefit, low benefit, or medium benefit for private ZE vehicle infrastructure
NA	Projects that do not have any clean vehicle or infrastructure component and Projects that include equipment/technologies that are currently and will continue to be all zero emission, for example: Metro Light Rail projects	

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AQ3: Mode Shift to cleaner modes

Detailed Criteria Description: Increases the share of trips made by transit, walking and bicycling.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> BRT projects assume a 25% increase in speed and a one-half lane reduction in vehicle capacity.

> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in vehicle capacity.

> Projects are ranked on a per-mile basis so that large projects are not automatically ranked higher than smaller but locally impactful projects.

> Ranking is considered separately for rail, bus, and active transportation projects.

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit (vs no info)	Project does not increase transit ridership or provide improve active transportation opportunities.	
1 – Low Benefit	Project results in a slight increase in transit passengers served, generally in the lowest group of projects. Or, project has a low potential to improve non-motorized travel.	
2 – Medium Benefit	Project results in a moderate increase in transit passengers served. Or, project has a moderate potential to improve non-motorized travel.	Project LB-ELA_0164, which increases frequency of Metro buses that currently have low frequency, is scored based on the high overall ridership increase instead of on a per-mile basis.
3 – high Benefit	Project results in a high increase in transit passengers served, generally in the top 20%-30% of projects. Or, project has a high potential to improve non-motorized travel.	

Community and Health

CH1: Reduce Emissions (Health Effects metrics: DPM, PM2.5)

Detailed Criteria Description: Reduces diesel particulate matter (DPM) and fine particulate matter ($PM_{2.5}$) emissions from on-road vehicles which in turn can generate health benefits.

Evaluation Method Description: (Use of one or more of the following): Travel Demand Forecasting Model (TDM) for a certain suite of projects; EMFAC Model; GIS-based project type locations or other methods for individuals project scores

Data Sources Used (see AQ1 for links to sources):

- EMFAC Model used to calculate on-road vehicle emissions, including changes in emissions due to project implementation
- CARB adjustment factors for recently adopted regulations: Heavy-Duty Inspection and Maintenance Program (HD I/M), Advanced Clean Cars II (ACC II), and Advanced Clean Fleets (ACF)
- California Air Resources Board (CARB) methodology used to calculate entrained road dust
- OFFROAD Model used to calculate off-road vehicle/equipment emissions, including changes in emissions due to project implementation
- TDM used to model vehicle miles traveled (VMT) and speeds along analyzed roadways; used as input to EMFAC model to determine changes in emissions
- ArcGIS map with project locations
- South Coast Air Quality Management District (South Coast AQMD) Air Quality Significance Thresholds
- South Coast AQMD Localized Significance Threshold Methodology

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> South Coast AQMD Permit Application Package "N" for Use in Conjunction with the Risk Assessment Procedures for Rules 1401, 1401.1, and 212[17]

Assumptions:

> Not all freeway or arterial roadway projects were included in the TDM modeling. See project information matrix.

> According to the 2021 Metrolink Climate Action Plan[10], Metrolink has a target of becoming a zero-emissions railroad by 2028. As such, this analysis assumes zero emissions from passenger locomotive engines by 2045. Further, the proposed CARB In-Use Locomotive Regulation[11] requires all passenger locomotives to operate in a zero emissions configuration by 2030. Under the proposed In-Use Locomotive Regulation, by 2047, all locomotives operated by fleet operators must have 100% of annual fleet usage as zero emissions. Similar to CARB regulatory analyses, this analysis does not include the indirect emissions that may result from generation of electricity used to power these locomotives.

> As of August 2023, CARB does not consider or calculate non-exhaust emission factors for locomotives in their locomotive models.[12]

> Changes in $PM_{2.5}$ have been associated with mortality/illness impacts. Changes in DPM have been associated with cancer risk. For more information on health and air quality studies, see South Coast AQMD 2022 Air Quality Management Plan (AQMP) Appendix I: Health Effects[13] and South Coast AQMD Multiple Air Toxics Exposure Study V (MATES V) Final Report[14].

SCORING METHODOLOGY*

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project's measures provide no overall emission reductions If total emissions are increased, indicate concerns	
1 – Low Benefit	Total $PM_{2.5}$ emission reductions are less than 5 pounds per day (lbs/day) compared to future baselines **OR** Total DPM emission reductions are greater than 0 but less than 0.4 lbs/day	If total emission reductions are less than 0.1 % of study area emissions, then project should be scored as No Benefit
2 – Medium Benefit	Total $PM_{2.5}$ emission reductions are greater than or equal to 5 lbs/day compared to future baselines **OR** Total DPM emission reductions are greater than or equal to 0.4 lbs/day	
3 – High Benefit	Total $PM_{2.5}$ emission reductions are greater than 5 lbs/day compared to future baselines **AND** Total DPM emission reductions are greater than 0.4 lbs/day	

[17] *Permit Application Package "N" for Use in Conjunction with the Risk Assessment Procedures for Rules 1401, 1401.1, and 212. October 1, 2017. Available here: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/attachmentn-v8-1.pdf?sfvrsn=4. Accessed: May 2023.*

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NA	Project that is not modeled by TDM or does not affect vehicle type, VMT, speed, idle time, or any other parameter affecting emissions	

*For Freeway, Arterial Roadway, and Transit Projects

For Active Transportation/TDM Projects

These projects will be accounted for in AQ3. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Good Movements Projects

Most of these projects will be accounted for in AQ2. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Community Programs Projects

These projects will be accounted for in AQ2 or CH2 or EN6. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

Additional Documentation:

- Project emission inventory
- Localized impacts for freeway and arterial roadway suites of projects are provided in the gridded emissions maps with the following legend. Study area and localized concerns are discussed in the *Con#5 Potential to localized emissions increases/emission shifting* section below.

$PM_{2.5}$ Incremental Emissions (lb/day)	**DPM Incremental Emissions (lb/day)**	**Legend**
≤-5	≤-0.4	High Benefit
≤-5	>-0.4 to ≤-0.004	Medium Benefit
≤-5	>-0.004 to <0.004 : No change	Medium Benefit
>-0.05 to <0.05 : No change	≤-0.4	Medium Benefit
>-5 to ≤-0.05	≤-0.4	Medium Benefit
>-5 to ≤-0.05	>-0.4 to ≤-0.004	Low Benefit
>-5 to ≤-0.05	>-0.004 to <0.004 : No change	Low Benefit
>-0.05 to <0.05 : No change	>-0.4 to ≤-0.004	Low Benefit
>-0.05 to <0.05 : No change	>-0.004 to <0.004 : No change	No Benefit
≤-0.05	≥0.004	Mixed Benefit/Concern
≥0.05 to <5	<-0.004	Mixed Benefit/Concern
>-0.05 to <0.05 : No change	≥0.004 to <0.4	Low Concern
≥0.05 to <5	>-0.004 to <0.004 : No change	Low Concern
≥0.05 to <5	≥0.004 to <0.4	Low Concern
>-0.05 to <0.05 : No change	≥0.4	Medium Concern

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≥5	>-0.004 to <0.004 : No change	Medium Concern
≥0.05 to <5	≥0.4	Medium Concern
≥5	≥0.004 to <0.4	Medium Concern
≥5	≥0.4	High Concern

CH2: Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)

Detailed Criteria Description: Reduces exposure at sensitive receptors (e.g. schools and day care centers, hospitals and healthcare clinics, senior centers, and residences) by installing filtration systems at these receptors and/or installing near-roadway vegetation between major roadways and these receptors.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions
- Heating, Ventilation, and Air Conditioning (HVAC)/High Efficiency Particulate Filter (HEPA) guidance from the following source such as:
    - South Coast Air Quality Management District's (South Coast AQMD's) Project Plan Reducing Air Pollution Exposure in Schools and Other Facilities.[18]
- Near-roadway vegetation research and or recommendations from the following sources such as:
    - U.S. Environmental protection Agency's (EPA's) workshop on The Role of Vegetation in Mitigating Air Quality Impacts from Traffic Emissions[19]
    - EPA's Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality[20]
    - California Air Resources Board's (CARB's) Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways[21]

Assumptions:

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[18] *South Coast AQMD. Project Plan Reducing Air Pollution Exposure in Schools and Other Facilities. March 2022. Available at: http://www.aqmd.gov/docs/default-source/tao-capp-incentives/ab617---school-air-filtration-project-plan.pdf. Accessed May 2023.*

[19] *EPA The Role of Vegetation in Mitigating Air Quality Impacts from Traffic Emissions Seminar, EPA Campus, Research Triangle Park, North Carolina, April 27-28, 2010. Available at: https://archive.epa.gov/nrmrl/archive-appcd/web/html/workshop.html. Accessed May 2023.*

[20] *EPA. "Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality". July 2016. Available at: https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air*

[21] *CARB. "Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways". April 2017. Available at: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf*

> Not all projects will be able to use near-road vegetation because there are constraints for planting vegetation that are related to safety, availability of water, and fires

> Near roadway vegetation must meet certain criteria to be considered effective at reducing particulate matter (PM)

> HVAC/HEPA systems must meet certain design criteria to be considered effective at reducing PM

SCORING METHODOLOGY:

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project's specific design features unlikely to provide any benefit. For example, project does not include filters or vegetation. Additionally, project that have these features but filters efficiency is lower than Minimum Efficiency Reporting Value (MERV) 13 or vegetation barriers are not close enough to traffic or not dense enough to reduce PM emissions.	
1 – Low Benefit	Example Projects: High-efficiency air filters on bus and rail transit vehicles [small time fraction in travel, is used by sensitive population (children, ill, and seniors)], soundwalls that meet specific design criteria	If the soundwall does not meet specific design criteria [distance from roadway, traffic level on roadway, barrier design and composition, and length] downgrade rating
2 – Medium Benefit	Example Projects: Roadway vegetation barriers	If the roadway vegetation barrier does not meet specific design criteria [distance from roadway, traffic level on roadway, density of vegetation, type of vegetation, and length] downgrade rating
3 – High Benefit	Example Projects: Air filters of MERV 13 or higher efficiency coupled with HVAC upgrades as needed	If the air filtration does not reduce exposure for large groups of people and/or highly sensitive population (children, ill, and seniors) downgrade rating
NA	Project does not include specific design features that demonstrate exposure reduction. For example, signal coordination, TDM, and funding opportunities for zero emissions infrastructure and vehicles	The following project types will also receive a score of a NA: Bike lanes [no on-road vehicle emissions} Bridges [above grade no opportunity for vegetation] Local roadway interchange improvements [no opportunity for vegetation]

CH3: Mode Shift to active transportation, transit

Detailed Criteria Description: Increases the share of trips made by transit, walking and bicycling.

Evaluation Method Description: Quantitative

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Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
> BRT projects assume a 25% increase in speed and a one-half lane reduction in vehicle capacity.
> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in vehicle capacity.
> Projects are ranked on a per-mile basis so that large projects are not automatically ranked higher than smaller but locally impactful projects.
> Ranking is considered separately for rail, bus, and active transportation projects.
> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit (vs no info)	Project does not increase transit ridership or provide improve active transportation opportunities.	
1 – Low Benefit	Project results in a slight increase in transit passengers served, generally in the lowest group of projects. Or, project has a low potential to improve non-motorized travel.	
2 – Medium Benefit	Project results in a moderate increase in transit passengers served. Or, project has a moderate potential to improve non-motorized travel.	Project LB-ELA_0164, which increases frequency of Metro buses that currently have low frequency, is scored based on the high overall ridership increase instead of on a per-mile basis.
3 – high Benefit	Project results in a high increase in transit passengers served, generally in the top 20%-30% of projects. Or, project has a high potential to improve non-motorized travel.	

CH4: Improve the User Experience (may be different metrics for different modes)

Detailed Criteria Description: Provides intuitive roadway network for all users, includes gap closures, exclusive pathways for active transportation, provision of wayfinding, access to information regarding directions or transportation options, includes technological solutions that make travel information including directions and modal options more available to the user.

Evaluation Method Description: Qualitative

Data Sources Used:

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- Assessment of project's impact on user experience based on project materials and professional judgement – see project materials

Assumptions:

- The "user" is generally assumed to be a member of the public.
- Project score better when they specifically address a multimodal context and enhancing the experience in some way for sustainable transportation options thus benefitting the greater good.
- Improves experience of targeted user group and targeted travel mode of the improvement
- User experience of all roadway users considered. For example, if one mode benefits at the expense of other more sustainable modes, user experience of all modes is considered.
- Also depends on area land uses. For example, pedestrian projects where there are places to walk (such as businesses) will score better than projects without any public destinations.
- Evaluation looks at how the system functions as a whole – longer bike routes benefit the network more than shorter bike routes (for example)
- Individual connections within the bike network are important but rank lower without significant jobs, housing or other attractors/generators (ex: Randolph rail to trail in Bell).
- Because this criterion is specific to the assumed user experience, its rating can be subjective based on the perceived benefit of the project as it is described in the materials.

Scoring Methodology:

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Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Projects that attempt to address users but may not be the appropriate solution Project replaces or rehabilitates existing infrastructure without indicating any changes to design that improve experience for existing or new user groups	
1 – Low Benefit	Fewer users may benefit due to the location or configuration of the improvement. Benefit may have a small impact on individual user experience > Active Transportation: Minor improvements that facilitate safer navigation of vehicle-oriented roadways > Arterial Roadway: Localized spot improvements in low-traffic locations; traffic system and intersection improvements that primarily benefit vehicle users	Benefits to freeway and electric vehicle users (other than increasing traffic speed) because investment should be focus on promoting alternatives to driving for most users Spot-level roadway improvements (examples: Greenway Traffic Circle, or Telegraph Road Improvements) appear they would not benefit many users due to location and configuration of the project Traffic signal projects, intersection and roadway improvements (such as adding turn lanes or widening) only benefit car drivers (and speeds them up on city roads) unless project specifically states that they will benefit other modes. Maintenance and rehabilitation projects are assumed to have low impact since system is unchanged Video cameras for enforcement (red light running) are assumed to have low impact on the user experience Pedestrian activation buttons because they prioritize auto throughput and require pedestrians to request the ability to cross the street rather than that being an entitlement Rectangular Rapid Flashing Beacons (RRFB) are a suitable treatment for some locations.
2 – Medium Benefit	Benefit appears moderate, or somewhat but not significant, or does not appear to be the right match for the area land uses (eg, industrial land use context) > Active Transportation: Localized scale, low level of change in infrastructure (no major roadway reconfiguration) > Arterial Roadway: Includes benefits for all modes; does not increase vehicle volume or speed near areas of high pedestrian activity	Pedestrian improvements on local/collector streets near schools are assumed to have a medium impact Ped/bike projects such as Class 2/3 facilities or education programs / program-only solutions Interchange improvements for all modes that are NOT near a commercial area, where people are likely to be mostly driving Creating a vehicle for economic benefit such as jobs fairs is assumed to provide

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	> Transit: Includes new or upgraded amenities > Various Programs: Contributes to improved air quality	a moderate benefit to job seekers and employers Clean truck program and other individual programs that provide air quality benefits for the surrounding community.
3 – High Benefit	Provides a clear benefit for more than one modal user of the roadway, or at least does not make conditions worse for other users, in a location where multiple types of modal users are likely to be present. Projects that improve conditions for sustainable transportation modes where there demand based on land uses. > Active Transportation: strong 1st / last mile connections to major transit hubs, longer / regionally significant class 1 or 4 bikeways, citywide / plan level bike/ped improvements, strongly beneficial projects in areas with mixed land uses > Arterial Roadway: roadway improvements that strongly benefit all users of the roadway such as complete streets projects in mixed-land-use areas, citywide or area traffic calming > Freeway: if the program benefits freeway users without negative impacting other members of the public > Transit: Major transit infrastructure such as LRT expansions, BRT projects, microtransit programs, systemwide bus stop improvements > Various Programs: promoting telecommuting with local employers; greening initiatives, public art, and homeless programs	Larger scale projects that benefit sustainable modes such as study area wide traffic calming or bus stop safety and amenity programs Interchange improvements for all modes that are near a commercial area where people are likely to be using various modes All class I or IV bike lane implementations are assumed to have a high benefits to the users of those facilities. Gap closures for active modes Economic programs such as local hire and support for local small businesses are assumed to have a high benefit to their recipients (or "users") Any project that includes upgrade for ADA accessibility Most public transit improvements (such as better buses, improved reliability on LRT, signal priority), have a positive but not necessarily a "high" benefit to the community of transit users.
NA	No clear impact on public users	Projects that are a "study" or creation of a "plan" are assumed to have no impact on the user (yet) Projects that are internal to the port, and do not directly impact the general public users of the roadway network or AQ impacts Maintenance station projects, pump plant projects are not assumed to impact the using public

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CH5: Bike/Ped Access to parks, recreational areas, or open spaces

Detailed Criteria Description: Provides new or upgraded bike/ped facilities that connect with parks, recreational areas, or open spaces. For the purposes of this analysis, this is defined as within ¼ mile of a recreational space.

Evaluation Method Description: Qualitative in its assessment of the impact of the project on active transportation. Then quantitative if the project is within ¼ mile of recreational space.

Data Sources Used:

- Qualitative assessment (professional judgement based on knowledge of the research and transportation conditions) of the impact of a project on conditions for active transportation users (e.g., bike lanes or paths improve conditions for active transportation users, road widening and increasing traffic speeds reduce the quality of the conditions for the active transportation user)

- Quantitative assessment of the distance between the project and the nearest recreational space using google maps directions

Assumptions:

- This metric is binary:
    - Either the project provides access to parks etc. or it does not.
        - Note – the LA River path is proximate to most of the corridor, so it is treated differently in the rubric below
    - Either it is an active transportation project or it is not
        - Active transportation projects were evaluated based on the level of benefit they are likely to offer to bicyclists and pedestrians:
            - Insignificant benefit – localized crosswalks, small-scale pedestrian improvements
            - Minor projects – such as class 2 bike lanes, bike/ped undercrossing and bridges
            - Major projects – class 1 and 4 bike and pedestrian paths, corridor or city wide safety and/or bike/ped improvements

SCORING METHODOLOGY

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Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Projects which would likely have a negative impact on active transportation and are within ¼ mile of a recreational space Any roadway design projects that don't incorporate active transportation infrastructure due to missed opportunity to improve access.	
1 – Low Benefit	Improvement considered to be insufficient to provide improved safe conditions for active transportation user and are within ¼ mile of a recreational space (example: push button crossing, RRFB) Projects that introduce minor benefits to the bike/ped network but aren't within ¼-mile of a recreational space.	Exception is the micromobility and bikeshare projects (LB-ELA_0220 and LB-ELA_0200) which have a very large, spread out service area which may not be successful in providing enough equipment to serve the community
2 – Medium Benefit	Projects that will benefit the ped/bike network but only serve the Los Angeles River (and I-710) and NOT near any other parks Projects that introduce major benefits to the bike/ped network but aren't within ¼-mile of a recreational space.	
3 – High Benefit	Projects that provide significant benefit and are within ¼ mile of LA River or parks / recreational areas	
NA	Applies to most non-active transportation projects, including rehabilitation projects, with the exception of general arterial projects	

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Mobility

MB1: Transit Ridership

Detailed Criteria Description: Increases transit ridership by shifting trips to transit from other modes.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> Bus Rapid Transit (BRT) projects assume a 25% increase in speed and a one-half lane reduction in auto capacity.

> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in auto capacity.

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
NA – Not Applicable	Project does not relate to transit mode.	
1 – Low Benefit	Project results in a slight increase in transit passenger miles traveled per project mile, generally in the lowest group of projects. Ranking is considered separately for rail and bus projects.	
2 – Medium Benefit	Project results in a moderate increase in transit passenger miles traveled per project mile.	
3 – high Benefit	Project results in a high increase in transit passenger miles traveled per project mile, generally in the top 20%-30% of projects. Ranking is considered separately for rail and bus projects.	Project LB-ELA_0164, which increases frequency of Metro busses that currently have low frequency, is scored based on the high overall ridership increase instead of on a per-mile basis.

MB2: Speeds / Travel Times (people, goods)

Detailed Criteria Description: Increase roadway speeds (or reduce travel times) for people and goods.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.

> Projects that improve arterial street operations without adding lanes were modeled by increasing speed and capacity in a manner consistent with SCAG modeling practices.

> Project rankings consider project length so that large projects are not automatically ranked higher than smaller but locally impactful projects.

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> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
NA – Not applicable	Project does not impact travel times because it is non-mobility related or active transportation.	
0 – No benefit	Project does not reduce travel times and/or may increase travel times.	
1 – Low Benefit	Project results in a slight reduction in travel times based on a weighted combination of passenger miles traveled, severity of congestion under no-build conditions, and reduction in delay for people and goods.	Interchanges were ranked based on the number of vehicles served, as this high-level analysis does not compare the effectiveness of detailed interchange designs.
2 – Medium Benefit	Project results in a moderate reduction in travel times based on a weighted combination of passenger miles traveled, severity of congestion under no-build conditions, and reduction in delay for people and goods.	
3 – high Benefit	Project results in a significant reduction in travel delay based on a weighted combination of passenger miles traveled, severity of congestion under no-build conditions, and reduction in delay for people and goods.	

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MB3: Reduce Congestion (hours of delay for people & goods)

Detailed Criteria Description: Reduce hours of delay for people and goods.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.

> Projects that improve arterial street operations without adding lanes were modeled by increasing auto speed and capacity in a manner consistent with SCAG modeling practices.

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
NA – Not applicable	Project does not impact travel delay because it is non-mobility related or active transportation.	
0 – No benefit	Project does not reduce delay and/or may increase travel delay.	
1 – Low Benefit	Project results in a slight reduction in travel delay. Projects are ranked based on a weighted combination of passenger miles traveled, severity of congestion under no-build conditions, and reduction in auto and truck delay.	Interchanges were ranked based on the number of vehicles served, as this high-level analysis does not compare the effectiveness of detailed interchange design details.
2 – Medium Benefit	Project results in a moderate reduction in travel delay. Projects are ranked based on a weighted combination of passenger miles traveled, severity of congestion under no-build conditions, and reduction in auto and truck delay.	
3 – high Benefit	Project results in a significant reduction in travel delay. Projects are ranked based on a weighted combination of passenger miles traveled, severity of congestion under no-build conditions, and reduction in auto and truck delay.	

MB4: Modal Accessibility (by zone)

Detailed Criteria Description: Improves access to new transportation facilities for residents. Quantifies the population benefiting from the improvement based on a ¼ mile distance from the new transportation facility.

Evaluation Method Description: Quantitative

Data Sources Used:

> Project descriptions/type

> Project location using GIS

> 2020 Census data for population by Census Block Group

Assumptions:

> The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

> Projects were identified as a "new transportation facility" – see the applicability based on sub classification in Appendix A.

Scoring Methodology:

> A ¼ mile buffer was created around all projects

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> The population within the buffer was calculated using 2020 census data and the assumption of uniform density throughout the block group

> Projects were scored based on the total population in the buffer

> Programs were evaluated based on the scale of the program

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	There are no "No Benefit" for this metric
1 – Low Benefit	Project provides new access for: 1-19,999 people in ¼ buffer Or: A program that is localized
2 – Medium Benefit	Project provides new access for: 20,000-79,999 people in ¼ buffer Or: A program that is "semi-localized"
3 – High Benefit	Project provides new access for: >=80,000 people in ¼ buffer Or: A program that is "Corridor-wide"
NA	Project or program does not provide new transportation facilities

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MB5: Reliability (transit, roadway, goods movement)

Detailed Criteria Description: Improves transportation travel time reliability, providing consistent range of predictable travel times across all modes. Reliability is improved by optimizing existing transportation systems and expanding travel capacity and reducing travel delay. Examples of things that improve reliability include: improving safety (reducing crashes/unexpected delay), signal timing, transit signal priority, dedicated transit lanes, separate facilities for active modes, transportation demand management, and dynamic road user charges.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions and project location

Assumptions:

- Projects received scores based on their type, subtype, and additional sub-classification (see Appendix A). Project descriptions were used to make adjustments to the sub-classification scores if projects contain additional reliability features.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project is likely to maintain existing reliability or decrease system reliability. There are no projects that fall into this category	
1 – Low Benefit	Example Projects: Projects that provide small or temporary improvements to reliability, such as street widening, pilot projects, housing/jobs projects, localized spot improvements to connectivity, or maintenance projects that would mitigate system failures in case of emergency (bridge rehab, stormwater improvements)	
2 – Medium Benefit	Example Projects: Projects that provide medium levels of reliability improvement potential, upgrades to infrastructure/technology that could be used to improve reliability (i.e. new signals, fiber upgrades, safety projects.	If complete streets projects have a major safety improvement, they can receive a medium benefit
3 – High Benefit	Example Projects: Projects whose sole purpose is to improve reliability, such as signal synchronization, bike network gap closures, transit signal prioritization, and separate facilities	Active Transportation projects that just enhance existing infrastructure vs filling in gaps are scored a 2
NA	Projects that will not reduce reliability and have little opportunity to improve it such as emission reduction program or ZE transition.	

MB6: Gap Closures

Detailed Criteria Description: Addresses a gap in the transportation network or removes a transportation barrier, by providing a new service or new transportation facility

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions and project location

Assumptions:

- Projects received scores based on their project descriptions. Projects described as new facilities (ie. 'construct,' 'implement,' 'build' 'add') were considered to be net new gap closures and scored a 3, while 'enhance' 'improve' and 'upgrade' were scored as 1. Project types were used to screen out project types that would not have any impact on gap closures, for example, zero emission improvements. Anything that upgraded an existing facility to be ADA compliant received a 2.

- Applied scores to all projects based on the sub classification scores (Appendix A) and then adjusted rating based on details of the project description.

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SCORING METHDOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project is likely to increase gaps in the transportation system	
1 – Low Benefit	Infrastructure Project enhances safety/accessibility to allow more people to use a segment of the transportation system comfortably (For example, upgrading an unprotected bike lane to a buffered bike lane, or adding in curb cuts)	Project that is enhancing/updating a facility to be ADA compliant gets bumped up to a 2
2 – Medium Benefit	Project that provides a new service or expands an existing transportation service option.	
3 – High Benefit	Infrastructure Projects closes a physical gap in the transportation network or extends an existing network to a new place	
NA	Projects that will not reduce or improve transportation network gaps, including non-infrastructure projects and those that do not add new infrastructure.	

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MB7: Increase in travel options

Detailed Criteria Description: Makes a range of (sustainable, non-SOV) transportation options more realistic for likely user trips

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions

Assumptions:

- Projects are scored based on their relative benefit to people who may consider using one or more sustainable transportation options instead of driving alone. Benefits are quantified based on aggregating independent standards listed:
    - Geographic scale – corridors or areas will score better than spot improvements, larger projects better than smaller projects (+/-1)
    - Level of impact – better improvements (eg class 1 or 4 bike facilities) score better than lower impact improvements (class 2 or 3). New light rail service will score better than bus stop improvements. (+/-1)
    - Multimodal – if a project benefits more than one sustainable modal option, it will score better than a project that only benefits one sustainable mode (+/-1 per additional mode)

- Land use – projects in areas where people are, and with a combination of commercial and residential land uses, will score better than projects with just one land use, especially if that is industrial. (+/-1)

- Type of improvement – infrastructure scores better than programmatic and marketing improvements (+/-1)

By travel mode:

- Non-driving modes
    - Investments include improvements to transit, bicycle or pedestrian networks
- Reliability
    - Transit features that are known to prevent delays / increase headways
    - Active transportation features are Class 1 or 4 bike facilities (separated or shared use paths)
    - Although reliability is typically used to quantitively measure transit and vehicular trips, for the purpose of active transportation and bicycles in particular, we consider direct routes that are comfortable for cyclists as reliable. Since this criteria is qualitative for projects/programs where trip origins and destinations are not evaluated, the class of bike facilities is used as a proxy for comfort.
- Accessibility
    - Features are known to improve safety for people with disabilities, the elderly or children
    - Protected bicycle lanes meet standards for All Ages and Abilities (AAA)

Other notes:

- Signal timing, unless for public transit, prioritizes automobile through-put, and speeds up cars. Slowing down traffic fosters better harmony with other users of the roadway.
- Area land uses play an important role. If there are places to go (eg shops) within a reasonable walking distance of the improvement, the multimodal improvement has a stronger impact on increasing travel options. Complete streets projects that benefit less from MB7 might be because there is not significant non-automobile centric attractions along the corridor such as retail and shops.
- Improvements in reliability and availability (frequency, coverage) of public transit and active transportation options benefit travel options.

SCORING METHODOLOGY:

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Scoring	Example/Methodology
0 – No benefit	> Not utilized for this metric
1 – Low Benefit	Single-location (spot-level) multimodal improvements that are not in locations well served by mixed area land uses. Examples include: > Interchange improvements for all modes that are NOT near a commercial area (where people are likely to be mostly driving) > Roadway improvements for pedestrians and bicyclists that may not be the right application for the need. Examples include RRFBs, pedestrian buttons, signage, and electrical infrastructure, bike share program which are not likely to be the best solution for the context. > Projects that represent an improvement but are also potentially duplicative of existing infrastructure. > Marketing programs such as BEST, ridesharing, telecommuting likely have a low benefit on travel options without companion infrastructure improvements (which would be shown as a separate project). > Restriping programs, and other non-specific roadway improvements, have a low benefit on travel options by making it slightly safer to share the road between modes.
2 – Medium Benefit	Moderate level of encouragement for one sustainable transportation mode. Examples include > Class 2 or 3 bicycle facilities > Spot-level encouragement for multiple transportation modes. Examples include interchange improvements for all modes that are near a commercial area where people are likely to be using different modes > Corridor-level encouragement for multiple modes but not necessarily in the most efficient location. Examples include: complete streets projects in areas were there is not a strong diversity of land uses > Roadway (pavement) maintenance makes it possible for bicycle commuters to ride safely (vs. on broken up pavement). > Bus stop and shelter improvement programs at the zonal or corridor level (not just one bus stop).
3 – High Benefit	High level of service and encouragement for at least one sustainable transportation mode. Examples include: > Class 1 or 4 bicycle facilities and new or improved high-quality public transit. > Infrastructure that fosters multiple sustainable transportation modes together. Examples include: complete streets in areas where there is existing mixed use development. > Sustainable transportation and multimodal project that cover larger geographic areas such as mixed use corridors or areas targeted for high quality improvements. > Transit-Oriented Development (TOD)
NA	Projects that do not impact individual travel modes > Video camera installation > Emergency vehicle preemption > Community / Air quality / community health

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	> Community / environment projects > Housing Stabilization / Land Use except when specific to TOD > Congestion pricing provides discouragement for driving but does not assist with providing new options on its own. > Zero Emissions Lanes on I-710 > Freight Rail / Goods Movement TDM > Port projects unless they specific include improvements for sustainable transportation modes for individuals > Converting bus fleets to sustainable fuel > Metro railyard and infrastructure improvements

Safety

SF1: Protections for Bike / Users (bike class)

Detailed Criteria Description: Provides exclusive and separated pathways for bikes

Evaluation Method Description: Qualitative, binary based on project descriptions

Data Sources Used:

- Project descriptions
- Google maps for view of current roadway conditions

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Roadway improvements for traffic that do not include protections for bikes	General beautification and safety improvements may not apply, and we categorized as "NA"
1 – Low Benefit	Class 3 bike facilities	Wide curb lanes only
2 – Medium Benefit	Class 2 bike facilities	Projects that include both class 2 and 3 but also include other multimodal design features such as traffic calming
3 – High Benefit	Class 1 or 4 facilities Citywide or long corridor (5+ miles) bicycle plans are assumed to provide an integrated improvement in benefits for bicycle protections.	Projects that include enhancements for bike paths such as improved lighting or fences Pedestrian bridges are assumed to provide access for bikes
Na	Projects that do not include any roadway or pathway changes or reconfigurations	Applies to most traffic signal and ITS projects Bikeshare project does not include any bicycle protections though it does include other physical improvements for bike riders

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SF2: Traffic Protections (bike/ped)

Detailed Criteria Description: Provides new or upgraded separation between bikes/peds and automobile traffic

Evaluation Method Description: Qualitative, binary by project

Data Sources Used:

- Project descriptions

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Road widening or other modification in favor of automobile throughput without the addition of protections for active modes	
1 – Low Benefit	Projects that provide a low level of improvement for pedestrians – see examples	Generally "intersection improvements" are assumed to have some (low) benefit for pedestrian safety including pedestrian crossings such as "pedestrian buttons, signage, and electrical infrastructure" Restriping alone provides a low level of protections for bikes/peds Undefined "safety" related roadway improvements
2 – Medium Benefit	Projects with a "medium benefit" are generally projects that provide a good protection but will only benefit a relatively small number of people given surrounding land uses	Sidewalk widening and crossing improvements where there is not commercial destinations to draw pedestrians
3 – High Benefit	Physical separation for bicycles and pedestrians such as exclusive paths, widening sidewalks and providing significant crossing improvements in commercial areas	Sidewalk widening and curb extensions provide protections for pedestrians Projects that specifically bring a location into compliance with ADA for pedestrians
Na	Projects that do not impact pedestrian or bicycle conditions	Protected left turn lanes do not impact pedestrian or bicycle protections Applies to most traffic signal and ITS projects

SCORING METHODOLOGY

SF3: Personal Security

Detailed Criteria Description: Provides features and/or services to protect individual users from crime and personal harm

Evaluation Method Description: Qualitative and binary

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Data Sources Used:

- Project Descriptions

Assumptions:

- High Capacity Transit (Rail & BRT) – Metro's new transit line stations are assumed/known to have safety features such as lighting and security cameras
- Improved maintenance programs are assumed to provide some increase sense of personal security
- Bus Shelters are assumed to include lighting
- Improved transit headways and reliability minimizes time spent waiting at transit stops for transfer passengers or from transit delays
- Transit oriented development projects put more transit riders closer to transit and have more pedestrian activity improving safety for users
- Video cameras are assumed to provide some surveillance and resulting personal security benefit
- Upgrades to existing light is assumed to provide low personal security benefit

SCORING METHODOLOGY

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Scoring	Example/Methodology
0 – No benefit	Projects that do not directly mention providing personal security features in categories where other projects specifically mention personal security features
1 – Low Benefit	Examples include: > Upgrades to existing lighting > "Highway lighting" and "highway cameras" likely have a low impact > Programs that include improved maintenance provide a low level of additional personal security > Arterial roadway cameras may provide some surveillance benefit improving personal security after the fact.
2 – Medium Benefit	Smaller size or lower scale projects – such as lighting locations at a single point rather than a corridor, lighting projects in areas with very low pedestrian traffic due to surrounding land uses. Other examples include: > High Capacity Transit (Rail & BRT) – new transit lines > Bus shelters typically include lighting which would benefit personal security. > Improved bus transit reliability and frequency reduces time waiting at bus stops for transfers or from service delays. > Housing stabilization and other economic stabilization programs > Transit oriented development projects and programs
3 – High Benefit	Projects with a specific personal security benefit > Lighting projects along corridors or areas > Personals security projects > Projects that contain specific reference to "personal safety", "security", and "lighting"
Na	Categories where personal security features are not mentioned for any projects. These included: > Zero Emission Lanes > Freight Rail / Goods Movement Projects > Truck Programs/ITS > Job training

SF4: Includes Safety Features

Detailed Criteria Description: Safety from automobile collisions primarily for other modes using the roadway; includes roadway safety for truck use, but not Metro rail safety unless it is interacting with roadway users in the project.

Evaluation Method Description: Qualitative and binary

Data Sources Used:

- Project descriptions

Assumptions:

- Project descriptions are assumed to be an accurate reflection of if they address safety

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- Professional judgement used when a project does not specifically mention safety, but likely does contain safety features, or if the safety mentioned is actually personal security

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Any physical project that does not address the safety of users	
1 – Low Benefit	Not used for this metric	
2 – Medium Benefit	If the project says it is a safety improvement project, we assumed it was. There was not enough information to distinguish between the effectiveness of each "safety" project	We did distinguish between "safety" projects (from collisions and road user conflict) and "security" projects (crime, theft, assault) though the words are sometimes used interchangeably. This metric is about "safety" as described in the previous sentence. Changeable message signs provide the opportunity to convey safety-related messages
3 – High Benefit	Not used for this metric	
NA	A program or project that does not have a physical component, or where multiple modes will not interact with each other (such as a recreational multi-use pathway)	Traffic signal projects are generally not specific to safety

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SF5: Reducing conflict points (vehicle safety)

Detailed Criteria Description: Reduces the number and severity of conflict points between vehicles traveling on highways and roadways to improve vehicle safety. This metric focuses on vehicle vs. vehicle safety and does not address any interactions of vehicles with active transportation modes such as bicycles or pedestrians.

Evaluation Method Description: Qualitative

Data Sources Used:

- Analysis of I-710 vehicle conflict locations as part of the assessment of Early Action Projects
- FHWA Complete Streets web site[22]

Assumptions:

[22] *https://highways.dot.gov/complete-streets*

- Focuses on projects that specifically address auto vehicle movements. Projects that do not specifically address auto/truck movements are assumed to not have an impact on vehicle conflicts

- Addresses vehicle to vehicle interactions and does not consider interactions between auto and truck vehicles and other users of the roadway such as pedestrians or bicycles.

- Ranking is based on the number of vehicles impacted by the improvement as described below. This is based on ADT of the roadways and number of roadways or intersections included in the project.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
N/A	Projects that do not affect motorized vehicle operations	
0 – No benefit	Roadway infrastructure or traffic operational Projects that don't reduce vehicle conflict points	
1 – Low Benefit	Has localized spot reduction in vehicle/vehicle conflicts (e.g., between 1-5 intersections with traffic signal improvements or adding signal controlled turn lanes)	
2 – Medium Benefit	Has arterial corridor reduction in vehicle/ vehicle conflicts for facilities with 20,000+ ADT and more than 5+ signalized intersections or adding signal controlled turn lanes. Arterial/freeway interchange improvements with 1-3 existing merge/weave conflict that project improves through revised design	Applies to complete streets corridors with more than 5 signalized intersections Applies to arterial/freeway interchange improvements (those with 1-3 existing merge/weave conflicts that project improves through revised design
3 – High Benefit	Has reduction in vehicle/vehicle conflict locations for facilities with 75,000+ ADT	Applies to arterial/freeway interchange improvements (those with 4 or more existing merge/weave conflicts that project improves through revised design, e.g. DDI interchange Improves mainline weave/merge by addition of auxiliary lanes

SF6: Traffic Calming Features

Detailed Criteria Description: Has the effect of slowing down automobile traffic

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions

Assumptions:

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- Must impact city streets and interaction with traffic (rather than interstate only) – if no impact, then project is "NA"

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	Projects that reduce delay or improve flow. Any project that speeds up cars has does not provide traffic calming benefits. Examples include: > Signal upgrades, synchronization and enhancements because the assumption is they are aimed at speeding up cars rather than calming traffic (unless they specifically say they would be timed for bikes), > Arterial improvements > Interchange reconfigurations > Protected turn lanes > Transit grade separation > ITS for congestion
1 – Low Benefit	Low benefit examples include: > RRFBs generally not considered an ideal application for calming traffic flows > Roadway improvements surrounding the bike share system are likely to have a low benefit to traffic calming > "LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment"(LB-ELA_0166) appears to support all users of the roadway but there isn't any indication that it would slow traffic significantly. > Bus stop amenities such as shelters, benches and lighting – constitute pedestrian amenities but are limited in geographic scope

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2 – Medium Benefit	Medium benefit examples include: > BRT and transit-oriented roadway improvements, including addition transit-priority lanes (without additional lanes for car traffic) and transit signal priority and including route-level, have a traffic calming impact. > Projects adding sidewalks and class 3 bike lanes are assumed to have a medium traffic calming affect > Roadway improvements for pedestrian circulation > School zone striping > Urban greening > Bike/Ped adaptation for traffic signals > Adding bike lanes > Intersection improvements for pedestrians at a single location > Bringing roadways into compliance with ADA without other, companion pedestrian upgrades > Public art projects are assumed to provide street-level interest having the effect of drivers slowing down and improving street safety for pedestrians
3 – High Benefit	High benefit projects include: > Widening sidewalks and curb extensions > Implementing the regionally-significant bike network plans, active transportation plans, bicycle gap closure projects > Traffic lane reductions > Complete Streets projects regardless of length or land uses because complete streets will "calm" traffic by definition > Corridor level bike/ped/safety projects including intersection improvements (example: LB-ELA_0126) > 1st/last mile transit improvement projects at for the entire transit line > Citywide, zonal and study-area-wide bike/ped improvements and gap closures – implementation of citywide pedestrian plans
NA	The following project categories are considered to be "not applicable" to the traffic calming metric: > Camera enforcement (when not combined with other signal improvements because impact is after the speeding may have occurred) > Increasing truck traffic speed in the highway because does not impact city streets > Pedestrian bridges do not slow traffic because it does not interface with cars/trucks > Exclusive ped/bike pathways that do not interact with traffic would not have a traffic calming impact > Freeway and Goods movement improvements that do not interact with city streets > Ports projects > Rail line projects > Storm water management > Congestion Pricing

SF7: Improves / rehabilitates existing infrastructure

Detailed Criteria Description: Contains elements specifically targeting state of good repair or makes tangible improvements to existing transportation infrastructure

Evaluation Method Description: Qualitative

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Data Sources Used: Project descriptions

Assumptions:

- Projects received scores based on their type, subtype, and additional sub-classification (see Appendix A). Project descriptions were used to make adjustments to the sub-classification scores if projects contain specific elements to maintain or upgrade existing infrastructure.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	0 – Capital projects with physical infrastructure component in a new right of way	
1 – Low Benefit	Example Projects: Projects in existing rights-of-way that make little improvement to existing infrastructure and/or make no mention of rehabilitation.	
2 – Medium Benefit	Example Projects: Projects that make some improvement to existing infrastructure	Projects with descriptions mention repair, upgrade, maintain, and other terms that otherwise would have gotten a lower score
3 – High Benefit	Example Projects: Projects that make significant improvements to existing infrastructure on high-use corridors. Examples include complete streets projects that include roadway reconfiguration and sewer and utility work.	
NA	Projects or programs that do not make physical changes to infrastructure or built and natural environment.	

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Environment

EN1: Improved Environment from Mode Shifts

Detailed Criteria Description: Considers the impact of the mode shift resulting from the project on the surrounding community and environment, takes into consideration the likelihood of mode shift from the project and the benefit of that particular mode shift on others in the community.

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions

Assumptions:

- The following considerations influenced the development of this metric:

- **How Realistic mode shift would be based on project impact** – that is, is it physically possible or reasonable for people to make sustainable trips passing by this location? Does a bus run between origins and destinations near this location? Is bicycle infrastructure sufficient that normal people would reasonably choose to bike for trips passing by here? Are there sidewalks and crosswalks here? Is there anything within ¼ mile of this location where people are likely to be going such as schools or shops?

- **Likelihood of mode shift based on project impact** – assuming it is physically possible to use sustainable transportation in the project area, would people actually do it? Are the transportation options travel modes that would be attractive to most people? For example, rail transit is generally more appealing than bus transit. Walking, for reasonable distances, is a more likely option than bicycling for most travelers.

- **Impact of mode shift on the surrounding community and other users** – this metric is about how the mode shift resulting from the project benefits all of the users of the roadway. Small shifts or shifts in more remote locations are less beneficial to everyone. If more people are walking, does that mean they are also shopping and bolstering the local economy? If fewer people are driving due to a new rail transit option, does that mean there is less congestion on the road network?

- Project characteristics that are assumed to provide mode shift benefits:
  - Mixed land use locations
  - Larger geographic area of impact
  - Impact of different modes: Pedestrian and rail projects are likely to have the highest benefit, then bus transit projects, and bicycle projects are last because some people will not be comfortable bicycling for transportation even with the best available infrastructure.
  - Quality of the improvement relative to its target mode (example: class 1 or 4 bike facilities are better than class 2 or 3; wider sidewalks are better for pedestrians then just push-bottom activation crossing facilities)
  - Complete streets projects that score lower in this metric may have fewer destinations along the corridor
  - Safe routes to school programs with improved pedestrian infrastructure could be significant in mitigating traffic impacts because of the single timepoint of school start and end times

SCORING METHODOLOGY

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Scoring	Example/Methodology
0 – No benefit	If a project marginalizes other modes at the expense of speeding up cars, it has a negative impact on potential for mode shift and associated improved environment. Examples include roadway widening, auxiliary lanes, interchange and on-ramp improvements (without bike/ped accommodations), adding turn lanes, signal coordination unless specific to prioritizing public transit or bicycle speeds
1 – Low Benefit	> Most projects will not immediately have a positive impact on mode shift > If project fosters positive mode shift but may have minimal impact > Bicycle projects without supporting mixed land uses > Programmatic/marketing/education programs > Bus stop or shelter improvements > Storm water management > Bridge projects with a pedestrian or bicycle component due to the wide area over which the bridge must cover making it unlikely to be impactful in terms of mode shift.
2 – Medium Benefit	> Class 1 or 4 bicycle projects along a corridor with mixed use development and/or a large area/distance; area-wide bicycle plans > Single-location (spot-level) pedestrian improvements in locations with mixed land uses > Complete Streets projects without supporting mixed-use development > New, or improved in frequency or hours, bus services
3 – High Benefit	> Pedestrian improvements in an area or corridor with mixed land uses and/or serving a rail line > Complete Streets projects with existing mixed-use development > New rail transit services > Congestion pricing > Transit oriented development projects or projects supported by transportation-efficient land use principles
NA	> Projects that do not impact individual travel decisions > Freeway projects that do not speed up traffic and do not address pedestrian and bicycle safety > Metro maintenance projects

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EN2: GHG Reduction Potential

Detailed Criteria Description: Reduces tailpipe greenhouse gas (GHG) emissions from on-road and off-road vehicles.

Evaluation Method Description: (Use of one or more of the following): Travel Demand Forecasting Model (TDM) for a certain suite of projects; EMFAC Model; GIS-based project type locations or other methods for individuals project scores

Data Sources Used:

- For tailpipe, greenhouse gas emissions, EMFAC Model[23] used to estimate on-road vehicle tailpipe emissions including changes in emissions due to project implementation
- TDM used to model vehicle miles traveled (VMT) and speeds along analyzed roadways; used as input to EMFAC model to determine changes in emissions
- OFFROAD Model[24] or other scientific models to calculate off-road vehicle/equipment emissions, renewable energy projects, solar-power generation, energy efficient lighting, etc.
- ArcGIS map with project locations
- Interim California Environmental Quality Act (CEQA) GHG Significance Threshold for Stationary Sources, Rules and Plans[25]

Assumptions:

- 2024 fleet mix and energy grid mix
- Not all freeway or arterial roadway projects were included in the TDM modeling. See project information matrix.
- According to the 2021 Metrolink Climate Action Plan[26], Metrolink has a target of becoming a zero-emissions railroad by 2028. As such, this analysis assumes zero emissions from passenger locomotive engines by 2045. Further, the proposed CARB In-Use Locomotive Regulation[27] requires all passenger locomotives to operate in a zero emissions configuration by 2030. Under the proposed In-Use Locomotive Regulation, by 2047, all locomotives operated by fleet operators must have 100% of annual fleet usage as zero emissions. Similar to CARB regulatory analyses, this analysis does not include the indirect emissions that may result from generation of electricity used to power these locomotives.
- All emission reductions for MT CO2e/yr (metric tons of carbon dioxide equivalents per year) are annualized.

SCORING METHODOLOGY*

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[23] *CARB. EMFAC2021v1.02 Emissions Inventory - Onroad Emissions. Available at: https://arb.ca.gov/emfac/emissions-inventory/*

[24] *CARB. Mobile Source Emissions Inventory Documentation – Off-Road – Diesel Equipment. Available at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road*

[25] *South Coast AQMD. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. December 2008. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2.*

[26] *Metrolink. Climate Action Plan: The Link to a Zero Emissions Future. March 26, 2021. Available here: https://metrolinktrains.com/globalassets/about/agency/sustainability/climate-action-plan.pdf. Accessed: August 2023*

[27] *CARB. In-Use Locomotive Regulation. November 17, 2022. Available here: https://ww2.arb.ca.gov/rulemaking/2022/locomotive*

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project's measures provide no overall emission reductions If overall emissions are increased, indicate concerns	
1 – Low Benefit	Total emission reductions are less than 3,000 MT CO_2e/yr (metric tons of carbon dioxide equivalents per year) compared to future baselines	If total emission reductions are less than 0.1 % of study area emissions, then project should be scored as No Benefit
2 – Medium Benefit	Total emission reductions are greater than or equal to 3,000 or less than 10,000 MT CO_2e/yr compared to future baselines	
3 – High Benefit	Total emission reductions are greater than or equal to 10,000 MT CO_2e/yr compared to future baselines	
NA	Project that is not modeled by TDM or does not have a project element related to GHG reduction	

*For Freeway, Arterial Roadway, and Transit Projects

For Active Transportation/TDM Projects

These projects will be accounted for in AQ3. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Good Movements Projects

Most of these projects will be accounted for in AQ2. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Community Programs Projects

These projects will generally be accounted for in AQ2 or CH2 or EN6. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA. Explicit GHG reduction programs would be expected to provide funding for projects resulting in a total GHG reductions of more than 10,000 MT CO_2e/year.

EN3: Protects natural habitat (Greening Features)

Detailed Criteria Description: Supports improved health outcomes associated with clean air and water by protecting or enhancing natural habitats through green infrastructure investments, primarily through the provision of trees, parks and vegetation.

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Evaluation Method Description: Qualitative

Data Sources Used:

- Project description and location
- Additional project materials and information available

Assumptions:

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)
- Greening opportunities exist for any project that includes provision of amenities within, or redesign/rehabilitation/expansion of the roadway or sidewalk
- Projects related to railroad infrastructure only are not applicable
- Projects are not assumed to include greening features, unless the available project description and/or documentation directly states that green/blue infrastructure is included as part of the project.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions/ Adjustments
0 – No benefit	0 – Project/program provides no green/blue infrastructure despite opportunities for greening within similar project types or has potential to damage natural features	
1 – Low Benefit	1 - Provides greening or landscaping maintenance as a secondary element of a localized or semi-localized intervention	
2 – Medium Benefit	2 - Provides greening as a secondary element of a corridor-wide intervention; Provides greening as a primary element of a localized intervention	Corridor-wide freeway projects with secondary landscaping element receive a score of 1 – benefits are primarily aesthetic, and freeway environment provides limited capacity for healthy tree canopy growth or biodiversity
3 – High Benefit	3 - Provides greening as a primary element of a corridor-wide or semi-localized intervention	Corridor-wide freeway projects with primary landscaping element receive a score of 2 – benefits are primarily aesthetic, and freeway environment provides limited capacity for healthy tree canopy growth or biodiversity

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NA	N/A – Projects or programs do not make physical changes to infrastructure or built and natural environment, or project type involves changes to the built environment without opportunity for greening elements	

EN4: Water Quality, Water Capture, Drainage, and Flood Management features

Detailed Criteria Description: Does the project improve water quality and/or improve drainage and improve flood management

Evaluation Method Description: Qualitative

Data Sources Used:

- Description of projects in the MSPP list
- Caltrans Highway Design Guidelines
- Other information relevant that is not specific to our projects or project types

Assumptions:

- Arterial roadway improvements of greater than a mile in length will include water quality, drainage and flood management features
- Complete streets include water quality and drainage features
- Freeway improvements are required by Caltrans to have features to manage run-off and improve water quality, drainage and flood management

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit (vs no info)	Project increases amount of impervious surface but does not include features that affect drainage, water quality of flood management	N/A if project does not include features that affect water quality, drainage or flood management
1 – Low Benefit	Project provides localized improvement in water quality, drainage or flood management	(details for exceptions to rules, bonus point systems, etc.)
2 – Medium Benefit	Project provides semi-localized improvement in water quality, drainage or flood management	
3 – High Benefit	Project provides corridor- wide scale improvement in water quality, drainage and flood management	

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EN5: Reducing energy use

Detailed Criteria Description: Does the project measurably reduce overall energy use in the corridor (BTUs/passenger-mile (PMT) and/or BTUs/ ton-mile (TM)

Evaluation Method Description: Qualitative.

Data Sources Used:

- Project descriptions
- US Dept. of Energy website

Assumptions:

- Roadway (BTU/PMT):
  - Gas powered auto 3,000-4,000 BTUs per PMT
  - Diesel Bus 2,500-3,000 BTUs per PMT
  - Electric powered auto 1,000-2,000 BTUs per PMT
  - Trains (electric) 800-1,000 BTUs per PMT
  - Electric Bus 800-1,000 BTUs per PMT
  - Active Transportation 0 BTUs per PMT
- Goods Movement (BTU/TM)
  - Trucks average 2,000-6,000 BTUs per TM
  - Trains (Diesel) 400-1,200 BTUs per TM
  - Trains (Electric) 200-600 BTUs per TM
  - Intermodal 200-600 BTUs per TM
- Projects that shift trips from higher energy usage powered vehicles per PMT or TM to lower energy usage powered vehicles or modes per PMT or TM are ranked by project type relative to the PMT or TM reduction potential scale of that mode in the corridor
- The horizon year of 2045 has a much higher percentage of autos, trucks and buses that are EVs and therefore mode shifts have lesser impact on energy use than today's mix of vehicle types
- If project increases VMT or TMT it could use more energy than baseline condition (a concern)

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SCORING METHODOLOGY

Scoring	Example/MethodologyActive	Exceptions / Adjustments and Examples
NA – Not Applicable	Non-mobility projects, such as soundwalls, rehabilitation projects, and community programs.	
0 – No benefit	the project is too small to measurably shift corridor PMT or TM from higher energy use mode to lower use mode	Individual bike projects do not move the mode shift needle from higher energy use modes enough to have benefit. (0) Bike Projects and programs with multiple segments are considered collectively to have low benefit (1)
1 – Low Benefit	Project is judged to have a relatively small shift in corridor PMT from higher energy usage mode(s) to lower usage mode(s)	
2 – Medium Benefit	Project is judged to have moderate shift in BTUs/ PMT or TM from higher energy usage modes to lower energy usage modes	Larger, corridor scale electric powered transit projects (e.g. LRT or EMU)
3 – High Benefit	Project is judged to have a high level shift of PMT or TM from higher BTU/PMT or TM modes to lower BTU/PMT or TM modes	Zero emission trucks; conversion of diesel electric locomotives to electric locomotives

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EN6: Reduce Heat Island Effect; Provide Cooling Features for Users

Detailed Criteria Description: Reduces heat island effect by deploying cooling features like planting urban shade trees, installing reflective roofs, and using light-colored or high-albedo pavements and surfaces.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions
- ArcGIS map with project locations and locations of Equity-Focus Community (EFC) areas
- California Air Pollution Control Officers Association's Handbook for Analyzing Greenhouse Gas (GHG) Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity[28]

[28] *California Air Pollution Control Officers Association. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity". December 2023. Available at:* *https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf*

- U.S. Environmental Protection Agency's (EPA's) Cooling Summertime Temperatures Strategies to Reduce Urban Heat Islands[29]
- EPA's Heat Island Community Actions Database[30]
- Healthy Air Living's Urban Heat Island Mitigation strategy[31]
- U.S. Green Building Council's (USGBC)'s Heat island reduction strategy[32]

Assumptions:

- Not at projects will be able to add significant vegetation elements because there are constraints for planting vegetation that are related to availability of water and space
- We are using the USGBC "Heat island reduction" requirements section options for scoring below.[33]

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project's heat island effect reduction or cooling features for users is limited due to acreage and size, or lack of project information	
1 – Low Benefit	Example Projects: Shade through structures or trees, pilot project study, and grant writing assistance	If grant writing is not coupled with project studies, downgrade to no benefit
2 – Medium Benefit	Projects that meet USGBC guidelines for Option 1 or 2 can include tree planting, public green spaces, and changes in surface reflectance	If the project does not meet all the requirements, downgrade to a low benefit If the project exceeds requirements or is sizable, upgrade to high benefit
3 – High Benefit	See exceptions/adjustments for medium benefit	
NA	Projects that do not have any heat island effect reduction or cooling features for users	

EN7: Potential for Noise Reduction

[29] *EPA. "Cooling Summertime Temperatures Strategies to Reduce Urban Heat Islands". September 2003. Available at: https://www.epa.gov/sites/default/files/2014-06/documents/hiribrochure.pdf.*

[30] *US States Environmental Protection Agency. "Heat Island Community Actions Database". January 2023. Available at: https://www.epa.gov/heatislands/heat-island-community-actions-database*

[31] *Healthy Air Living. "Urban Heat Island Mitigation: An Innovative way to reduce air pollution and energy usage". March 2011. Available at: http://www.valleyair.org/programs/fasttrack/2011/urban%20heat%20island%20mitigation.pdf*

[32] *USGBC. "Heat island reduction". Available at: https://www.usgbc.org/credits/ss7*

[33] *Ibid.*

Detailed Criteria Description: Reduces transportation noise pollution or includes noise reduction features, such as sound barriers or low-noise technologies

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions and project location

Assumptions:

- Projects received scores based on their type, subtype, and additional sub-classification (see Appendix A). Project descriptions were used to make adjustments to the sub-classification scores if projects contain certain noise mitigation features.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project is likely to maintain or increase existing noise levels, for example roadway, transit, and freight projects without noise mitigation components	Some roadway or signal projects, like emergency vehicle pre-emption, would be "NA"
1 – Low Benefit	Example Projects: Projects that provide small levels of ambient noise reduction potential, such as vegetation barriers, grade separations, and certain air quality programs	Roadway projects that would otherwise receive a "0" but include landscaping
2 – Medium Benefit	Example Projects: Projects that use low-noise technology, such as fleet electrification projects	
3 – High Benefit	Example Projects: Projects whose sole purpose is to reduce noise pollution, such as soundwall projects	
NA	Projects that will not increase noise and have little opportunity to reduce noise pollution, such as active transportation and community projects.	

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EN8: Supports transportation efficient land use principles

Detailed Criteria Description: Benefits, and benefits from, surrounding land uses that foster connectivity with public transit, multimodal trips, and high-density and mixed-use land development

Evaluation Method Description: Qualitative

Data Sources Used:

- Project description
- Google maps
- Employment density based on SCAG Regional Travel Demand Model

Assumptions:

- Defining transportation efficient land use principles -- Transportation and land use are linked through guiding land development and community expansion with the goal of coordination of land use and transportation that accommodates pedestrian and bike safety, mobility, enhances public transportation service, improves road network connectivity, and includes a multi-modal approach to transportation. That is, ensuring that a human living, working, or shopping in this geographic location has more than one option for traveling to, from and around that location, and specifically, can realistically travel using sustainable transportation such as walking, bicycling, or riding public transportation over being dependent on a private automobile. Typically, EN8 is accomplished by concentrating land use development towards urban centers and by making transportation investment in existing developed areas with a range of land uses including commercial, residential and office. In the case of the LB-ELA project, which is in an existing urban area, EN8 suggests that investment should be made in areas with existing commercial and residential development in close proximity to each other. The objective being to provide a balance of transportation investment in support of existing land use activities (and in a few project cases, to support, grow or define land uses in areas with strong transportation infrastructure). Ranking assumptions include the following overarching premises:

- Area-wide or long corridor projects are assumed to benefit from strategic application based on land uses – that is, the project is assumed to be implemented with high levels of investment in mixed-use and/or dense land use portions of the project area.

- This metric benefits projects with a large geographic scale because the study area, as a whole, is urban.

SCORING METHODOLOGY:

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Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Projects that work against or damage land-use-transportation balance Projects that are inconsistent with land-use-transportation principles, including: > Freeway projects without a pedestrian/bicycle or ADA component > Most traffic signal and ITS projects > Roadway projects (arterials, bridges) that do not indicate inclusion of infrastructure for sustainable transportation modes as they are reinforcing inefficient LU-T principles (consistent with scores for traffic signal/ITS projects)	Telecommuting program because these policies do not leverage employment density to concentrate activities. Infrastructure for private zero emission vehicles perpetuates auto dependency when investing in sustainable travel modes instead would be more conducive to supporting land-use-transportation principles.
1 – Low Benefit	Projects that have a neutral impact on land use transportation balance, including: > Bridge projects crossing over rivers and/or highways (space not occupied by human activity centers), do not meaningfully contribute to land-use-transportation principles due to the large void of space below them. > Freeway projects with a pedestrian/bicycle or ADA component	
2 – Medium Benefit	> Projects adjacent to a light rail station regardless of area land uses > Public art and other aesthetic urban design improvements help support making urban places more interesting to go, live, and shop and encourage pedestrian activity/other non-driving modes that allow for "path as place" travel (journey-based vs. destination-based travel)	
3 – High Benefit	> Projects in amenity rich locations including retail and commercial land uses combined with housing > Area-level or very long corridor projects are assumed to benefit from strategic application based on surrounding land uses > Housing and economic programs in urban areas foster land-use-transportation principles. > All High-Capacity Transit improvements	Rail quad gates make it possible for rail lines and other roadway users to coexist more safely
Na	> Marketing and programmatic projects except for those targeting housing, transit-oriented development, transit ridership, and economics. > Bus vehicle fuel types > Microtransit zones > Freight Rail / Goods Movement TDM	

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	> Non-mobility enhancing projects, such as stormwater projects and rehab projects	

Opportunity and Prosperity

OP1: Access to jobs

Detailed Criteria Description: Average number of jobs accessible within a 30-minute time period by transit or a 45-minute time period by auto.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.

> Projects that improve arterial street operations without adding lanes were modeled by increasing auto speed and capacity in a manner consistent with SCAG modeling practices.

> Bus Rapid Transit projects assume a 25% increase in transit speed and a one-half lane of reduction in auto capacity.

> Transit priority projects assume a 15% increase in transit speed and a one-quarter lane of reduction in auto capacity.

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	Project does not increase access to jobs.
1 – Low Benefit	Project provides a small improvement in access to jobs, with respect to improved access, within the freeway, arterial, or transit project package. Packages of projects are ranked by numbers of jobs that can be reached by study area residents. Individual projects are ranked based on the magnitude of work travel served.
2 – Medium Benefit	Project provides a moderate improvement in access to jobs. Packages of projects are ranked by numbers of jobs that can be reached by study area residents. Individual projects are ranked based on the magnitude of work travel served.

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3 – high Benefit	Project provides a large improvement in access to jobs, with respect to improved access, within the freeway, arterial, or transit project package. Packages of projects are ranked by numbers of jobs that can be reached by study area residents. Individual projects are ranked based on the magnitude of work travel served.

OP2: Accessibility (improving mobility challenges for all ages and abilities)

Detailed Criteria Description: Provides new or improved transportation options, or removes barriers, for users of all abilities, including serving people with disabilities, very young and very old travelers. Projects include ADA accessibility, protected active transportation facilities (example: 8 to 80), , and other programs that make the transportation network more available to its most vulnerable users

Evaluation Method Description: Qualitative

Data Sources Used: Project Descriptions

Assumptions:

- Accessibility is defined as providing additional transportation options for vulnerable users or people with mobility limitations
- Mobility limitations may be physical, such as use of a wheelchair or other mobility device, financial, such as lack of funds for a car, or intellectual such as needing additional direction (wayfinding) or limitations (such as a child who might be tempted to wander into traffic if that traffic is too close)
- Projects that serve a larger geographic area receive a higher ranking
- Projects that serve more mixed or dense land uses may score better, depending on the type of project

SCORING METHODOLOGY:

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Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Non -SOV projects that do not improve accessibility of the transportation network	Laws protect accessible services; thus, no projects should fall into this category.
1 – Low Benefit	Projects that encourage the use of non-motorized modes but have a low impact on the accessibility of the network. Specific project examples include: > Bike education programs > Transit amenities	
2 – Medium Benefit	Projects that encourage the use of non-motorized modes but have a medium impact on the accessibility of the network. These projects include: > Transportation Demand Management (TDM, carpool and telecommuting programs) > Transit TDM / fare programs > Bike Blvds > Class 2 and 3 bicycle facilities > First / Last Mile > Micro mobility including bike share > Connected / Autonomous Vehicles (arterial roadway) > Transit Grade separation > Transit Increased service > Transit New station > Transit Real time / Customer Experience (CX) > Transit Safety / Rehab > Transit Speed / Reliability > Transit amenities / security / customer experience > Complete streets / greening – freeway caps / lids improve conditions for active transportation	Less effective active transportation projects such as RRFBs Spot-level projects and/or projects that do not have significant or mixed land use intensity around them
3 – High Benefit	Projects that encourage the use of non-motorized modes and have a high impact on improving the accessibility of the network. Projects that specifically address gaps in service and provide high quality and safe facilities and services for users of all abilities. Examples include: > Class 1 and 4 bikeways, new ADA accommodations, complete streets projects, on-demand transit service, new sidewalks, and new bridges. Projects include: > Housing – this is an urban area and housing programs will improve mobility and accessibility to opportunities/prosperity	Any project that specifically addresses ADA Projects that address bicycle and pedestrian conditions over a large geographic area such as a citywide bicycle plan or a long corridor

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	> Class 1 or 4 Bikeway > Pedestrian Improvements: o Ped bridges o Ped crossings o Sidewalks o Groups of bike improvements (eg area bicycle plans) o Groups of bike/ped improvements (eg area active transportation plans) o Groups of Ped improvements (eg area pedestrian plans) > Complete Streets because they benefit all sustainable modes using the network > Complete streets / arterial improvements > New bridges > Traffic calming make the network safer for more of the roadway users > TOD projects bring more people closer to transit options > New Transit improvements /services o Bus Rapid Transit o Light Rail o Metrolink o Microtransit o Shuttle	
NA	Projects focused solely on single occupant vehicle travel and movement of freight are generally not applicable for this metric. Specific Project Types include: • Goods Movement • Community Programs • Freeway (except complete streets / greening projects) • Zero emission transit projects	

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OP3: Increases Regional Competitiveness

Detailed description: Increase the region's competitive economic advantage compared to other locations in the U.S. Generates jobs throughout the five county LA region and stimulates regional economic activity.

Evaluation Method Description: Qualitative.

Data Sources Used:

- LAEDC Reports
- Other information relevant that is not specific to our projects or project types

Assumptions:

- Components of Regional Competitiveness:
    - Economic Infrastructure
    - Human Capital
    - Innovation and Entrepreneurship
    - Business Environment
    - Connectivity and Access
    - Quality of Life
- Documenting any underlying assumptions to the process that are not project specific

SCORING METHODOLOGY

Scoring	Example/Methodology
N/A	Project has no features that affect competitiveness of the region. This includes projects that are considered "non-mobility" projects.
0 – No benefit	Not used for this metric
1 – Low Benefit	Provides enhanced mobility for goods movement but confined to the corridor. Improved goods movement mobility in the corridor Provides somewhat better connections between jobs and workforce in and outside the corridor, which can enhance corridor and regional employment
2 – Medium Benefit	Provides moderate amount of enhanced mobility and reliability for goods movement in the corridor and beyond which expands economic activity and employment and makes the region more competitive in the sectors of the regional economy tied to goods movement and logistics. Provides comparatively medium improved connections between jobs and workforce in and outside of the corridor, which can enhance corridor and regional employment
3 – High Benefit	Provides high amount of enhanced mobility and reliability for goods movement in the corridor and beyond which expands economic activity and employment and makes the region more competitive in the sectors of the regional economy tied to goods movement and logistics. Provides comparatively best connections between jobs in the region and workforce in the corridor which can enhance corridor and regional employment

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OP4: Work Force Development

Detailed Criteria Description: Project/program includes a workforce development component.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project/program website and description
- Agencies with Worforce Development Programs:
    - Metro (link)
    - Caltrans (link)
    - LA County (link)

    - City of Long Beach (link)
    - City of Los Angeles (link)
    - City of Santa Ana (link)
    - City of Maywood (link)
    - City of South Gate (link)
    - City of Carson (link)
    - City of Bellflower (link)
    - City of Huntington Park (link)
    - City of Paramount (link)
    - Metro (enlace)
- Caltrans (enlace)
- Condado de Los Ángeles (enlace)
- Ciudad de Long Beach (enlace)
- Ciudad de Los Ángeles (enlace)
- Ciudad de Santa Ana (enlace)
- Ciudad de Maywood (enlace)
- Ciudad de South Gate (enlace)
- Ciudad de Carson (enlace)
- Ciudad de Bellflower (enlace)
- Ciudad de Huntington Park (enlace)
- Ciudad de Paramount (enlace)
-

Assumptions:

- If a City/Agency has a workforce development program within one of its departments (e.g., public works, economic development) it does not mean that a specific program/project has a workforce development component; the scale (large, medium/small) should be considered in making this decision. Specifically, larger programs are more likely to have a WFD than smaller projects.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	Project/program is large in scale and does not include a WFD component, and the lead agency/city does not have a WFD program specifically for program/project
1 – Low Benefit	Project/program includes potential workforce opportunities for emerging technologies (e.g., clean energy)
2 – Medium Benefit	Project/program includes a workforce development component (e.g., training) but it is not the primary purpose of project/program
3 – High Benefit	Primary purpose of project/program is workforce development and related efforts (e.g., local hiring)
NA	Any project/program that is small or medium sized infrastructure.

OP5: Potential Targeted Hire, New Construction Jobs

Evaluation Criteria: OP5: Potential Targeted hire, New Construction Jobs

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Detailed Criteria Description: The responsible agency/city has a targeted hiring policy, and scale of construction/infrastructure project.

Evaluation Method Description: For programs, check if lead agency/city has a targeted hiring policy (in general) and if project description mentions targeted hiring specifically in 710 Corridor communities. For construction/infrastructure projects, qualitatively assess the scale of the project based on size and scope.

Data Sources Used:

- Lead agency/city websites (Human Resources/Public Works / Project Site)
- Agencies with Targeted Hiring Policies:
    - Metro (link)
    - Caltrans (link)
    - LA County (link)
    - City of Long Beach (link)
    - City of Los Angeles (link)

Assumptions:

- Larger projects are more likely to create new construction jobs, thus larger projects are given more weight than smaller projects. Projects that cover a larger area receive a higher score than smaller scale projects.
- If not explicitly mentioned in project description, the assumption is that any lead agency/city with a targeted hiring policy would apply that to any relevant programs.
- If description is vague, assumption is it is a small-scale project (construction)
- While OP5 addresses targeted hiring, EQ-OP8 is a different metric. EQ-OP8 asks the question of whether a lead agency/program has a targeted hiring policy, while OP5 asks if a program has a component that includes targeted hiring, OR a project is large enough to have the potential to create new jobs which gets at the ability/potential to create new jobs. The issue with OP5 is that it is, in essence, asking two different questions. EQ-OP8 is asking strictly about targeted hiring, while OP5 is asking about not only targeted hiring, but the potential for new job creation. Thus, OP5 and EQ-OP8 do not have to be consistent across the board.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	Infrastructure project but lead agency/city has no targeted hiring policy
1 – Low Benefit	**Construction/Infrastructure:** Small scale project **Program:** Lead agency/city has a targeted hiring policy
2 – Medium Benefit	**Construction/Infrastructure:** Medium scale project **Program:** Lead agency/city has a targeted hiring policy
3 – High Benefit	**Construction/Infrastructure:**

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	Large scale project **Program:** Lead agency/city has a specific targeted hiring policy for 710 Corridor communities
NA	Non-infrasturcture project or program

OP6: Access to QoL amenities (grocery stores, healthcare services, schools)

Detailed Criteria Description: Provides new transportation facilities near QoL amenities. Quantifies the number of quality of life amenities within ¼ mile of new transportation facility.

Evaluation Method Description: Quantitative

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Quality of life amenities include grocery stores, hospitals, urgent care facilities, and institutions of higher education, using data consistent with the Transit Center's Equity Dashboard[34]

Assumptions:

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)
- Projects were identified as a "new transportation facility" – see the applicability column in Appendix A.

Scoring Methodology:

- A ¼ mile buffer was created around all projects
- The buffer was used to calculate the number of amenities within ¼ mile of each project
- Projects were scored based on the total number of amenities in the buffer
- Programs were evaluated based on the project scales listed

SCORING METHDOLOGY

[34] *https://dashboard.transitcenter.org/methodology*

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Scoring	Example/Methodology
0 – No benefit	There are no "No Benefit" for this metric
1 – Low Benefit	Project provides new access for: 1-139 amenities in ¼ buffer Or: A program that is localized
2 – Medium Benefit	Project provides new access for: 140-599 amenities in ¼ buffer Or: A program that is "semi-localized"
3 – High Benefit	Project provides new access for: >=600 amenities in ¼ buffer Or: A program that is "Corridor-wide"
NA	Project or program does not provide new transportation facilities

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OP7: Access to open space, recreation and parks, LA river, etc.

Detailed Criteria Description: Provides new transportation facilities near parks and open spaces. Quantifies the acreage of parks within ¼ mile of new transportation facility.

Evaluation Method Description: Quantitative

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Park shapefile downloaded from LA County GIS portal[35]

Assumptions:

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)
- Projects were identified as a "new transportation facility" – see the applicability column in Appendix A.

Scoring Methodology:

- A ¼ mile buffer was created around all projects
- The buffer was used to calculate the acreage within ¼ mile of each project

[35] *https://egis-lacounty.hub.arcgis.com/datasets/local-parks/explore?location=33.876317%2C-118.170948%2C11.81*

- Projects were scored based on the total acreage of parks in the buffer
- Programs were evaluated based on the project scales listed

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	There are no "No Benefit" for this metric
1 – Low Benefit	Project provides new access for: 1-24 acres of parks in ¼ buffer Or: A program that is localized
2 – Medium Benefit	Project provides new access for: 25-80 acres of parks in ¼ buffer Or: A program that is "semi-localized"
3 – High Benefit	Project provides new access for: >=80 acres of parks in ¼ buffer Or: A program that is "Corridor-wide"
NA	Project or program does not provide new transportation facilities

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Equity

The below 24 metrics are the related to the Equity Guiding Principles. There are a variety of evaluation methods for the equity. The table below is a quick guide for the approach for applying an equity analysis to each metric that is based on using the related non-equity metric (e.g. EQ-AQ1 relies on scoring from AQ1) or a new and independent methodology for the equity metric.

Equity Metric Methodology Summary

Equity metric	Methodolgy
EQ-AQ1	EFC Overlay Approach (see Common Definitions section above for • Project that is 0% in EFC: -2 from related non-equity metric score (with minimum value of 0 / No Benefit) • Project that is 1-33% in EFC: -1 from related non-equity metric score (with minimum value of 0 / No Benefit) • Project that is 33-66% in EFC: Same as related non-equity metric score
EQ-CH1	
EQ-MB4	
EQ-MB5	
EQ-MB6	
EQ-SF1	
EQ-SF3	
EQ-EN7	
EQ-OP6	

EQ-OP7	• Project that is >66: +1 on top of related non-equity metric score (capped at maximum of 3 / High Benefit)
EQ-CH2	Other GIS overlay: Overlay using areas with high asthma rates
EQ-CH5	Other GIS overlay: Overlay using Park Needs Assessment data
EQ-EN3	Other GIS overlay: Overlay using Low Tree Canpoy Data
EQ-EN6	
EQ-AQ3	Model-based metric and EFC Overlay: - For projects that were modeled using the SCAG travel model, the relevant benefits for trips originating in EFCs were compared to trips originating in non-EFC areas. - For non-modeled projects, the EFC overlay (described above) was utilized.
EQ-CH3	
EQ-MB1	
EQ-MB2	
EQ-MB3	
EQ-OP1	
EQ-MB7	Unique Approach – see details below
EQ-OP8	
EQ-OP9	
EQ-OP10	

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EQ-AQ1: Reduce Emissions (NOx, PM2.5)

Detailed Criteria Description: Reduces oxides of nitrogen (NO_X) and fine particulate matter ($PM_{2.5}$) emissions from on-road vehicles or offroad mobile equipment

Evaluation Method Description: (Use of one or more of the following): Travel Demand Forecasting Model (TDM) for a certain suite of projects; EMFAC Model; GIS-based project type locations or other methods for individuals project scores

Data Sources Used:

- See AQ1 above for data sources
- Results from AQ1 scoring evaluation

Scoring Methodology:

Relies on score from AQ1 and removes/adds points based on the percent of the project or program that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-AQ3: Mode Shift to cleaner modes

Detailed Criteria Description: Increases the share of trips made by transit, walking and bicycling for Equity Focus Communities relative to non-EFC areas.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
> BRT projects assume a 25% increase in speed and a one-half lane reduction in vehicle capacity.
> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in vehicle capacity.
> Projects are ranked on a per-mile basis so that large projects are not automatically ranked higher than smaller but locally impactful projects.
> Ranking is considered separately for rail, bus, and active transportation projects.
> Project metrics are Evaluated for study area residents of Equity Focus Communities (EFCs) relative to study area residents of non-EFCs
> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY:

Scoring	Example/Methodology
0 – No benefit	Project does not increase transit ridership or provide improve active transportation opportunities.
1 – Low Benefit	Improved transit serves a lower proportion of EFC residents as compared to other projects in the study area.
2 – Medium Benefit	Improved transit serves a similar proportion of EFC residents as compared to other projects in the study area.
3 – high Benefit	Improved transit serves a higher proportion of EFC residents as compared to other projects in the study area.

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EQ-CH1: Reduce Emissions (Health Effects metrics: DPM, PM2.5)

Detailed Criteria Description: Reduces diesel particulate matter (DPM) and fine particulate matter ($PM_{2.5}$) emissions from on-road vehicles which in turn can generate health benefits.

Evaluation Method Description: (Use of one or more of the following): Travel Demand Forecasting Model (TDM) for a certain suite of projects; EMFAC Model; GIS-based project type locations or other methods for individuals project scores

Data Sources Used:

- See CH1 above for data sources
- Results from CH1 scoring evaluation

Scoring Methodology:

Relies on score from CH1 and removes/adds points based on the percent of the project or program that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-CH2: Reduces exposure to air pollution in communities facing high pollution burden and asthma rates

Detailed Criteria Description: Reduces exposure at sensitive receptors (e.g. schools and day care centers, hospitals and healthcare clinics, senior centers, and residences) by installing filtration systems at these receptors and/or installing near-roadway vegetation between major roadways and these receptors.

Evaluation Method Description: Qualitative

Data Sources Used:

> Project descriptions

> See CH2 sources above

> Scoring from CH2

> California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 Indicator Maps for Asthma and Cardiovascular Disease[36]

Assumptions:

> Not all projects will be able to use near-road vegetation because there are constraints for planting vegetation that are related to safety, availability of water, and fires

[36] OEHHA. CalEnviroScreen 4.0 Indicator Maps. May 1, 2023. Available at: CalEnviroScreen 4.0 Indicator Maps (arcgis.com). Accessed July 2023.

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- Near roadway vegetation must meet certain criteria to be considered effective at reducing particulate matter (PM)
- HVAC/HEPA systems must meet certain design criteria to be considered effective at reducing PM
- Equity score is based on the original CH2 score:
    - If the project is >66%located in an area of ≥ to 80 percentile on the asthma or cardiovascular disease indicator maps, the EQ-CH2 is maintained at the same benefit.
    - If the project is not >66% located in an area of ≥ to 80 percentile on the asthma indicator or cardiovascular disease indicator map, the EQ-CH2 is downgraded to a lower benefit.
    - If the project is a corridor-wide program, it is considered to overlap with an area where the asthma or cardiovascular disease percentile ≥ to 80.

SCORING METHODOLOGY

Scoring	**Example/Methodology**
0 – No benefit	Project scores 0 in CH2 or Project scores 1 in CH2 but doesn't overlap areas where the asthma or cardiovascular disease percentile ≥ to 80.
1 – Low Benefit	Project scores 1 in CH2 and Project extent overlaps some areas where the asthma or cardiovascular disease percentile ≥ to 80. or Project scores 2 in CH2 but doesn't overlap areas where the asthma or cardiovascular disease percentile ≥ to 80.
2 – Medium Benefit	Project scores 2 in CH2 and Project extent overlaps some areas where the asthma or cardiovascular disease percentile ≥ to 80. or Project scores 3 in CH2 but doesn't overlap areas where the asthma or cardiovascular disease percentile ≥ to 80.
3 – High Benefit	Project scores 3 in CH2 and Project extent overlaps some areas where the asthma or cardiovascular disease percentile ≥ to 80.
NA	Project/program scores NA in CH2

EQ-CH3: Mode Shift to active transportation, transit

Detailed Criteria Description: Increases the share of trips made by transit, walking and bicycling for Equity Focus Communities relative to non-EFC areas.

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Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> BRT projects assume a 25% increase in speed and a one-half lane reduction in vehicle capacity.

> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in vehicle capacity.

> Projects are ranked on a per-mile basis so that large projects are not automatically ranked higher than smaller but locally impactful projects.

> Ranking is considered separately for rail, bus, and active transportation projects.

> Project metrics are Evaluated for study area residents of Equity Focus Communities (EFCs) relative to study area residents of non-EFCs

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY:

Scoring	Example/Methodology
0 – No benefit	Project does not increase transit ridership or provide improve active transportation opportunities.
1 – Low Benefit	Improved transit serves a lower proportion of EFC residents as compared to other projects in the study area.
2 – Medium Benefit	Improved transit serves a similar proportion of EFC residents as compared to other projects in the study area.
3 – high Benefit	Improved transit serves a higher proportion of EFC residents as compared to other projects in the study area.

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EQ-CH5: Increases access to high quality recreational facilities in areas lacking active transportation infrastructure and parks

Detailed Criteria Description: Supports improved health outcomes associated with physical activity and recreation by providing direct linkages to parks and recreation facilities and providing active transportation infrastructure, particularly in areas lacking access to these facilities and infrastructure elements.

Evaluation Method Description: Qualitative

Data Sources Used:

- Score for CH5: Bike/Ped Access to parks, recreational areas, or open spaces
- LA County Park Needs Assessment PNA+ Map Viewer (arcgis.com) - Priority Areas for Increasing Access to Regional Recreation
- Existing Bike Routes
- Project description and location
- Additional project materials and information available

Scoring Methodology:

Scoring	Example/Methodology
0 – No benefit	0 - Projects/programs score 0 in CH5 Or Project/program lacks bike/ped facilities when they could be included based on project type
1 – Low Benefit	1 - Project/program includes new active transportation (bike/ped) facilities Or Project/program adds transit or micro-mobility service in Priority Areas for Increasing Access to Regional Recreation per the LA County Parks Needs Assessment (PNA+)
2 – Medium Benefit	2 - Project scores 2 in CH5 and Project extent overlaps Priority Areas for Increasing Access to Regional Recreation per the LA County Parks Needs Assessment (PNA+) Or Project scores 3 in CH5 and project extent does not overlap with Priority Areas for Increasing Access to Regional Recreation per PNA+
3 – High Benefit	3 - Project scores 3 in CH5 and Project extent overlaps Priority Areas for Increasing Access to Regional Recreation per the LA County Parks Needs Assessment (PNA+)
NA	4 - Project/program type does not have potential to impact active transportation conditions or access to recreation

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EQ-MB1: Ridership

Detailed Criteria Description: Increases transit ridership by shifting trips to transit from other modes, for Equity Focus Communities relative to communities that are not equity focused.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
> BRT projects assume a 25% increase in speed and a one-half lane reduction in auto capacity.
> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in auto capacity.
> Project metrics are Evaluated for study area residents of Equity Focus Communities (EFCs) relative to study area residents of non-EFCs
> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Project does not increase transit ridership for persons in EFCs.	
1 – Low Benefit	Project results in a slight increase in transit passenger miles traveled per project mile, generally in the group of projects with smallest increases in transit passenger miles traveled per mile, for persons in EFCs. Ranking is considered separately for rail and bus projects.	
2 – Medium Benefit	Project results in a moderate increase in transit passenger miles traveled per project mile, for persons in EFCs.	
3 – high Benefit	Project results in a high increase in transit passenger miles traveled per project mile, for persons in EFCs. Ranking is considered separately for rail and bus projects.	Project LB-ELA_0164, which increases frequency of Metro busses that currently have low frequency, is scored based on the high overall ridership increase, associated with persons in EFCs, instead of on a per-mile basis.

EQ-MB2: Speeds / Travel Times (people, goods)

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Detailed Criteria Description: Increase roadway speeds (or reduce travel times) for people and goods movement in equity focus communities.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
> Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.
> Projects that improve arterial street operations without adding lanes were modeled by increasing speed and capacity in a manner consistent with SCAG modeling practices.
> Project metrics are Evaluated for study area residents of Equity Focus Communities (EFCs) relative to study area residents of non-EFCs
> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	Project does not improve roadway speeds for residents of Equity Focus Communities (EFCs).
1 – Low Benefit	Project improves roadway speeds and serves a lower proportion of EFC residents as compared to other projects in the study area.
2 – Medium Benefit	Project improves roadway speeds and serves a similar proportion of EFC residents as compared to other projects in the study area.
3 – high Benefit	Project improves roadway speeds and serves a higher proportion of EFC residents as compared to other projects in the study area.

EQ-MB3: Reduce Congestion (hours of delay for people & goods)

Detailed Criteria Description: Reduce hours of delay for persons and goods, for Equity Focus Communities relative to communities that are not equity focused.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

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> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> BRT projects assume a 25% increase in speed and a one-half lane reduction in auto capacity.

> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in auto capacity.

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No benefit	Project does not reduce delay for persons in EFCs.
1 – Low Benefit	Project results in a reduction of delay, generally in the group of projects with smallest increases in transit passenger miles traveled per mile, for persons in EFCs. Ranking is considered separately for rail and bus projects.
2 – Medium Benefit	Project results in a moderate reduction in delay, for persons in EFCs.
3 – high Benefit	Project results in a high reduction in delay, for persons in EFCs.

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EQ-MB4: Modal Accessibility

Detailed Criteria Description: Improves access to new transportation facilities for residents. Quantifies the population benefiting from the improvement based on a ¼ mile distance from the new transportation facility and the extent to which the facility substantially benefits residents in EFC areas.

Evaluation Method Description: Quantitative

Related Metrics: MB4: Modal Accessibility

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Equity focus communities definition from LA Metro
- MB4 Score

Scoring Methodology:

Relies on score from MB4 and removes/adds points based on the percent of the project that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-MB5: Reliability (Transit, Roadway, Goods Movement)

Evaluation Method Description: Quantitative

Related Metrics: MB5 - Reliability

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Equity focus communities definition from LA Metro
- MB5 Score

Scoring Methodology:

Relies on score from MB5 and removes/adds points based on the percent of the project that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-MB6: Gap Closures

Evaluation Method Description: Quantitative

Related Metrics: MB6 – Gap Closure

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Equity focus communities definition from LA Metro
- MB6 Score

Scoring Methodology:

Relies on score from MB6 and removes/adds points based on the percent of the project that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-MB7: Increases reliable and accessible transportation options for those who cannot or prefer not to drive

Detailed Criteria Description: Provides reliability and accessibility improvements to support the viability of non-driving travel modes such as active transportation and transit for populations currently marginalized by auto-centric infrastructure, including zero-vehicle households, children, seniors, individuals with disabilities, and those who choose not to drive for environmental, health-related, or other reasons.

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Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions
- Reference materials/literature: AAA design Guidance, NACTO

Assumptions:

Benefits are quantified based on aggregating independent standards listed below

Non-driving modes - investments include improvements to transit, bicycle or pedestrian networks

Reliability

- Transit features are known to prevent delays / increase headways
- Active transportation features are Class 1 or 4 bike facilities (separated or shared use paths)
- Although reliability is typically used to quantitively measure transit and vehicular trips, for the purpose of active transportation and bicycles in particular, we as consider direct routes that are comfortable for cyclists as reliable. Since this criteria is qualitative for projects/programs where trip origins and destinations are not evaluated, the class of bike facilities is used as a proxy for comfort.

Accessibility

- Features are known to improve safety for people with disabilities, the elderly or children
- Protected bicycle lanes meet standards for All Ages and Abilities (AAA)
- Disbenefits include project/program features known to add delays for non-driving travel modes

SCORING METHODOLOGY:

Scoring	**Example/Methodology**
0 – No benefit	Projects/Programs that improve the movement people through driving
1 – Low Benefit	Project/Program relate to non-driving travel modes
2 – Medium Benefit	Project/Program meets [low benefit] requirement **and** either the reliability or accessibility criteria
3 – High Benefit	Project/Program meets [low benefit] requirement **as well as** the reliability and accessibility criteria
NA	Projects/Programs that are non-mobility related

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EQ-SF1: Improves physical safety for people, walking, biking, and rolling

Detailed Criteria Description: Supports health outcomes associated with physical injuries and fatalities by improving safety from automobile collisions or modal conflicts, primarily through the provision of protected and separated pathways and ADA features

Evaluation Method Description: Quantitative

Related Metrics: SF2 – Traffic protections (bike/ped)

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Equity focus communities definition from LA Metro
- SF2 Score: Note, while the EQ-SF1 metric was originally associated with the SF1 metric, the SF2 metric is actually a more appropriate non-equity metric given the focus on both bicycle and pedestrian safety.

SCORING METHODOLOGY

Relies on score from SF2 and removes/adds points based on the percent of the project that is located in an EFC (see Equity Metric Methodology Summary above).EQ-SF3: Improves perceptions of personal security for people walking, biking, rolling, and taking transit

Detailed Criteria Description: Provides features and/or services that may increase the sense of safety for pedestrians, bicyclists, transit riders, and particularly for those from marginalized groups - from crime and personal harm.

Evaluation Method Description: Quantitative

Related Metrics: SF3 – Personal Security

Data Sources Used:

- Project descriptions/type
- Project location using GIS
- Equity focus communities definition from LA Metro
- SF3 Score.

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SCORING METHODOLOGY
Relies on score from SF3 and removes/adds points based on the percent of the project that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-EN3: Contributes to remediation of environmental damage or loss of natural features

Detailed Criteria Description: Supports health outcomes associated with clean soil, air, and water. Contributes to remediation or restoration of natural features such as vegetation, soil, or bodies of water that have been lost or damaged due to previous infrastructure, development, and land use decisions.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project description and location
- Additional project materials and information available
- Low Tree Canopy data from CA Healthy Places Index[37]

Assumptions:

- Areas with <5% Tree Canopy land area coverage (below 50th percentile per CA Healthy Places Index) to be used as a proxy indicator of 'environmental damage or loss of natural features'
- Corridor-wide programs are considered to overlap with area of low tree canopy as overall corridor tree canopy is <5%
- Adding greenery or landscaping features to freeways does not meaningfully constitute remediation of environmental damage or loss of natural features relative to past environmental impact of freeway development on natural features and biodiversity.

Scoring Methodology:

Scoring	Example/Methodology
0 – No benefit	Project/program scores 0 in EN3 or Project/program scores 1 in EN3 but doesn't overlap areas of low tree canopy or Project/program is part of Freeway infrastructure

[37] *https://www.healthyplacesindex.org/*

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1 – Low Benefit	1 – Project/program scores 1 in EN3 and Project extent overlaps areas of low tree canopy (under 5% tree canopy coverage = <50th percentile per HPI data) or Project scores 2 in EN3 but does not overlap areas of low tree canopy.
2 – Medium Benefit	2 – Project/program scores 2 or 3 in EN3 and Project extent overlaps areas of low tree canopy (under 5% tree canopy coverage = <50th percentile per HPI data)
3 – High Benefit	3 – Project/program explicitly incorporates environmental restoration and/or brownfield remediation
NA	Project/program scores NA in EN3

EQ-EN6: Includes urban greening and cooling for areas of low tree canopy and high heat island burden

Detailed Criteria Description: This equity metric builds off EN6. It adds a +1 benefit if a project is located either in an area with low tree canopy and/or a +1 if located in an area with high heat island temperatures (>= 40 degrees) to the original score in EN6 (added benefit). EN6 scores were subtracted from EQ-EN6.

Evaluation Method Description: Cross-checked location of projects with Urban Heat Island map in the Existing Conditions folder, and checked for tree canopy coverage < 5% based on the Healthy Place Index

Data Sources Used:

- Urban Heat Island Existing Conditions Map
- Healthy Places Tree Canopy indicator[38]

Assumptions:

- If a multi-project/program did not specify a specific location but did mention areas like "LB-ELA Corridor" or "within 1-mile of the I-710" or some other language that suggests projects will impact communities around the 710 corridor, then this method assumed that at least one of the projects would be located in an area with low tree canopy and one project in an area with high Heat Island temperatures (thus receiving a +2 bonus)

Scoring Methodology:

Scoring	Example/Methodology
1 – Low Benefit	One of these elements > Project/program provides greening/cooling features, in general (same as EN6- does not change) > Project/program provides greening/cooling features in areas of low tree canopy, or

[38] *Healthy Places Index. https://policies.healthyplacesindex.org/neighborhood/tree-canopy/about*

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	> Project/program provides greening/cooling features in areas of high heat island burdens
2 – Medium Benefit	Two of these elements: > Project/program provides greening/cooling features, in general (same as EN6- does not change) > Project/program provides greening/cooling features in areas of low tree canopy, and/or > Project/program provides greening/cooling features in areas of high heat island burdens
3 – High Benefit	All three of these elements: > Project/program provides greening/cooling features, in general (same as EN6- does not change) > Project/program provides greening/cooling features in areas of low tree canopy, and > Project/program provides greening/cooling features in areas of high heat island burdens
NA	Projects that receive N/A in EN6

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EQ-EN7: Potential for Noise Reduction

Detailed Criteria Description: Reduces transportation noise pollution or includes noise reduction features, such as sound barriers or low-noise technologies, in EFC areas

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions and project location
- Equity focus communities definition from LA Metro
- EN7 Score

Scoring Methodology:

Relies on score from EN7 and removes/adds points based on the percent of the project that is located in an EFC (see Equity Metric Methodology Summary above).

EQ-OP1: Access to jobs

Detailed Criteria Description: Increases the average number of jobs accessible within a 30-minute time period by transit or a 45-minute time period by auto, for Equity Focus Communities relative to communities that are not equity focused.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> BRT projects assume a 25% increase in speed and a one-half lane reduction in auto capacity.

> Transit priority projects assume a 15% increase in speed and a one-quarter lane reduction in auto capacity.

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY:

Scoring	Example/Methodology
0 – No benefit	Project does not increase access to jobs for persons in EFCs.
1 – Low Benefit	Project results in a slight increase in access to jobs, for persons in EFCs.
2 – Medium Benefit	Project results in a moderate increase in access to jobs, for persons in EFCs.
3 – high Benefit	Project results in a high increase in access to jobs, for persons in EFCs. Ranking is considered separately for rail and bus projects.

EQ-OP6: Access to Quality-of-Life amenities (grocery stores, healthcare services, schools)

Detailed Criteria Description: Provides new transportation facilities near QoL amenities (grocery stores, health care, and schools) and project is located substantially within an EFC area

Evaluation Method Description: Quantitative

Related Metrics: OP6

Data Sources Used:

> Project descriptions/type

> Project location using GIS

> Quality of life amenities include grocery stores, hospitals, urgent care facilities, and institutions of higher education, using data consistent with the Transit Center's Equity Dashboard[39]

> Equity focus communities definition from LA Metro

> OP6 Score

Scoring Methodology:

Relies on score from OP6 and removes/adds points based on the percent of the project that is located in an EFC based (see Equity Metric Methodology Summary above).

[39] https://dashboard.transitcenter.org/methodology

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EQ-OP7: Access to open space, recreation and parks, LA river, etc.

Detailed Criteria Description: Provides new transportation facilities near parks and open spaces and project is located substantially within an EFC area

Evaluation Method Description: Quantitative

Related Metrics: OP7: Access to open space, recreation and parks

Data Sources Used:

> Project descriptions/type

> Project location using GIS

> Park shapefile downloaded from LA County GIS portal[40]

> Equity focus communities definition from LA Metro

> OP7 Score

Scoring Methodology:

Relies on score from OP7 and removes/adds points based on the percent of the project that is located in an EFC based (see Equity Metric Methodology Summary above).

EQ-OP8: Increases quantity and quality of employment opportunities for underemployed and low-income workforce

Detailed Criteria Description: Project/program provides new job opportunities for underemployed and low-income individuals in the workforce that have the required level of training or education and also live in a disadvantaged community.

Evaluation Method Description: Whether or not a project/program's lead agency/city has a targeted hiring policy, in general

Data Sources Used:

- Leady agency/city website (e.g., project/program site, HR)

Assumptions:

- Targeted hiring policies would provide job opportunities for residents in the 710 Corridor.
- Clean truck charging station infrastructure projects are construction projects that have the potential to create job opportunities.

Scoring Methodology:

[40] *https://egis-lacounty.hub.arcgis.com/datasets/local-parks/explore?location=33.876317%2C-118.170948%2C11.81*

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Scoring	Example/Methodology	Exceptions / Adjustments
1 – Low benefit	Lead agency/city does not have a hiring policy	If there is a specific program that has a targeted local hiring in place, even though the city/lead agency as a whole does not.
2 –Benefit	2- Lead agency/city has a targeted hiring policy	
NA	Projects that do not add new infrastructure	

Additional Documentation: If program/project lead by Metro, Caltrans, City of LA or Long Beach, or LA County, then with was given a moderate benefit score (they have targeted hiring policies); All other agencies/cities were scored 0 due to cities not having a targeted hiring policy; exceptions are made for programs specifically targeting local hire. Language may exist about "inclusive" hiring practices, but that does not mean they are recruiting under employed or low-income individuals.

Note: While OP5 addresses targeted hiring, EQ-OP8 is a different metric. EQ-OP8 asks the question of whether a lead agency/program has a targeted hiring policy, while OP5 asks if a program has a component that includes targeted hiring, OR a project is large enough to have the potential to create new jobs which gets at the ability/potential to create new jobs. The issue with OP5 is that it is, in essence, asking two different questions. EQ-OP8 is asking strictly about targeted hiring, while OP5 is asking about not only targeted hiring, but the potential for new job creation. Thus, OP5 and EQ-OP8 are not necessarily scored the same.

Agencies with Targeted Hiring Policies:

- Metro (link)
- Caltrans (link)
- LA County (link)
- City of Long Beach (link)
- City of Los Angeles (link)

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EQ-OP9: Reduces housing or transportation costs for low-income households

Evaluation Criteria: EQ-OP9: Reduces housing or transportation costs for low-income households.

Evaluation Method Description: Assessed whether program/project had the potential to reduce housing or transportation costs through improvements in transit frequency, rail lines, pedestrian projects, bike projects. Projects that made transportation more efficient or housing costs, in general, were given a positive benefit.

Data Sources Used:

- Project Descriptions

Assumptions:

Scoring Methodology:

Scoring	Example/Methodology
0 – No benefit	Not used for this metric
1 –Low Benefit	Not used for this metric
2 – Medium Benefit	Project or program includes one of the following: • Makes improvements on transit frequency, rail lines, pedestrian projects, bike projects, or • Reduces housing costs in general
3 – High Benefit	Project or program includes both of of the following: • Makes improvements on transit frequency, rail lines, pedestrian projects, bike projects, and • Reduces housing costs in general
NA	Project or program has no impact on housing or transportation costs

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EQ-OP10: Reduces residential or commercial displacement risk

Detailed Criteria Description: Reduces risk of economic (as opposed to physical) displacement as an adverse effect of infrastructure investment, which may result in new development interest, increasing land prices, property values, and ultimately housing/business costs.

Evaluation Method Description: Qualitative

Data Sources Used:

- Project descriptions and additional project materials

- White Paper on Anti-Displacement Strategy Effectiveness (urbandisplacement.org)
- Strategies - Small Business Anti-Displacement Network (SBAN) (antidisplacement.org)
- Transit-Oriented Displacement or Community Dividends? Understanding the Effects of Smarter Growth on Communities | Books Gateway | MIT Press

SCORING METHODOLOGY

Scoring	**Example/Methodology**
0 – No benefit	0 - Project/Program broadly influences land use, business, or housing conditions without incorporating protections/benefits targeted to at-risk groups Project example: New light rail infrastructure (including stations) is known to have potential for catalyzing speculative investment and economic neighborhood change, which can increase displacement pressure.

1 – Low Benefit	1 – Project/program supports indirect displacement prevention strategies such as affordable housing production and workforce development
2 – Medium Benefit	2 – Project/program incorporates direct/near-term displacement prevention strategies such as affordable housing preservation, rent stabilization, small business loans/business interruption funds
3 – High Benefit	3 – Project/program is specifically dedicated to establishing community stabilization strategies and policies throughout the LB-ELA corridor, utilizing both direct and indirect displacement prevention strategies
NA	NA – Project/program type does not have opportunity to influence displacement outcomes

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Sustainability

SA1: Reduces reliance on polluting and energy-intensive modes of travel and goods movement

Detailed Criteria Description: Supports health outcomes associated with clean air by reducing consumption of fossil fuels in mobility through projects or programs that support **electrification, cleaner fuels** or **travel behavior** that reduces **per capita VMT**.

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions

Assumptions: Benefits are quantified based on aggregating independent standards listed below

- Improvements relate to active or public transportation networks
- Improvements are known to shift commute trips to cleaner modes / away from SOV
- Improvements are known to support clean goods movement
- Improvements support only zero emission vehicles or equipment

SCORING METHODOLOGY:

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Projects/Programs relate to moving people or goods but do not meet any standards	
1 – Low Benefit	Project/Program meets 1 of the standards	
2 – Medium Benefit	Project/Program meets 2 of the standards	

3 – High Benefit	Project/Program meets 3 of the standards	Goods movement projects only need to meet two standards
NA	Projects/Programs that do not relate to moving people or goods	

SA2: Promotes physical activity and health through active transportation and recreation

Detailed Criteria Description: Supports physical and mental health outcomes associated with activity by **providing or enhancing access** to infrastructure or services that promotes physical activity.

Evaluation Method Description: Qualitative, based on project descriptions indicating scale

Data Sources Used: Project descriptions

Assumptions:

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Arterial Projects where improvements are not targeted to enhance active transportation	
1 – Low Benefit	Projects enhance bike/ped infrastructure networks at the localized scale	
2 – Medium Benefit	Projects enhance bike/ped infrastructure networks at the semi-localized scale	Although ped bike bridges are typically under a mile in length, they typically make a connection where there was no access and are considered medium benefit
3 – High Benefit	Projects enhance bike/ped infrastructure networks at the corridor-wide scale	
Na	Projects that do not impact pedestrian or bicycle conditions	

SA3: Improves climate resilience through mitigation of flooding and extreme heat impacts

Detailed Criteria Description: Supports improved health outcomes associated with reducing exposure to hazards. Improves community and infrastructure resilience by mitigating the risks and impacts of flooding or extreme heat.

Evaluation Method Description: Qualitative

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Data Sources Used: Project descriptions

Assumptions:

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit	Physical projects with no mention of greening/drainage	Although active transportation projects may include these features, they were scored 0 if not mentioned
1 – Low Benefit	Projects reduce flood risk or extreme heat through greening, cooling or drainage at the localized scale	
2 – Medium Benefit	Projects reduce flood risk or extreme heat through greening, cooling or drainage at the semi-localized scale	
3 – High Benefit	Projects reduce flood risk or extreme heat through greening, cooling or drainage at the corridor-wide scale	
N/A	Programs that do not lead to physical improvements/infrastructure Physical projects where operational changes are the primary improvement (e.g. freeway lane configurations where no new lanes are added, signal improvements)	

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SA4: Supports job creation in, and workforce transitions to green technology and infrastructure sectors

Detailed Criteria Description: Provides workforce development opportunities and job training in green sectors or supports the transition to green jobs.

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions; workforce opportunities related to green jobs

Definitions:

- **Sustainable investments** are any investments that build greener infrastructure for a future without fossil fuels

- **Green tech** refers to any specific technology that is intended to reverse the effects of human activity on the environment.

Scoring Methodology:

Scoring	Example/Methodology
N/A	Projects that do not add new infrastructure
0 – No benefit	Projects that add new infrastructure but do not support jobs or investments in green sectors
1 –Low Benefit	One of these elements: • Program creates jobs in sustainable investments, • Promotes green tech, or • Program supports workforce transitions to green tech/infra sectors
2 – Medium Benefit	Two of these elements: • Program creates jobs in sustainable investments, • Promotes green tech, and/or • Program supports workforce transitions to green tech/infra sectors
3 – High Benefit	All three of these elements: • Program creates jobs in sustainable investments, • Promotes green tech, and • Program supports workforce transitions to green tech/infra sectors

SA5: Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity

Detailed Criteria Description: Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity.

Evaluation Method Description: Quantitative

Data Sources Used:

> SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

> Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.

> Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.

> Projects that improve arterial street operations without adding lanes were modeled by increasing auto speed and capacity in a manner consistent with SCAG modeling practices.

> BRT projects assume a 25% increase in transit speed and a one-half lane of reduction in auto capacity.

> Transit priority projects assume a 15% increase in transit speed and a one-quarter lane of reduction in auto capacity.

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> Truck VMT is used as an indicator for truck emissions

> For projects that were not modeled, the results of the model were used to estimate benefits of similar projects and programs

SCORING METHODOLOGY:

Scoring	Example/Methodology	Exceptions / Adjustments
0 – No benefit (vs no info)	Project does not reduce truck emissions.	
1 – Low Benefit	Project results in a slight reduction in truck emissions. Projects are ranked based on truck vehicle-miles traveled per mile.	Interchange projects were ranked based on the number of trucks served, as this high-level analysis does not compare the effectiveness of detailed interchange design details. Arterial operations projects were ranked based on the number of trucks served, as arterial-level project were modeled at a high level.
2 – Medium Benefit	Project results in a moderate reduction in truck emissions. Projects are ranked based on truck vehicle-miles traveled per mile.	
3 – high Benefit	Project results in a significant reduction in truck emissions. Projects are ranked based on truck vehicle-miles traveled per mile.	

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Concerns

Background

The original evaluation framework had seven Concern criteria. In response to stakeholder input to ensure that all benefit cr have a corresponding potential disbenefit, the final evaluation framework includes 16 Concern criteria. Where potential adverse impacts are applicable, the project team either identified the relevant existing Concern criterion or identified a revised or new Concern criterion.

The final changes are highlighted in the table below based on these categories:

- Six criteria did not change (green highlight)
- One criterion was expanded and revised into three to capture discrete concerns (yellow highlight)
- Seven new criteria were added (blue highlight)

Original Concern Criteria:

1. Potential for Displacements
2. Potential for Physical Impacts (Right Of Way)
3. Potential for Increased Commute Times
4. Potential for Traffic Diversion / Emission Shifting
5. Potential for New Hot Spots/localized impacts (Congestion, Air Quality, Pedestrian/Bike Safety)
6. Potential Construction Impacts

7. Potential for Vehicle Miles Traveled (VMT) Increases

Final Concern Criteria:

1. Potential for Displacements
2. Potential for Physical Impacts (Right Of Way)
3. Potential for Increased Commute Times
4. Potential for Traffic Diversion/Emissions Shifting
5. Potential for Increased Localized Emissions/Emissions Shifting
6. Potential for Bike/Pedestrian Safety Impacts
7. Potential for Concentrated Congestion Impacts
8. Potential Construction Impacts
9. Potential for VMT Increases
10. Potential for Increased User Costs
11. Potential for Increased Impervious Cover
12. Potential for Increased Economic Displacement
13. Potential for Increased Noise Pollution
14. Potential for Transit Ridership Reduction
15. Potential for New Physical Transportation Barriers
16. Potential for Increased Stormwater Runoff and/or Increased Flood Risk

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Concern Categorization:

Each Concern criterion is divided into three categories based on the stage of the project's development where the concern is most relevant and/or most likely to arise. Based on professional judgment and past experience, potential concerns are likely to arise and can be mitigated during the project design, during construction, or after project implementation. The Concerns are organized these three categories:

- **Outcome Concerns**: These eight are concerns that are more difficult to mitigate directly through a project's design. They are the unintended consequences of a project, such as increased vehicle miles traveled resulting from a roadway capacity project.
- **Construction Concerns**: This category is only applicable to one concern criteria (Potential for Construction Impacts) and relates to the potential adverse impacts that may occur during a project's construction.
- **Design Concerns:** These seven concerns are those that have the potential to be mitigated in the project's design phase. For instance, a project could address the potential impervious cover concern by including more landscaping, porous materials, or other features. It is important to note that without mitigation, these concerns could result in actual adverse impacts. However, for categorization, we are calling them Design Concerns to differentiate them from the above Outcome Concerns.

Final Concern Criteria, Categorization, and Impact on Results of the Investment Plan

Type of Concern	Concern Criteria	How the concern will be utilized in the development of the investment plan
Outcome	**Con3**: Potential for Increased Commute Times	Tiered results: These concerns impact the overall project's score and therefore impact each project's tiering.
	Con4: Potential for Traffic Diversion	
	Con5: Potential to Increase Localized Emissions / Emissions shifting	
	Con7: Potential for concentrated congestion impacts	
	Con9: Potential for VMT Increases	
	Con10: Potential to increase user costs	
	Con12: Potential to increase economic displacement	
	Con14: Potential for reduced transit ridership	
Construction	**Con8**: Potential Construction Impacts	Funding recommendations: These concerns will impact the funding recommendation and implementation guidelines of the investment plan
Design	**Con1**: Potential for Displacements	
	Con2: Potential for Physical Impacts (ROW)	
	Con6: Potential for bike/ped safety impacts	
	Con11: Potential to increase impervious cover	
	Con13: Potential to increase noise pollution	
	Con15: Potential for new barriers/decreased access	
	Con16: Potential for increased storm water run off and/or increased flood risk	

Benefits Criteria and Relevant Concerns

ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
Air Quality Goal			
AQ1*	Reduce Emissions (NOx, PM2.5)	-Potential for increased localized emissions/emission shifting	Revised concern criteria help account for potential increases in emissions and negative air quality impacts.
AQ2	Facilitates Clean Technologies & Lower Emissions Vehicles	*No applicable adverse impact*	There are no projects that promote transitioning to a technology less clean than the existing predominant technology.

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ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
AQ3*	Mode Shift to Cleaner Modes	-Potential for vehicle miles traveled (VMT) Increases -Potential for transit ridership reduction	In general, 'Potential for VMT increases' adequately captures the potential adverse impacts of shifting to non-clean modes. 'Potential for transit ridership reduction' is added to account for impacts not captured by existing criteria.
Community & Health Goal			
CH1*	Reduce Emissions (Health Effects metrics; DPM; PM2.5)	-Potential for increased localized emissions/emissions shifting	The revised concern criterion helps account for potential increases in emissions and negative health impacts.
CH2*	Reduce Exposure at Receptors (HVAC/HEPA, near-roadway vegetation)	*No applicable adverse impact*	There are no projects that promote removing air filtration systems or vegetation specifically planted for air filtration. Projects maintaining the status quo receive a 'No Benefit' for this criterion. Increased exposure due to emissions is addressed by 'Potential to increase localized emissions/emissions shifting.'
CH3*	Mode Shift to Active Transportation, Transit	-Potential for VMT increases -Potential for transit ridership reduction	In general, 'Potential for VMT increases' adequately captures the potential adverse impacts of shifting away from active transportation and transit. 'Potential for transit ridership reduction' is added to account for impacts not captured by existing criteria.
CH4	Improve the User Experience (may be different metrics for different modes)	-Potential for increased commute times -Potential for concentrated congestion impacts - Potential for bike/pedestrian safety impacts -Potential for new physical transportation barriers	There are a variety of factors that may worsen a user's transportation experience that are captured by several existing, revised, and new concern criteria.
CH5*	Bike/Pedestrian Access to Parks, Recreational Areas, or Open Spaces	-Potential for new physical transportation barriers	Added new concern criterion to address any potential decreased accessibility due to new transportation barriers.
Mobility Goal			
MB1*	Transit Ridership	-Potential for transit ridership reduction	Added new concern criterion because this potential adverse impact was not

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ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
			adequately covered by the VMT criterion.
MB2*	Speeds/Travel Times (People, Goods)	-Potential for increased commute times	The potential for increased commute times, which measures speed and travel time, adequately covers the potential adverse impact associated with this metric. Projects that slow automobile speeds or travel times are also captured under SF6 Traffic Calming Features, which is considered a benefit.
MB3*	Reduce Congestion (hours of delay for people and goods)	-Potential for increased commute times -Potential for concentrated congestion impacts	These two concern criteria, which measure levels of congestion, adequately cover the potential adverse impact associated with this metric. Projects that increase delay for automobiles are also captured under SF6 Traffic Calming Features, which is considered a benefit.
MB4*	Modal Accessibility (by zone)	*No applicable adverse impact*	There are no projects that recommend removing a transportation facility. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
MB5*	Reliability (transit, roadway, goods movement)	-Potential for increased commute times -Potential for concentrated congestion impacts	There are no projects that aim to decrease reliability; however, these two-concern criteria measure congestion and travel times, two outcomes that relate to system reliability.
MB6*	Gap Closures	-Potential for new physical transportation barriers	Added new concern criterion to address any potential new transportation barriers that might limit access.
MB7*	Increase in Travel Options	*No applicable adverse impact*	There are no projects that 'decrease travel options.' Projects that maintain the status quo receive a 'No Benefit' for this criterion.
Safety Goal			
SF1*	Protections for Bike/Users (bike class)	-Potential for bike/pedestrian safety impacts	'Potential for bike/pedestrian safety impacts' is directly related to this SF1 Benefit metric.
SF2	Traffic Protections (bike/pedestrian)	-Potential for bike/pedestrian safety impacts	'Potential for bike/pedestrian safety impacts' is directly related to this SF2 Benefit metric.

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ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
SF3*	Personal Security	*No applicable adverse impact*	There are no projects that recommend features that would decrease personal security. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SF4	Includes Safety Features	*No applicable adverse impact*	There are no projects that remove specific transportation safety features. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SF5	Reducing Conflict Points (vehicle safety)	*No applicable adverse impact*	There are no projects that add new vehicle conflict points. Projects that maintain the status quo receive a 'No Benefit' for this criterion. Projects that have potential bike/ped safety impacts are captured in SF1 and SF2
SF6	Traffic Calming Features	*No applicable adverse impact*	There are no projects that remove traffic calming features. Projects that maintain the status quo receive a 'No Benefit' for this criterion. Projects that have potential bike/ped safety impacts are captured in SF1 and SF2
SF7	Improves/Rehabilitates Existing Infrastructure	*No applicable adverse impact*	There are no projects that directly degrade existing infrastructure. Projects that do not rehabilitate or utilize existing infrastructure receive a 'No Benefit' score under this criterion.
Environment Goal			
EN1	Improved Environment from Mode Shifts	-Potential for traffic diversion -Potential for VMT Increases -Potential for transit ridership reduction	In general, 'Potential for VMT increases' adequately captures the potential adverse impacts of shifting to non-clean modes. A new concern criterion is recommended to account for potential reductions in transit ridership.
EN2	Greenhouse Gas (GHG) Reduction Potential	- Potential for increased localized emissions/emission shifting -Potential for VMT Increases	Taken together, 'Potential for increased localized emissions/emission shifting' and 'Potential for VMT Increases' adequately cover the potential adverse impacts of increased greenhouse gas emissions.
EN3*	Protects Natural Habitat (greening features)	-Potential for increased impervious cover	Added new concern criterion. New impervious surfaces, without greening features, have the potential to decrease natural habitat.

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ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
EN4	Water Quality, Drainage, and Flood Management Features	-Potential for increased stormwater runoff and/or increased flood risk -Potential for increased impervious cover	Added two new concern criteria. 'Potential for increased stormwater runoff and/or increased flood risk' addresses this benefit criterion directly. In addition, new impervious surfaces can increase runoff and prevent natural filtration of water into the soil.
EN5	Reducing Energy Use	*No applicable adverse impact*	There are no projects that recommend a shift from lower energy to higher energy technologies. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
EN6*	Reduce Heat Island Effect; Provide Cooling Features for Users	-Potential for increased impervious cover	Added new concern criterion. New impervious surfaces can have characteristics that result in additional heat retention and increase the heat island effect.
EN7	Potential for Noise Reduction	-Potential for increased noise pollution	Added new concern criterion. Projects that have the potential to increase noise could have an adverse impact.
EN8	Supports Transportation Efficient Land Use Principles	-Potential for VMT Increases	This benefit criteria measures, indirectly, how easy it is for residents to meet their everyday travel needs without using single-occupant vehicles. The potential to increase sprawl (moving houses away from jobs) is not applicable to this study and the existing concern 'Potential for VMT Increases' adequately captures the potential adverse impacts associated with this benefit criteria.
Opportunity/Prosperity Goal			
OP1*	Access to Jobs	-Potential for increased commute times	'Potential for increased commute times' directly address the potential adverse impacts related to 'Access to Jobs.'
OP2	Accessibility (improving mobility challenges for all ages and abilities)	-Potential for bike/pedestrian safety impacts -Potential for new physical transportation barriers -Potential for transit ridership reduction	While there are no projects that recommend removing accessibility features (such as improved sidewalks, ADA features like curb ramps, transit-oriented development, and new bridges) directly, there are several factors that may inadvertently create accessibility challenges. These

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ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
			potential adverse impacts are captured by several existing, revised, and new concern criteria.
OP3	Increases Regional Competitiveness	*No applicable adverse impact*	There are no projects that aim to decrease regional competitiveness. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
OP4	Workforce Development	*No applicable adverse impact*	There are no projects that aim to decrease workforce development. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
OP5	Potential Targeted Hire & New Construction Jobs	*No applicable adverse impact*	There are no projects that aim to decrease targeted hiring. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
OP6*	Access to Quality of Life Amenities (grocery stores, health care services, schools)	-Potential for new physical transportation barriers	Added new concern criterion to address any potential new transportation barriers that might limit access.
OP7*	Access to Open Space, Recreation and Parks, LA River, etc.	-Potential for new physical transportation barriers	Added new concern criterion to address any potential new transportation barriers that might limit access.
Sustainability Guiding Principle			
SA1	Provides Infrastructure and Technology to Reduce Reliance on Polluting and Energy-Intensive Modes of Travel and Goods Movement	-Potential for increased localized emissions/emission shifting -Potential for VMT Increases	The analysis for this benefit metric relies on separating two considerations 1) mode shift to sustainable transportation and 2) fleet conversion to cleaner energy. These two existing concerns adequately capture the potential adverse impacts associated with this benefit metric.
SA2	Provides Infrastructure to Promote Physical Activity and Health through Active Transportation and Recreation	*No applicable adverse impact*	There are no projects that remove active transportation facilities. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SA3	Improves Climate Resilience Through Infrastructure that Mitigates the Impacts of Flooding and Increased Heat	-Potential for increased impervious cover	Added new concern criterion. New impervious surfaces can increase storm runoff as well as the potential for increased heat retention.

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ID	Benefits Criteria	Which Concern(s) would capture this impact?	Notes (Relative to Applicable Concerns)
SA4	Supports Job Creation In, and Workforce Transitions to Green Technology and Infrastructure Sectors	*No applicable adverse impact*	There are no projects that aim to decrease job creation nor the transition to green technology. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
SA5	Improves Cargo Efficiencies to Minimize Trip Volumes and Emissions from Goods Movement Activity	- Potential for traffic diversion - Potential for increased localized emissions/emission shifting	This benefit criterion measures the benefits of a more efficient freight system in terms of reduced truck trips. The potential adverse impacts are captured by two concerns related to traffic diversion onto local streets and increased emissions.
Equity Guiding Principle*			
EQ-OP8	Increases Quantity and Quality of Employment Opportunities for Underemployed and Low-Income Workforce	*No applicable adverse impact*	There are no projects that aim to decrease job creation. Projects that maintain the status quo receive a 'No Benefit' for this criterion.
EQ-OP9	Reduces Housing or Transportation Costs for Low-Income Households	-Potential for increased user costs -Potential for increased economic displacement	New concern criteria were added to account for any potential increases in transportation costs and economic displacement.
EQ-OP10	Reduces Residential or Commercial Displacement Risk	-Potential for increased economic displacement	New concern criteria were added to account for any potential increased risk of economic displacement.

*Note: Apart from the three listed under the Equity Guiding Principle section of the table, equity criteria are derived from those listed in the goal areas above. Please see the corresponding criteria marked with an asterisk (*) in each goal.

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CON1: Potential for Displacements

Detailed Criteria Description: This concern is intended to capture the potential displacements of residences or businesses caused by the construction of a project.

Evaluation Method Description: Qualitative/Engineering Judgement

Related Criteria: CON2: Physical impacts to adjacent right of way

Data Sources Used:

> Project descriptions

> I-710 EIR/EIS Alternative 5C design drawings

Assumptions:

> The study area is highly developed and any transportation project or program that requires additional right of way can cause displacement of adjacent residences and businesses.

> The type of project and its location and length can affect the potential number of displacements

> See appendix A for the applicability of each project types for this metric; applicable projects were reviewed individually to assess potential for adverse impacts.

SCORING METHODOLOGY:

Scoring	Example/Methodology
NA	Project or Program does not add new infrastructure (e.g. rehabilitation/maintenance to existing infrastructure, stations, freeways)
0 – No Impact	Project or Program requires new physical infrastructure, but the improvements are contained within existing ROW with 0 displacements
1 – Low Impact	Project or Program requires new physical infrastructure, but only short segments of the project may require acquisition of adjacent residences or businesses, with a total of less than 3 businesses or residences likely to be displaced
2 – Medium Impact	Project or Program requires new physical infrastructure where the project may require acquisition of adjacent businesses or residences with a total of less than 8 businesses or residences likely to be displaced
3 – High Impact	Project or Program requires new physical infrastructure where the project may require acquisition of adjacent businesses or residences with a total of more than 8 businesses or residences likely to be displaced

CON2: Potential for Physical Impacts (ROW)

Detailed Criteria Description: This concern is intended to capture the potential physical impacts to adjacent right of way (ROW) caused by the construction of a project.

Evaluation Method Description: Qualitative/Engineering Judgement

Related Criteria: CON1: Physical impacts to adjacent right of way

Data Sources Used:

> Project descriptions

> I-710 EIR/EIS Alternative 5C design drawings

Assumptions:

> The study area is highly developed and any transportation project or program that requires additional right of way even without causing the displacement of adjacent residences and businesses can impact adjacent properties.

> The type of project and its location and length can affect the potential number of displacements

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> See appendix A for the applicability of each project types for this metric that may cause physical right of way impacts to adjacent properties; applicable projects were reviewed individually to assess potential for adverse impacts.

SCORING METHODOLOGY:

Scoring	Example/Methodology
NA	Project or Program does not add new infrastructure (e.g. rehabilitation/maintenance to existing infrastructure, stations, freeways)
0 – No Impact	Project or Program requires new physical infrastructure but the improvements are contained within existing ROW with no physical impacts (e.g a project on Port property).
1 – Low Impact	Project or Program requires new physical infrastructure, but only localized segments of the project may create physical right of way impacts to adjacent properties.
2 – Medium Impact	Project or Program requires new physical infrastructure where several segments of the project may create physical right of way impacts to adjacent properties.
3 – High Impact	Project or Program requires new physical infrastructure where many segments of the project may create physical right of way impacts to adjacent properties.

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CON3: Potential for Increased Commute Times

Detailed Criteria Description: Potential for increased commute times.

Evaluation Method Description: Quantitative

Data Sources Used:

- SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

- Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
- Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.
- Projects that improve arterial street operations without adding lanes were modeled by increasing speed and capacity in a manner consistent with SCAG modeling practices.
- BRT projects assume a 25% increase in transit speed and a one-half lane of reduction in vehicle capacity.
- Transit priority projects assume a 15% increase in transit speed and a one-quarter lane of reduction in vehicle capacity.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No Concern	Project unlikely to increase commute times.
1 – Low Concern	Project may result in slight increases to travel times for some commuters.
2 – Medium Concern	Project may result in moderate increases to travel times for some commuters.
3 – High Concern	Project may result in considerable increases to travel times for some commuters.

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CON4: Potential for Traffic Diversion

Detailed Criteria Description: Potential for Traffic Diversion / Emission Shifting

Evaluation Method Description: Quantitative

Data Sources Used:

- SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

- Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
- Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.
- Projects that improve arterial street operations without adding lanes were modeled by increasing speed and capacity in a manner consistent with SCAG modeling practices.
- BRT projects assume a 25% increase in transit speed and a one-half lane of reduction in vehicle capacity.
- Transit priority projects assume a 15% increase in transit speed and a one-quarter lane of reduction in vehicle capacity.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No Concern	Project unlikely to cause traffic diversion
1 – Low Concern	Slight potential to cause traffic diversion
2 – Medium Concern	Moderate potential to cause traffic diversion
3 – High Concern	High potential to cause traffic diversion

CON5: Potential to Increase Localized Emissions / Esmissions Shifting

Detailed Criteria Description: Increases in localized diesel particulate matter (DPM) and fine particulate matter (PM2.5) emissions from on-road vehicles which may be related to health concerns.

Evaluation Method Description: *Quantitative*

Data Sources Used:

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- See AQ1 and CH1 data sources. Additional data sources include:
- Gridded Emissions Map

Assumptions:

- Not all freeway or arterial roadway projects were included in the TDM modeling. See project information matrix.
- Changes in $PM_{2.5}$ have been associated with mortality/illness impacts. Changes in DPM have been associated with cancer risk. For more information on health and air quality studies, see South Coast AQMD 2022 Air Quality Management Plan (AQMP) Appendix I: Health Effects[41] and South Coast AQMD Multiple Air Toxics Exposure Study V (MATES V) Final Report[42].

Scoring Methodology:

- The highest concern ranking of any grid cell is assigned to the suite of modeled projects based on the localized emission increases using scale/breakpoints shown in the legends below. For transit projects, the maximum concern ranking is determined by regional emission increases because localized emission increases and gridded maps are not available.

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[41] *South Coast AQMD. 2022 AQMP Appendix I: Health Effects. December 2, 2022. Available here: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/appendix-i.pdf?sfvrsn=6. Accessed: May 2023.*

[42] *South Coast AQMD. MATES V Final Report. August 2021. Available here: http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6. Accessed: May 2023.*

Emission Categories for AQ1 Evaluation - Freeway, Arterial Roadway, and Transit Projects

$PM_{2.5}$ Incremental Emissions (lb/day)	**NO_X Incremental Emissions (lb/day)**	**Legend**
≤-5	≤-55	High Benefit
≤-5	>-55 to ≤-5	Medium Benefit
≤-5	>-5 to <5 : No change	Medium Benefit
>-0.05 to <0.05 : No change	≤-55	Medium Benefit
>-5 to ≤-0.05	≤-55	Medium Benefit
>-5 to ≤-0.05	>-55 to ≤-5	Low Benefit
>-5 to ≤-0.05	>-5 to <5 : No change	Low Benefit
>-0.05 to <0.05 : No change	>-55 to ≤-5	Low Benefit
>-0.05 to <0.05 : No change	>-5 to <5 : No change	No Benefit
≤-0.05	≥5	Mixed Benefit/Concern
≥0.05 to <5	<-5	Mixed Benefit/Concern
>-0.05 to <0.05 : No change	≥5 to <55	Low Concern
≥0.05 to <5	>-5 to <5 : No change	Low Concern
≥0.05 to <5	≥5 to <55	Low Concern
>-0.05 to <0.05 : No change	≥55	Medium Concern
≥5	>-5 to <5 : No change	Medium Concern
≥0.05 to <5	≥55	Medium Concern
≥5	≥5 to <55	Medium Concern
≥5	≥55	High Concern

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Emission Categories for CH1 Evaluation - - Freeway, Arterial Roadway, and Transit Projects

$PM_{2.5}$ Incremental Emissions (lb/day)	DPM Incremental Emissions (lb/day)	Legend
≤-5	≤-0.4	High Benefit
≤-5	>-0.4 to ≤-0.004	Medium Benefit
≤-5	>-0.004 to <0.004 : No change	Medium Benefit
>-0.05 to <0.05 : No change	≤-0.4	Medium Benefit
>-5 to ≤-0.05	≤-0.4	Medium Benefit
>-5 to ≤-0.05	>-0.4 to ≤-0.004	Low Benefit
>-5 to ≤-0.05	>-0.004 to <0.004 : No change	Low Benefit
>-0.05 to <0.05 : No change	>-0.4 to ≤-0.004	Low Benefit
>-0.05 to <0.05 : No change	>-0.004 to <0.004 : No change	No Benefit
≤-0.05	≥0.004	Mixed Benefit/Concern
≥0.05 to <5	<-0.004	Mixed Benefit/Concern
>-0.05 to <0.05 : No change	≥0.004 to <0.4	Low Concern
≥0.05 to <5	>-0.004 to <0.004 : No change	Low Concern
≥0.05 to <5	≥0.004 to <0.4	Low Concern
>-0.05 to <0.05 : No change	≥0.4	Medium Concern
≥5	>-0.004 to <0.004 : No change	Medium Concern
≥0.05 to <5	≥0.4	Medium Concern
≥5	≥0.004 to <0.4	Medium Concern
≥5	≥0.4	High Concern

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For Active Transportation/TDM Projects

These projects will be accounted for in AQ3. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Good Movements Projects

Most of these projects will be accounted for in AQ2. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

For Community Programs Projects

These projects will be accounted for in AQ2 or CH2 or EN6. Not sufficient information/methodologies to calculate the impacts for AQ1, CH1, and EN2 therefore these projects will get a score of NA.

CON6: Potential for bike/ped safety impacts

Detailed Criteria Description: Project or program has the potential to introduce new safety hazards or modal conflicts for pedestrians and bicyclists or other active transportation users

Evaluation Method Description: Qualitative

Data Sources Used: Project descriptions

Assumptions:

- Increased street widths encourage higher vehicle speeds, create longer crossing distances, and reduce pedestrian/bike visibility
- Addition of vehicle travel lanes creates additional conflict points for active transportation users navigating lane changes
- Projects that encourage uninterrupted vehicle traffic flow on arterial roadways (e.g., signal synchronization) encourage slightly higher vehicle speeds and lower levels of driver awareness at intersections.

Scoring Methodology:

Scoring	Example/Methodology	Exceptions
N/A	Project or Program does not have opportunity to influence safety of roadway conditions for pedestrians or bike/active transportation users	
0 – No Impact	Project or Program improves or maintains safety of roadway conditions for pedestrians or bike/active transportation users	
1 – Low Impact	Project/Program includes road widening or addition of vehicle travel lanes in favor of automobile throughput without the addition of protections for active modes – Localized Scale Project/program encourages uninterrupted vehicle traffic flow (e.g., signal synchronization)	
2 – Medium Impact	Project/Program includes road widening or addition of vehicle travel lanes in favor of automobile throughput without the addition of protections for active modes – Semi-Localized Scale	
3 – High Impact	Project/Program includes road widening or addition of vehicle travel lanes in favor of automobile throughput without the addition of protections for active modes – Corridor-Wide Scale	Project or program that has bike/ped accomodations receives a 1

CON7: Potential for concentrated congestion impacts

Evaluation Method Description: Quantitative

Detailed Criteria Description: Potential for concentrated congestion impacts

Data Sources Used:

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- SCAG Regional Travel Model, adapted for use in study area analysis.

Assumptions:

- Projects considered in the SCAG 2020 Regional Transportation Plan (RTP) are modeled as defined by the RTP.
- Interchanges, auxiliary lanes, and truck lanes along I-710 were modeled using assumptions consistent with past studies.
- Projects that improve arterial street operations without adding lanes were modeled by increasing speed and capacity in a manner consistent with SCAG modeling practices.
- BRT projects assume a 25% increase in transit speed and a one-half lane of reduction in vehicle capacity.
- Transit priority projects assume a 15% increase in transit speed and a one-quarter lane of reduction in vehicle capacity.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No Concern	Project unlikely to cause concentrated congestion.
1 – Low Concern	Slight potential to cause concentrated congestion.
2 – Medium Concern	Moderate potential to cause concentrated congestion.
3 – High Concern	High potential to cause concentrated congestion.

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CON8: Potential Construction Impacts

Detailed Criteria Description: This concern is intended to capture the potential for construction impacts to communities and travelers caused by the construction of a project.

Evaluation Method Description: Qualitative/Engineering Judgement
Data Sources Used:

- Project descriptions
- I-710 EIR/EIS Alternative 5C design drawings

Assumptions:

- The study area is highly developed and any transportation project or program that requires construction has the potential to create construction impacts while being built.
- The type of project, its complexity, its location and its scale will affect the duration and the magnitude of potential construction impacts.

SCORING METHODOLOGY

Scoring	Example/Methodology
NA	Project or Program does not add new infrastructure (e.g. rehabilitation/maintenance to existing infrastructure, stations, freeways).
0 – No Impact	Project or Program requires new physical infrastructure, but the improvements are small in scale and take a short time to construct.
1 – Low Impact	Project or Program requires new physical infrastructure, but the scale and duration of construction is localized and is of short duration.
2 – Medium Impact	Project or Program requires new physical infrastructure where the scale and duration of construction will impact several communities for several months.
3 – High Impact	Project or Program requires new physical infrastructure where the scale and duration of construction affects many communities and travelers for a duration of nine months or more.

CON9: Potential for VMT Increases

Detailed Criteria Description: Evaluates whether a project or program has the potential to increase vehicle miles traveled (VMT)

Evaluation Method Description: Qualitative

Data Sources Used:

- Project Description and type

Assumptions:

- Projects that promote single occupant vehicle travel are have the potential to increase VMT
- Projects and programs were evaluated based on the type and sub classification (See appendix A) as well as the scale of the project.
- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

SCORING METHODOLOGY

Scoring	Example/Methodology
NA	A project or program that does not impact vehicle miles traveled (generally non-roadway projects)
0 – No Concern	A mobilty project or program that is unlikely to increase VMT
1 – Low Concern	Project or program that has the potential to impact VMT at a semi-localized scale
2 – Medium Concern	Project or program that has the potential to impact VMT at a corridor-wide scale
3 – High Concern	Not used for this metric

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CON10: Potential to increase user costs

Detailed Criteria Description: Evaluates whether a project or program has the potential to increase user costs, either directly or indirectly.

Evaluation Method Description: Qualitative

Related Criteria: EQ-OP9 (Reduces Housing or Transportation Costs for Low-Income Households)

Data Sources Used:

- Project Description

Assumptions:

- Initial concern focused around increases in direct user costs, i.e., congestion pricing
- Concerns capture "direct" and "indirect" impacts on user costs. Direct impacts refer to projects/programs that directly impact user costs (i.e., congestion pricing). Indirect impacts refer to projects/programs that are assumed to decrease user cost due to more efficient transportation/transit systems, reduced wait times, etc.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No Concern	Project/program has no impact on user costs related to transportation or housing
1 – Low Concern	Project/program minimally and indirectly increases user costs related to transportation or housing (e.g., congestion pricing)
2 – Medium Concern	Project/program moderately and directly or indirectly increases user costs related to transportation or housing (e.g., congestion pricing)
3 – High Concern	Project/program directly and substantially increases user costs related to transportation or housing (e.g., congestion pricing)

CON11: Potential to increase impervious cover

Detailed Criteria Description: This concern is intended to capture the potential negative impacts related to the **addition** of impervious surfaces that could increase stormwater run-off, environmental heat gain, or worsen water quality – all of which have negative impacts on ecosystems and human health.

Evaluation Method Description: Qualitative

Related Criteria:

> EN-3: Protects natural habitat (Greening Features)

> EN-4: Water Quality, Water Capture, Drainage, and Flood Management features

> EN-6: Reduce Heat Island Effect; Provide Cooling Features for Users

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> EQ-EN6: Includes urban greening and cooling for areas of low tree canopy and high heat island burden

> SA3: Improves climate resilience through infrastructure that mitigates the impacts of flooding and increased heat

Data Sources Used:

- Project descriptions

Assumptions:

- The study area is highly developed with little to no projects occurring on greenfield, agricultural or open space land.
- Any project which mentioned the addition of landscaping, vegetation or greening were not considered as concerns.
- This criterion does not consider land cover change, which would require more detailed design information but rather whether projects - by their scale and type, are likely to increase heat gain and stormwater run-off or hinder stormwater absorption.
- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

SCORING METHODOLOGY:

Scoring	Example/Methodology	Exceptions / Adjustments
NA	Project or Program does not add new infrastructure (e.g. rehabilitation/maintenance to existing infrastructure, stations, freeways)	
0 – No Impact	Project or Program requires new physical infrastructure but includes landscaping, storm water mitigation, or porous surfaces.	Includes street furniture and transit amenities - which are not assumed to have a negative impact
1 – Low Impact	Project or Program requires new physical infrastructure at the localized scale (roadway, freeway, transit) or localized / semi-localized scale (active transportation, pedestrian)	Some semi-localized or corridor-wide projects/programs that add miminal infrasctructure
2 – Medium Impact	Project or Program requires new physical infrastructure at the semi- localized scale (roadway, freeway, transit) or corridor wide scale (active transportation, pedestrian)	
3 – High Impact	Project or Program requires new physical infrastructure at the corridor wide scale (roadway, freeway, transit)	

CON12: Potential to increase economic displacement

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Detailed Criteria Description: This concern is intended to capture potential for increased vulnerability to economic (as opposed to physical) displacement of residents or businesses as an adverse effect of infrastructure investment, which may result in new development interest, increasing land prices, property values, and ultimately housing/business costs.

Evaluation Method Description: Qualitative/GIS

Related Criteria: EQ-OP10: Reduces residential or commercial displacement risk

Data Sources Used:

- Project descriptions
- Estimated Displacement Risk Model (Urban Displacement Project)
    - Estimated Displacement Risk - Overall Displacement | Estimated Displacement Risk - Overall Displacement | AFFH Data and Mapping Resources (arcgis.com)
    - California Estimated Displacement Risk Model – Urban Displacement
- Reference materials/literature
    - Transit-Oriented Displacement or Community Dividends? Understanding the Effects of Smarter Growth on Communities | Books Gateway | MIT Press (Karen Chapple & Anastasia Loukaitou-Sideris)
    - Green gentrification or 'just green enough': Do park location, size and function affect whether a place gentrifies or not? - Alessandro Rigolon, Jeremy Németh, 2020 (sagepub.com) (Alessandro Rigolon & Jeremy Nemeth)

Assumptions:

- This metric is applicable to new class 1 and 4 bike paths and rail transit projects:
    - Major transit investment (new rail lines and stations) is one of many factors associated with gentrification and displacement in urban areas. While a simple causal relationship has not been established between transit investment and displacement, research based in Los Angeles and beyond demonstrates that housing instability can be exacerbated by transit investment. (Chapple & Loukaitou-Sideris)
    - New greenway parks with an active transportation component may foster gentrification and increase vulnerability to displacement (Rigolon & Nemeth).
        - "Greenway" refers to a recreational active transportation corridor of longer than 1-mile.
- The Urban Displacement Project's Estimated Displacement Risk Methodology is the best available assessment of displacement risk for all communities within the LB-ELA corridor.
- Levels of residential displacement risk established in EDR model scores can be assumed to reflect relative levels of commercial displacement risk for disadvantaged/small business tenants as well.

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- Projects are mapped against the Estimated Displacement Risk map, and joined with associated census tracts (those overlapping and within 500 feet of the project). Displacement risk scores for associated census tracts will be averaged using a numeric scale as described in the scoring matrix

EDR Model Methdology

The Urban Displacement Project's Estimated Displacement Risk (EDR) model uses several household-level and census tract-level metrics including 2014 & 2019 American Community Survey (ACS) data to identify vulnerability to displacement for low-income renter households within each census tract. Using machine learning, the model identifies variables closely associated with household-level displacement to estimate displacement risk at the census tract level. Each census tract is scored for Overall Displacement Risk, with categories of "None," "Probable Displacement," "1 Income Group," or "2 Income Groups." These scores are explained in more detail in the table at the end of this rubric.

The model uses net loss of extremely low-income (ELI: 0-30% of Area Median Income), very low-income (VLI: 30-50% of AMI) and low-income (LI: 50-80% of AMI) households as a proxy for displacement. In the EDR mapping tool, ELI and VLI groups are consolidated into one "very low-income" group (0%-50% of AMI). If the model predicts a net loss within these income groups, the tract is categorized into three degrees of displacement (in order of decreasing severity: 'Extreme,' 'High,' or 'Elevated'); if net loss is uncertain, tracts are categorized as experiencing 'Probable' displacement.

SCORING METHODOLOGY

Scoring	Example/Methodology
0 – No Impact	Project does not include a new transit or greenway investment (No displacement risk)
1 – Low Impact	Project includes a new transit or greenway investment, and average estimated displacement risk of associated census tracts is none to low (0-1)
2 – Medium Impact	Project includes a new transit or greenway investment, and average estimated displacement risk of associated census tracts is low to moderate (1.1-2.0)
3 – High Impact	Project includes a new transit or greenway investment, and average estimated displacement risk of associated census tracts is moderate to high (2.1-3.0)

CON13: Potential to increase noise pollution

Detailed Criteria Description: Evaluates whether a project or program has the potential to increase noise pollution

Evaluation Method Description: Qualitative

Related Criteria: EN7

Data Sources Used:

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- Project Description
- Rating from EN7

Assumptions:

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)
- Projects that scored a "0" or "No Benefit" on EN7 were screened to determine if they have the potential to increase noise beyond the status quo. This screening occurred at the sub category level first and was refined in the actual rating. See Appendix A below for the applicability of each sub category.

SCORING METHODOLOGY

Scoring	Example/Methodology	Exceptions / Adjustments
NA	Project/program does not have the potential to increase or decrease noise (Rated NA on EN-7)	
0 – No Impact	Project includes noise mitigation features (Rated 1-3 on EN-7) or Projects with no noise mitigation benefit (Rated 0 on EN7) and is "localized"	Projects located within the Ports of LA/LB
1 – Low Impact	Projects with no noise mitigation benefit (Rated 0 on EN7) and is semi-localized	Corridor-wide or projects that shift from one mode to another (e.g. trucks to freight rail) where noise impacts are unclear Signal synchronization and bus ITS projects are "Low impact" regardless of scale
2 – Medium Impact	Projects with no noise mitigation benefit (Rated 0 on EN7) and is corridor-wide	
3 – High Impact	No High Concerns	

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CON14: Potential for reduced transit ridership

Detailed Criteria Description: Evaluates whether a project or program has the potential to decrease transit ridership

Evaluation Method Description: Qualitative

Data Sources Used:

- Project Description and type

Assumptions:

Projects and programs were evaluated based on the type and sub classification (See appendix A) as well as the scale of the project.

- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

SCORING METHODOLOGY

Scoring	Example/Methodology
NA	A project or program that does not impact transit ridership (non-mobility projects)
0 – No Concern	A mobilty project or program that is unlikely to decrease transit ridership (transit and active transportation projects)
1 – Low Concern	Project or program that has the potential to reduce transit ridership at a semi-localized scale
2 – Medium Concern	Project or program that has the potential to reduce transit ridership at a corridor-wide scale
3 – High Concern	Not used for this metric

CON15: Potential for new physical transportation barriers

Detailed Criteria Description: Evaluates whether a project or program has the potential to decrease access through the addition of a new physical barrier

Evaluation Method Description: Qualitative

Data Sources Used:

- Project Description and type

Assumptions:

- Only transit rail projects are applicable for this concern. There are no new roadway projects that add barriers (no new freeways) and no new active transportation projects that add new barriers
-

SCORING METHODOLOGY

Scoring	Example/Methodology
NA	A project or program that does not have new physical infrastructure
0 – No Concern	Infrastructure projects that do not have access barriers (arterial roadways, bus projects, active transportation projects)
1 – Low Concern	Transit projects that mostly use existing rights of way and/or are likely to be elevated
2 – Medium Concern	Transit projects with new right of way and likely to be at-grade
3 – High Concern	Not used for this metric

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CON16: Potential increased storm water runoff and/or increased flood risk

Detailed Criteria Description: This concern is intended to capture the potential negative impacts related to the addition of infrastructure that does not include specific features that address storm water run off or flood management. Risk of flooding is increased when water cannot soak into the ground and instead runs off of impervious surfaces. When rain is heavy, this can lead to flooding, erosion and damage to surrounding infrastructure. These risks increase with weather changes associated with global warming.

Evaluation Method Description: Qualitative

Related Criteria:

> EN-3: Protects natural habitat (Greening Features)

> EN-4: Water Quality, Water Capture, Drainage, and Flood Management features

> EN-6: Reduce Heat Island Effect; Provide Cooling Features for Users

> EQ-EN6: Includes urban greening and cooling for areas of low tree canopy and high heat island burden

> SA3: Improves climate resilience through infrastructure that mitigates the impacts of flooding and increased heat

Data Sources Used:

- Project descriptions

Assumptions:

- The study area is highly developed with little to no projects occurring on greenfield, agricultural or open space land.
- Any project which mentioned the addition of landscaping, vegetation or greening were not considered as concerns.
- This criterion does not consider land cover change, which would require more detailed design information but rather whether projects - by their scale and type, are likely to increase heat gain and stormwater run-off or hinder stormwater absorption.
- The scale of the project (localized, semi-localized, corridor-wide) was used in the evaluation of each project (see common definitions section above for definition of project scales)

SCORING METHODOLOGY:

Scoring	Example/Methodology	Exceptions / Adjustments
NA	Project or Program does not add new infrastructure (e.g. rehabilitation/maintenance to existing infrastructure, stations, freeways)	

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0 – No Impact	Project or Program requires new physical infrastructure but includes landscaping, storm water mitigation, or porous surfaces.	Includes street furniture and transit amenities - which are not assumed to have a negative impact
1 – Low Impact	Project or Program requires new physical infrastructure at the localized scale (roadway, freeway, transit) or localized / semi-localized scale (active transportation, pedestrian)	Some semi-localized or corridor-wide projects/programs that add miminal infrasctructure
2 – Medium Impact	Project or Program requires new physical infrastructure at the semi- localized scale (roadway, freeway, transit) or corridor wide scale (active transportation, pedestrian)	
3 – High Impact	Project or Program requires new physical infrastructure at the corridor wide scale (roadway, freeway, transit)	

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Appendix A - Sub Classification Scoring and Applicability

Project Type	Sub Classification	Sub Classification Scoring				Metric Applicability								
		MB5	MB6	SF7	EN7	MB4	OP6	OP7	CON1	CON2	CON8	CON9	CON14	CON13
Active Transportation / TDM	Bike Blvds	1	1 or 3	1	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Bike education	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Class 1 or 4 Bikeway	2	1 or 3	1	NA	Y	Y	Y	Y	Y	Y	NA	NA	NA
	First Last Mile	1	1 or 3	1	NA	Y	Y	Y	NA	NA	Y	NA	NA	NA
	Micro mobility	1	NA	NA	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Pedestrian (ped) bridge	2	1 or 3	NA	NA	Y	Y	Y	Y	Y	Y	NA	NA	NA
	Pedestrian crossing	1	1 or 3	1	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Sidewalk	2	1 or 3	2	NA	Y	Y	Y	Y	Y	Y	NA	NA	NA
	Sidewalk, Class 2, other	1	1 or 3	2	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Transportation Demand Management	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Various bike improvements	2	1 or 3	2	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Various bike/ped improvements	2	1 or 3	2	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Various Ped improvements	2	1 or 3	2	NA	Y	Y	Y	NA	NA	NA	NA	NA	NA
Arterial Roadway	Arterial improvement	2	NA	3	0	NA	NA	NA	Y	Y	Y	Y	Y	NA
	Arterial widening	2	NA	1	0	NA	NA	NA	Y	Y	Y	Y	Y	Y
	Connected/Autonomous Vehicles	1	NA	1	NA	NA	NA	NA	NA	NA	NA	Y	Y	NA

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Project Type	Sub Classification	Sub Classification Scoring				Metric Applicability								
		MB5	MB6	SF7	EN7	MB4	OP6	OP7	CON1	CON2	CON8	CON9	CON14	CON13
	Complete Streets	1	Varies	3	NA	Y	Y	Y	Y	Y	Y	NA	NA	NA
	Complete streets / arterial improvements	1	Varies	3	NA	Y	Y	Y	Y	Y	Y	NA	NA	NA
	Fiber	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Integrated Corridor Management	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	Y	Y	NA
	Intersection improvement	2	NA	2	0	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Upgrade Bridge	1	NA	3	0	NA	NA	NA	NA	NA	Y	NA	NA	NA
	New Bridge	2	3	0	0	Y	Y	Y	Y	Y	Y	Y	NA	Y
	Restriping	2	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Safety/Operational	2	Varies	2	NA	NA	NA	NA	NA	NA	Y	NA	NA	NA
	Signal Synchronization	3	NA	NA	0	NA	NA	NA	NA	NA	NA	Y	Y	Y
	Signal upgrade	2	NA	2	NA	NA	NA	NA	NA	NA	NA	Y	Y	NA
	Storm water	1	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Traffic calming	1	Varies	1	1	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Video	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	Y	Y	NA
Community Programs	Emissions mitigation	NA	NA	NA	1	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Housing	NA*	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Jobs	NA*	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Landscaping/amenities	NA	NA	1	1	NA	NA	NA	NA	NA	Y	NA	NA	NA
	Zero Emission Autos	NA	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA

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Project Type	Sub Classification	Sub Classification Scoring				Metric Applicability								
		MB5	MB6	SF7	EN7	MB4	OP6	OP7	CON1	CON2	CON8	CON9	CON14	CON13
	Zero Emission Transit	NA	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA
Freeway	Auxiliary lanes	2	NA	1	0	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Upgrade Bridge	2	1	3	NA	NA	NA	NA	NA	NA	Y	NA	NA	NA
	Building	1	NA	NA	NA	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Congestion Pricing	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Emissions mitigation	NA	NA	NA	1	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Express Lanes	3	NA	1	0	Y	Y	Y	Y	Y	Y	Y	Y	Y
	Interchange	1	Varies	1	0	NA	NA	NA	Y	Y	Y	Y	Y	NA
	Landscaping/amenities	NA	NA	1	1	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Maintenance	1	NA	3	NA	NA	NA	NA	Y	NA	NA	NA	NA	NA
	Rehab (Freeway signs)	0	NA	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Safety/Operational	2	Varies	2	NA	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Signal upgrade	2	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Soundwalls	NA	NA	NA	3	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Storm water	NA	NA	2	NA	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Transportation Management System upgrade	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Truck bypass	2	Varies	0	0	NA	NA	NA	Y	Y	Y	Y	NA	Y
	Zero Emission Trucks	NA	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Greening	NA	1	1	1	Y	Y	Y	NA	Y	Y	NA	NA	NA

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Project Type	Sub Classification	Sub Classification Scoring				Metric Applicability								
		MB5	MB6	SF7	EN7	MB4	OP6	OP7	CON1	CON2	CON8	CON9	CON14	CON13
	Rehab (Freeway)	2	NA	3	NA	NA	NA	NA	NA	NA	Y	NA	NA	NA
Goods Movement	Arterial improvement	1	Varies	3	0	NA	NA	NA	Y	Y	Y	Y	NA	NA
	Emissions mitigation	NA	NA	NA	1	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Freight operation	3	Varies	NA	0	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Freight rail	1	Varies	0	0	NA	NA	NA	Y	Y	Y	NA	NA	Y
	Grade sep	3	1	1	1	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Interchange	2	Varies	1	0	NA	NA	NA	Y	Y	Y	Y	NA	Y
	New Bridge	2	3	0	0	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Zero Emission Trucks	NA	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Zero Emission Freight	NA	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Zero Emission Rail	NA	NA	NA	2	NA	NA	NA	Y	NA	NA	NA	NA	NA
Transit	Bus Rapid Transit	3	1	1	0	Y	Y	Y	Y	Y	Y	NA	NA	Y
	First Last Mile / Customer Experience	2	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Grade separation	3	1	1	1	NA	NA	NA	Y	Y	Y	NA	NA	NA
	Increased service	2	3	NA	0	NA	NA	NA	NA	NA	NA	NA	NA	Y
	Light Rail	3	3	0	0	Y	Y	Y	Y	Y	Y	NA	NA	Y
	Metrolink	3	3	0	0	Y	Y	Y	Y	Y	Y	NA	NA	Y
	Microtransit	2	3	NA	0	Y	Y	Y	NA	NA	NA	NA	NA	NA
	New station	3	3	0	0	Y	Y	Y	Y	Y	Y	NA	NA	Y

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Project Type	Sub Classification	Sub Classification Scoring				Metric Applicability								
		MB5	MB6	SF7	EN7	MB4	OP6	OP7	CON1	CON2	CON8	CON9	CON14	CON13
	Real time /Customer Experience	2	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Safety/Rehab	2	NA	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Shuttle	1	2	NA	0	Y	Y	Y	NA	NA	NA	NA	NA	NA
	Speed/Reliability Improvements	3	NA	NA	0	Y	Y	Y	NA	NA	NA	NA	NA	Y
	Speed/Reliability & Transit amenities	3	1	NA	0	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Transportation Demand Management / Fare Policy	1	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Transit amenities	1	1	NA	NA	NA	NA	NA	NA	NA	Y	NA	NA	NA
	Transit amenities & Security	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Transit amenities/security/CX	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Zero Emission Transit	NA	NA	NA	2	NA	NA	NA	NA	NA	NA	NA	NA	NA

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Appendix 6-B Evaluation Results

Appendix 6B: Results of Evaluation Process

Note: The draft CMIP has references to Appendices 6B (Results of Evaluation Process) and 6D (Project Rankings). The information related to those references are included in this document.

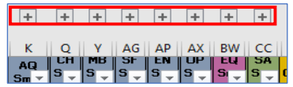
About this Spreadsheet

This spreadsheet includes theupdated evaluation results for the LB-ELA Corridor Investment Plan
The results are current as of January 31, 2024 but are draft until the Metro Board adopts the Plan.
This spreadsheet contains the results in English. A Spanish version is also available.

Understanding the Spreadsheet
The columns in the spreadsheet correspond to the performance measures used to evaluate the potential projects and programs. See the Table to the right for a guide to the performance measures.

Results Tabs:
The project type, subtype, and project ID- consistent with previous versions of the project list. The default view of the spreadsheet displays the summary scores for the six goals and two guiding principles. To view individual scores for each criteria, use the + sign above each column to unhide the scores for that goal or principle (see example -->).

The benefit columns show a total goal score and a total ranking score ranking score. Pease see the draft Investment Plan appendices for details on the summary and total score calculation as well as how these results are used in tiering and prioritization



The Results tab also contains the potential adverse impacts across the 16 concern criteria. Similar to the benefits criteria, the individual concern ratings can be viewed by clicking the + sign above the concerns column. The default view shows the total concerns (sum of all concerns) as well as the total concerns by project phase (design, construction, or outcome). See the table to the right for a list of which concerns are associated with each phase.

Criteria Scores:
Each project and program received a rating for each performance metric and concern criteria. They were rated based on this scale for potential benefits and potential adverse impacts:

NA: Not Applicable
0: No Benefit / No Impact
1: Low Benefit / Low Impact
2: Moderate Benefit / Medium Impact
3: High Benefit / High Impact

Scores in red text are those that changed since the release of the draft evalaution results in October, 2023. In those cases, the summary and ranking score is also different, however, only the individual metric-level score changes are noted in red text.

The draft evaluation methodology for each performance metric and concern criteria can be found here. This includes individual scoring rubrics for each criteria that shows how the ratings were determined (see Appendix 6-A)

Please visit the CMIP Dashboard for a map of the projects: https://lbeladashboard.com/

IMPORTANT: The PDF version of the Evaluation Results only contains the summary scores due to space constraints. For the full detailed evaluation results, please download the excel version here:

Performance Measure Reference Table - Benefits

Benefit Category	Evaluation Criteria
Air Quality Benefits	AQ1: Reduce Emissions (NOx, PM2.5)
	AQ2: Facilitates clean technologies & lower emissions vehicles
	AQ3: Mode Shift to cleaner modes
Community Benefits (including health)	CH1: Reduce Emissions (Health Effects metrics: DPM, PM2.5)
	CH2: Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)
	CH3: Mode Shift to active transportation, transit
	CH4: Improve the User Experience (may be different metrics for different modes)
	CH5: Bike/Ped Access to parks, recreational areas, or open spaces
Mobility Benefits	MB1: Transit Ridership
	MB2: Speeds / Travel Times (people, goods)
	MB3: Reduce Congestion (hours of delay for people & goods)
	MB4: Modal Accessibility (by zone)
	MB5: Reliability (transit, roadway, goods movement)
	MB6: Gap Closures
	MB7: Increase in travel options
Safety Benefits	SF1: Protections for Bike / Users (bike class)
	SF2: Traffic Protections (bike/ped)
	SF3: Personal Security
	SF4: Includes Safety Features
	SF5: Reducing conflict points (vehicle safety)
	SF6: Traffic Calming Features
	SF7: Improves / rehabilitates existing infrastructure
Environment Benefits	EN1: Improved Environment from Mode Shifts
	EN2: GHG Reduction Potential
	EN3: Protects natural habitat (Greening Features)
	EN4: Water Quality, Water Capture, Drainage, and Flood Management features
	EN5: Reducing energy use
	EN6: Reduce Heat Island Effect; Provide Cooling Features for Users
	EN7: Potential for Noise Reduction
	EN8: Supports transportation efficient land use principles
Opportunity/ Prosperity Benefits	OP1: Access to jobs
	OP2: Accessibility (Improving mobility challenges for all ages and abilities)
	OP3: Increases Regional Competitiveness
	OP4: Work Force Development
	OP5: Potential Targeted Hire, New Construction Jobs
	OP6: Access to QoL amenities (grocery stores, healthcare services, schools)
	OP7: Access to open space, recreation and parks, LA river, etc.
Equity Benefits	AQ1: Reduce Emissions (NOx, PM2.5)
	AQ3: Mode Shift to cleaner modes
	CH1: Reduce Emissions (Health Effects metrics: DPM, PM2.5)
	EQ-CH2: Reduces exposure to air pollution in communities facing high pollution burden and asthma rates
	CH3: Mode Shift to active transportation, transit
	EQ-CH5: Increases access to high quality recreational facilities in areas lacking active transportation
	MB1: Ridership
	MB2: Speeds / Travel Times (people, goods)
	MB3: Reduce Congestion (hours of delay for people & goods)
	MB4: Modal Accessibility (by zone)
	MB5: Reliability (Transit, Roadway, Goods Movement)
	MB6: Gap Closures
	EQ-MB7: Increases reliable and accessible transportation options for those who cannot or prefer not to
	EQ-SF1: Improves physical safety for people, walking, biking, and rolling
	EQ-SF3: Improves perceptions of personal security for people walking, biking, rolling, and taking transit
	EQ-EN3: Contributes to remediation of environmental damage or loss of natural features
	EQ-EN6: Includes urban greening and cooling for areas of low tree canopy and high heat island burden
	EN7: Potential for Noise Reduction
	OP1: Access to jobs
	OP6: Access to Quality-of-Life amenities (grocery stores, healthcare services, schools)
	OP7: Access to open space, recreation and parks, LA river, etc.
	EQ-OP8: Increases quantity and quality of employment opportunities for underemployed and low-income
	EQ-OP9: Reduces housing or transportation costs for low-income households
	EQ-OP10: Reduces residential or commercial displacement risk
Sustainability Benefits	SA1: Provides infrastructure, services, and/or technology to reduce reliance on polluting and energy-
	SA2: Provides infrastructure to promote physical activity and health through active transportation and
	SA3: Improves climate resilience through infrastructure that mitigates the impacts of flooding and increased
	SA4: Supports job creation in, and workforce transitions to green technology and infrastructure sectors
	SA5: Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity

Performance Measure Reference Table - Concerns

Concerns	Concern Criteria	Relevant Project Phase
Concern Criteria	Con1: Potential for Displacements	Design
	Con2: Potential for Physical Impacts (ROW)	Design
	Con3: Potential for Increased Commute Times	Outcome
	Con4: Potential for Traffic Diversion	Outcome
	Con5: Potential to Increase Localized Emissions / Emissions shif	Outcome
	Con6: Potential for bike/ped safety impacts	Design
	Con7: Potential for concentrated congestion impacts	Outcome
	Con8: Potential Construction Impacts	Construction
	Con9: Potential for VMT Increases	Outcome
	Con10: Potential to increase user costs	Outcome
	Con11: Potential to increase impervious cover	Design
	Con12: Potential to increase economic displacement	Outcome
	Con13: Potential to increase noise pollution	Design
	Con14: Potential for reduced transit ridership	Outcome
	Con15: Potential for new barriers/decreased access	Design
	Con16: Potential for increased storm water run off and/or incr	Design

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Project Type	Project SubType	Project ID	Project Name	Project Description	Project Source	Jurisdiction	AQ Smry	CH Smry	MB Smry	SF Smry	EN Smry	OP Smry	EQ Smry	SA Smry	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	Updated Ranking Score
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0007**	LA River Path – Central LA	An eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.	Metro LRTP, SPP Survey, SPP Mapping	Maywood to Elysian Valley	0.83	2.1	1.9	2.2	1.4	2.1	1.5	1.125	1	1	1	3	12.5
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0017**	Regionally significant bike projects from the Metro Active Transportation Plan	Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Plan (over 40 projects throughout the study area). See Attachment A for more detail.	Metro ATSP, SPP Survey, SPP Mapping, CA-7	Multiple Jurisdictions	2.50	2.7	2.2	2.3	1.7	2.4	2.0	1.125	5	1	0	6	16.9
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0055**	I-710 LA River Bike Path	Proposed walking/bicycling path along the LA River, specifically along I-710, which connects Maywood to Long Beach.	SHOPP, SPP Survey	Multiple Jurisdictions	0.83	2.1	2.0	1.8	1.4	1.9	1.7	1.125	2	1	1	4	12.2
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0066**	Randolph Bike & Pedestrian Project	Randolph, from Bell western city limit to eastern city limit. Complete Phase 2 of the Randolph Metro Active Transportation (MAT) Corridor.	City of Bell/COG, SPP Mapping	Bell	0.83	1.8	2.0	2.3	0.8	1.7	1.9	1.2	2	1	0	3	12.5
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0111**	West Santa Ana Branch Bike & Pedestrian Trail	Implement Phases 1-4 of Bike & Pedestrian Trail (Class I) along RR ROW between LA River and Sommerset. Includes lighting, fencing, landscaping, flashing beacons, decomposed granite, ADA curb ramps and street furniture.	City of Paramount/COG, SPP Mapping, PIPO	Multiple Jurisdictions	2.50	2.7	1.9	2.2	1.0	1.3	1.6	1.6625	1	1	1	3	14.1
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0128**	Randolph Street Bike and Pedestrian Facilities Project	This project would involve the construction of bike and pedestrian facilities on Randolph St from District Blvd to the Los Angeles River Trail System.	PIPO (City of Maywood), SPP Mapping	Maywood	0.83	1.8	1.9	1.7	0.6	1.7	1.9	0.9	3	1	0	4	11.2
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0162**	City of Long Beach 8-to-80 Bikeways	Implement planned 8-to-80 bikeway projects adopted as part of the City of Long Beach Bicycle Master Plan within the LB-ELA Corridor, including gap closure projects, backbone facilities, and pipeline bikeways (over 40 projects within the study area). See Attachment A for more detail.	City of Long Beach Bicycle Master Plan, SPP Survey, CA-7	Long Beach	2.50	2.7	2.2	2.3	1.3	2.3	1.7	0.9	5	1	0	6	15.8
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0163**	LB-ELA Corridor Bicycle Gap Closure Projects	Implement regionally significant bicycle projects in areas with insufficient existing and planned bicycle infrastructure within the LB-ELA Corridor (several projects within the study area). See Attachment A for more detail. Would include potential routes identified by the community, but which will require further planning and design in cooperation with the local jurisdictions (Cities, County of Los Angeles).	SPP Mapping, CA-7	Multiple Jurisdictions	2.50	2.7	2.2	2.3	1.3	2.3	2.0	1.125	5	1	0	6	16.3
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0006**	Rail to River Active Transportation Corridor Segment B	An approximate 4.5-mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.	Metro LRTP, SPP Survey	Multiple Jurisdictions	1.67	2.4	2.0	2.4	1.4	1.8	2.3	1.125	1	1	2	4	14.3
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0008**	Blue Line First Last Mile Plan Improvements	Implement projects identified in the Blue Line First/Last Mile Plan within the LB-ELA Corridor, with an emphasis on Del Amo Station. Projects to include ramp reconfigurations, sidewalk and bike lane improvements, and crossing improvements, among others. The First/Last Mile (FLM) Plan for the Blue Line was adopted in April 2018 and represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line. The Plan covered all 22 stations on the Metro A (Blue) Line and piloted an inclusive, equity focused community engagement process. The Plan included planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each A Line station.	Metro LRTP, SPP Survey	Multiple Jurisdictions	2.50	2.7	1.9	2.1	1.2	1.9	2.3	1.575	5	1	0	6	16.1
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0070**	Pedestrian Bridge	Construct Pedestrian Bridge (Connecting Asmus Park to planned West Santa Ana Branch LRT Station)	City of Bell Gardens/COG	Bell Gardens	1.67	2.1	1.7	2.0	0.8	1.3	1.8	0.9	3	1	0	4	12.2
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0076**	Pedestrian and Bike Facilities	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Commerce)	City of Commerce/COG, SPP Survey	Commerce	1.67	2.4	1.7	2.1	0.8	1.6	2.0	0.9	2	1	0	3	13.1
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0082**	Enhanced Pedestrian Crosswalk (Rives Ave. & Adwen St.)	Enhance pedestrian cross walk at Rives Ave. & Adwen St.	City of Downey/COG	Downey	0.83	1.2	1.1	1.7	0.8	0.9	0.3	0.9	0	0	0	0	7.6
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0094**	Hill Street Pedestrian Bridge Overcrossing	Construct bridge over the I-710 and Los Angeles River at Hill Street for pedestrians and bicyclists.	City of Long Beach/COG, I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	1.67	2.4	1.7	2.0	0.6	1.5	1.9	0.9	5	1	0	6	12.7
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0102**	Pedestrian and Bicycle Master Plan improvements	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Maywood per the city's master plan)	City of Maywood/COG, SPP Survey	Maywood	1.67	2.4	1.7	2.3	1.0	1.6	2.0	0.9	2	1	0	3	13.5
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0114**	Walnut Pedestrian Pathway	Provide pedestrian pathway along 25th Street, from west of Walnut Avenue to Gundry Avenue	City of Signal Hill/COG, SPP Survey	Signal Hill	1.67	1.8	1.7	1.4	0.8	1.2	0.3	0.675	2	1	0	3	9.6
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0138**	Spring Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over the I-710 and Los Angeles River at Spring Street for pedestrians and bicyclists.	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	1.67	2.1	1.7	2.0	0.6	1.3	0.4	0.9	5	2	0	7	10.7
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0139**	Humphreys Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over I-710 along Humphreys Avenue for pedestrians and bicyclists.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	East LA	1.67	2.1	1.5	2.0	0.5	1.5	1.9	0.9	4	2	0	6	12.1
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0158**	Del Amo Pedestrian Gap Closure Project	Provide sidewalks and lighting at Del Amo undercrossing at the I-710 freeway. Currently there are no existing sidewalks. Would also help those seeking walk access to Del Amo LRT Station.	SPP Mapping	Ranch Dominguez / Long Beach	1.67	2.1	1.7	1.9	1.0	1.1	0.5	0.675	3	1	0	4	10.6
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0159**	Southern Ave. Pedestrian Connector Project	New pedestrian path along Southern Ave./East Frontage Rd./Miller Way/West Frontage Road to connect Garfield Ave. with Urban Orchard Park	SPP Mapping	South Gate	1.67	2.4	1.7	2.0	0.5	1.1	0.7	0.675	2	1	0	3	10.7
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0204**	Pedestrian Gap Closure Projects	Close gaps within the pedestrian circulation network in communities within the LB-ELA Corridor through the implementation of new pedestrian facilities. A funding program would be made available to award financial resources to local jurisdictions (Cities, unincorporated areas of Los Angeles County) on a competitive basis to design and construct new pedestrian facilities in areas where this infrastructure is currently missing. Projects would include: - New sidewalks and pedestrian paths - Extensions of existing pedestrian paths/trails - Pedestrian/bicycle overpasses - New Crosswalks/Signals for Pedestrians - Provision of connections and access to existing trails (for example, greater access to Los Angeles/Rio Hondo River Trail) - Provision of pedestrian access/connections to existing and planned Metro transit stations/stops - Implementation of Safe School Pedestrian/Biking Zones	SPP Survey, SPP Mapping, CA-7	Study Area Wide	1.67	2.4	2.2	2.3	1.5	2.3	2.0	1.125	5	1	0	6	15.4
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0211**	City of Long Beach Mid-City Pedestrian and Bicycle Connections	Create an interconnected network of walking and bicycle routes including creation of bicycle boulevards along 8th and 11th Streets. Includes active transportation network south of Anaheim Street, north of 7th Street, east of Long Beach Boulevard, and west of Cherry Avenue within the City of Long Beach.	PIPO	Long Beach	1.67	2.4	2.0	2.1	1.5	1.7	2.3	0.9	2	1	1	4	13.8

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Project Type	Project SubType	Project ID	Project Name	Project Description	Project Source	Jurisdiction	AQ Smry	CH Smry	MB Smry	SF Smry	EN Smry	OP Smry	EQ Smry	SA Smry	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	Updated Ranking Score
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0213**	West Santa Ana Branch [WSAB} Light Rail Station First-Last Mile Bikeway Safety and Access Project	Install 0.3 miles of sidewalk, 1.5 miles of bicycle lanes (Class II), 2 miles of bike route sharrows (Class III), street lighting, center median islands, curb ramps, and a rest area near the LA River Bike Path. Located in the eastern quadrant of the City of South Gate, along the existing Union Pacific Railroad /future West Santa Ana Branch Transit Corridor.	PIPO	Multiple Jurisdictions	1.67	2.4	1.7	2.4	1.5	1.5	2.0	0.9	4	1	0	5	14.0
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0220**	Micromobility Pilot Project	Develop a pilot project along Long Beach Boulevard/Pacific Boulevard between Ocean Boulevard [Long Beach] and East. 57th Street [Vernon] in order to evaluate the design and implementation of Micromobility features along this planned Complete Streets Corridor. Micromobility is defined as any small, low-speed, human or electric-powered device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility devices help to close first- and last-mile gaps to transit and can offer individuals greater access to jobs, health care, and other services. Powered and adaptive micromobility devices may also increase mobility for older adults or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters. The Micromobility Pilot Project would test and evaluate various concepts, including but not limited to: - Protected Bicycle Lanes. These lanes physically separate micromobility users from vehicles and pedestrians. These should be designed to accommodate electric and non-electric modes. Streets with speed limits above 30 miles per hour should include a protected lane. - Speed Limits. For example, micromobility devices should self-regulate their speeds below 15 miles/hour to use the protected lane or should ride in the road. - Enforcement / Signage. Motorcycles and other high-speed devices not permitted in the protected lanes. - Designated Parking Stations. Provide designated parking areas for all types of micromobility devices and keep devices out of pedestrian rights of way. - Examine policies and regulations that would permit private companies to operate shared micromobility services, including e-scooters and e-bicycles, to the communities.	Task Force	Multiple Jurisdictions	1.67	1.5	2.0	1.2	1.1	1.9	2.2	1.125	2	NA	0	2	12.8
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0090**	Rectangular Rapid Flashing Beacons at Pedestrian Crossings	Install rectangular rapid flashing beacons (RRFBs) at Pedestrian Crossings at various locations within the City of Long Beach.	City of Long Beach/COG, SPP Survey	Long Beach	0.83	0.9	1.1	1.3	0.5	1.5	0.6	0.9	0	0	0	0	7.7
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0095**	Pedestrian Crosswalk Improvements	Provide pedestrian crosswalk improvements (pedestrian buttons, signage, and electrical infrastructure) at Rosewood/Abbott, MallisoNAbbott, Long Beach/Tecumseh, Imperial/Ruth & Atlantic/Brewster intersections. (Phase 1)	City of Lynwood/COG, SPP Survey	Lynwood	0.83	0.9	0.9	1.5	1.1	1.3	1.8	0.9	0	0	0	0	9.2
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0165**	Compton Creek Bike Underpasses	Along Compton Creek Bike Path, between 120th Street and Greenleaf Blvd., construct bike path under-crossings at 120th Street, El Segundo Ave., Rosecrans Ave., Compton Ave., and Alondra Ave. Add lighting, landscaping, benches, and shade to the existing path.	SPP Mapping, Community Leadership Committee (CLC)	Compton	1.67	2.4	2.0	2.5	1.3	1.7	2.2	1.425	2	2	0	4	15.1
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0170**	Huntington Park Safe Routes for Seniors & Students	Project will construct curb ramps, crossing improvements, sidewalks, wayfinding, speed-calming, and other active transportation improvements for pedestrians on segments of Belgrave Ave., Clarendon Ave., E. 61st St., Randolph St., Seville St., Zoe Ave., State St., Yahualica Place, and walking/biking paths adjacent to Veteran's Park. Includes 130 curb ramps and high-visibility crosswalks, 3 raised islands, 1 HAWK beacon, 3,266 linear feet of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins, and shade trees.	PIPO (Huntington Park), SPP Survey	Huntington Park	0.83	2.1	1.9	2.4	1.2	2.0	2.1	1.425	1	1	0	2	13.9
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0200**	Bike Share Programs and Bicycle Amenities	This initiative would build upon Metro's existing Bike Share Program framework, focusing on the LB-ELA Corridor. This involves collaboration with local jurisdictions (Cities, County of Los Angeles), non-profit organizations, and/or creating public-private partnerships for purpose of expanding access to bike share programs and for the provision of key amenities for bicycle users within the LB-ELA Corridor Study Area. Financial support would be provided to help leverage local funding for small scale capital projects such as: bicycle parking and storage lockers; lighting for bike paths; bicycle repair/maintenance stations; signage and wayfinding; electric bicycle charging stations; and safety features.	SPP Survey, SPP Mapping, CA-7	Study Area Wide	1.67	1.2	1.6	2.0	1.4	2.2	1.8	2.1	0	NA	0	0	14.0
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0201**	Pedestrian / Bicycle Enhancements and Safety Features	Work with the local jurisdictions (Cities, unincorporated areas of Los Angeles County) to improve safety and enhance the walking/biking environment throughout the LB-ELA Corridor. Active transportation measures and features would include items such as: - Shade structures, trees, benches, and trash cans; - Wider sidewalks, bulb outs, upgrades to crosswalks, and ADA accessibility improvements (including repositioning utility boxes on sidewalks); - Stop signs, traffic signals, pedestrian/bicycle signal phases, colored pavement markings, signage and striping; - Alternative traffic signal phasing options, such as "scramble" pedestrian crossings; - Flashing crosswalks, and other traffic controls such as pedestrian flashing beacons; - Lighting along pedestrian/bicycle paths, including under-crossings; - Landscaping, hardscaping, and other aesthetic features; - Protection buffers and barriers, improved fencing Provide technical and grant writing assistance to local jurisdictions, if requested, to define and develop potential projects. Provide financial support in order to help leverage local funds for project construction and implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Study Area Wide	2.50	2.7	2.2	2.6	1.9	2.3	2.3	1.9	1	1	0	2	18.3
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0206**	City of Bell Gardens Pedestrian and Bicycle Improvements	Citywide pedestrian, bike and traffic calming improvements to create a complete streets environment – cross walks, mini traffic circles, HAWK pedestrian signals, curb extensions, Class 3 bike routes, ADA ramps, Leading Pedestrian Interval [LBI] signal timing, and striping improvements. Would be applied to various locations within the City of Bell Gardens, including: Sprecht Ave., Live Oak St., Priority St., Purdy Ave., Gephart Ave., Perry Rd., and Hannon St.	PIPO	Bell Gardens	1.67	2.4	1.7	1.9	1.0	1.9	2.2	0.9	3	1	0	4	13.6
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0207**	City of Carson Citywide Community Safety Improvements	Improve bicycle and pedestrian infrastructure and safety with Class 2 bike lanes, bike racks, crosswalk improvements, Accessible Pedestrian Signal push buttons, countdown pedestrian signals, and curb ramps. Various locations within the City of Carson and Santa Fe Avenue between 218th Place and Del Amo Boulevard.	PIPO	Carson	1.67	2.1	1.5	1.9	1.0	1.5	0.5	0.9	3	1	0	4	11.1
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0208**	Salt Lake Avenue Pedestrian Accessibility Project	East side of Salt Lake Avenue within the City of Cudahy. Widen sidewalk, install pedestrian lighting, signage, curb extensions, and ADA compliant wheelchair ramps.	PIPO	Cudahy	1.67	1.5	1.3	2.0	0.8	1.5	2.0	0.9	2	1	0	3	11.7
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0209**	South Downey Safe Routes to School Project (Phase 2)	Safety education and construction of sidewalks, crosswalks, and curb ramps. Various locations within South Downey: Brunache St., Laura St., Nada St., Pomering Rd, Quoit St., Lankin St., Orizaba Ave., Gneiss Ave., Devenir Ave., Blodgett Ave. and Premiere Ave.	PIPO	Downey	0.83	1.5	1.3	1.7	1.0	1.9	1.3	0.9	2	1	0	3	10.3
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0210**	Greenway Traffic Circle Improvement Project	At the intersection of Rives Avenue / Phlox Street in the City of Downey, construct traffic circle, bulb outs with directional curb ramps, enhanced crosswalks, signage, landscaping, shade, and bioswales.	PIPO	Downey	0.83	0.9	0.9	1.7	0.9	0.9	0.5	0.95	1	1	0	2	7.6
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0212**	Tweedy Boulevard Active Transportation Improvements	Install improvements on Tweedy Boulevard to improve non-motorized user safety and promote walking, biking, and use of local transit. Tweedy Boulevard, between Alameda Street and Dearborn Avenue and between Dorothy Avenue and the Los Angeles River Bicycle Trail, within the City of South Gate.	PIPO	South Gate	2.50	2.7	1.7	2.3	1.0	1.9	1.5	0.9	3	1	0	4	14.4

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Project Type	Project SubType	Project ID	Project Name	Project Description	Project Source	Jurisdiction	AQ Smry	CH Smry	MB Smry	SF Smry	EN Smry	OP Smry	EQ Smry	SA Smry	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	Updated Ranking Score
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0214**	I-710 Livability Initiative	A compendium of proposed projects and improvements as outlined in the I-710 Livability Initiative conceptual plan. Proposed projects include improvements such as: - Lighting for people walking/biking. - New/improved bike lanes and bike amenities. - New improved sidewalks and cross walks. - Landscaping and shade. Public art. - Improved bus stops. Improved curbs. Street furniture. - Traffic calming to slow speeds. - New connections and crossings. Improve under/overpasses. Proposals address improvements along a network of 21 east-west and 6 north-south roadway segments located within one mile of I-710.	COG Ad Hoc Committee	Multiple Jurisdictions	2.50	2.7	2.2	2.4	1.7	2.3	2.2	1.9	1	1	0	2	17.9
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0216**	Bicycle Safety and Education Program (BEST)	Expand Metro's efforts to promote bicycle safety and improve roadway awareness for bicyclists, pedestrians, bus operators, and motorists within the Long Beach-East Los Angeles Corridor communities. This program includes: - Education and encouragement campaigns to promote a shift from driving to more walking, bicycling, and the use of public transit. - Bicycle skills and traffic safety classes. - Community rides. Safe Routes to Schools rides. - Collaboration with key stakeholders in the development of campaigns and printed materials such as safe riding kits for bicycle safety class participants.	Task Force, Community Leadership Committee (CLC)	Study Area Wide	0.83	1.275	0.8	1.2	0.8	0.8	1.1	1.7	0	NA	0	0	8.5
Active Transportation / TDM	Travel Demand Management (TDM) Strategies	**LB-ELA_0198**	Carpool/Vanpool Programs	Extend Metro's carpool and vanpool programs by focusing on the LB-ELA Study Area. Carpooling is an inexpensive and effective travel option that involves finding nearby commuters to share the ride. Provide access to ride-matching services to find nearby residents looking to carpool. In addition, promote vanpool services, including coordination, administration support, and financial subsidies for commuters especially in areas less served by transit operators.	SPP Survey	Study Area Wide	1.67	1.275	1.1	0	0.8	1.1	1.4	0.8	0	NA	0	0	8.2
Active Transportation / TDM	Travel Demand Management (TDM) Strategies	**LB-ELA_0199**	Telecommuting Programs	Building upon "lessons learned" during the COVID pandemic, encourage employers to modify their work policies to retain hybrid work schedules, flexible work hours, and "work from home" options. Coordinate with public agencies and large employers. Share research/promote studies on the effectiveness of telecommuting. In addition, identify supportive infrastructure for telecommuting. Expand broadband capacity and internet service provider (ISP) capabilities within the LB-ELA Corridor by co-locating digital communications infrastructure (such as fiber optic cable) with major public works projects and infrastructure.	SPP Survey	Study Area Wide	1.67	1.7	1.1	1.6	0.8	1.6	1.4	0.8	0	NA	0	0	10.7
Arterial Roadway	Complete Streets	**LB-ELA_0010**	Shoemaker Bridge/Shoreline Drive	I-710 Improvements/Shoemaker Bridge Replacement: Replace the Existing Shoemaker Bridge with a New Bridge. The New Bridge Will Be Reduced to Have Two Mixed-Flow Lanes in the NB and in the SB Directions to Tie the Flow into I-710. The New Bridge Will Also Include Pedestrian and Bicycle Access. Additionally, Bicycle, Pedestrian, and Street Enhancements Will Be Provided on Adjacent Thoroughfares.	SCAG RTP, PIPO, City of Long Beach/COG	Long Beach	1.38	1.8	1.9	2.4	1.5	1.7	1.8	1.6	3	3	1	7	13.3
Arterial Roadway	Complete Streets	**LB-ELA_0056**	Artesia Complete Street Corridor	Artesia Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Artesia Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Multiple Jurisdictions	1.67	2.4	1.5	2.4	2.1	1.7	1.6	1.6625	4	3	0	7	15.0
Arterial Roadway	Complete Streets	**LB-ELA_0057**	Atlantic Complete Street Corridor	Atlantic Ave./Blvd., between Ocean Blvd. and SR-60. Reconstruct Atlantic Ave./Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Multiple Jurisdictions	2.50	2.7	1.6	2.4	2.1	2.1	2.2	2.1375	3	3	0	6	17.8
Arterial Roadway	Complete Streets	**LB-ELA_0058**	Florence Complete Street Corridor	Florence Ave., between Alameda St. and Lakewood Blvd. Reconstruct Florence Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Multiple Jurisdictions	2.50	2.7	1.5	2.4	2.1	1.9	2.2	1.6625	3	3	0	6	16.9
Arterial Roadway	Complete Streets	**LB-ELA_0059**	Imperial Complete Street Corridor	Imperial Hwy., between Alameda St. and Lakewood Blvd. Reconstruct Imperial Hwy. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Lynwood/South Gate/Downey	2.50	2.7	1.5	2.4	2.1	1.9	1.6	1.6625	3	3	0	6	16.3
Arterial Roadway	Complete Streets	**LB-ELA_0060**	Alondra Complete Street Corridor	Alondra Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Alondra Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Compton/ Paramount	2.50	2.7	1.3	2.4	1.9	1.7	2.1	1.6625	3	3	0	6	16.4
Arterial Roadway	Complete Streets	**LB-ELA_0061**	Slauson Complete Street Corridor	Slauson Ave., between Alameda St. and Lakewood Blvd. Reconstruct Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Multiple Jurisdictions	1.67	2.4	1.5	2.4	2.1	1.9	2.2	1.6625	3	3	0	6	15.8
Arterial Roadway	Complete Streets	**LB-ELA_0062**	Long Beach Complete Street Corridor	Long Beach Blvd./Pacific Blvd. Reconstruct Long Beach Blvd./Pacific Blvd., between Ocean Blvd. and Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	COG/Cities/County, SPP Survey	Multiple Jurisdictions	2.50	2.7	1.6	2.4	2.1	2.0	2.2	2.1375	3	3	0	6	17.6
Arterial Roadway	Complete Streets	**LB-ELA_0064**	Gage Avenue Street Improvements	Gage Ave., from Bell western city limit to eastern city limit. Upgrade Gage Ave. to provide safety and aesthetic features (drought tolerant landscaping, hardscaping). Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway landscaping, monument entry signs, and drainage enhancements with the installation of curb drains and drywells in the project site.	City of Bell/COG	Bell	2.50	2.7	1.9	2.6	1.5	1.6	2.2	1.6625	3	2	0	5	16.6
Arterial Roadway	Complete Streets	**LB-ELA_0086**	Gage Avenue Operational and Safety Improvements	Between Alameda Street and Atlantic Blvd., upgrade Gage Avenue to provide operational and safety improvements.	City of Huntington Park/COG	Bell/Huntington Park	0.83	0.26667	1.5	1.5	0.7	1.2	1.5	0.54	7	2	1	10	7.6
Arterial Roadway	Complete Streets	**LB-ELA_0126**	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements	Project focuses on pedestrian, bike, & transit safety improvements along the Slauson Avenue, between I-710 and I-5, as well as 10 other unsignalized intersections or midblock crossings citywide. The project location includes the 2.6-mile Slauson Avenue corridor between I-710 and I-5 freeways and 10 unsignalized intersections or midblock crossings citywide.	PIPO (City of Commerce), SPP Survey	Commerce	0.83	1.8	1.3	2.3	1.3	1.4	1.8	0.9	5	2	0	7	11.5
Arterial Roadway	Complete Streets	**LB-ELA_0127**	Lakewood Boulevard Improvement Project	Lakewood Blvd., between Del Amo Blvd. and Ashworth Street. The project would install a Class I Bike Path and pedestrian sidewalk in the parkway area and will construct minor roadway capacity enhancements on Lakewood Boulevard. Project includes 1.5 miles of new bicycle and pedestrian facilities, utility undergrounding, traffic signal improvements, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention.	PIPO (City of Lakewood), SPP Survey	Lakewood	0.83	1.8	1.7	2.6	1.7	1.4	0.6	1.6625	3	2	0	5	12.3

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Project Type	Project SubType	Project ID	Project Name	Project Description	Project Source	Jurisdiction	AQ Smry	CH Smry	MB Smry	SF Smry	EN Smry	OP Smry	EQ Smry	SA Smry	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	Updated Ranking Score
Arterial Roadway	Complete Streets	**LB-ELA_0129**	Garfield Avenue Improvement Project	Garfield Avenue, between Century Boulevard and Firestone. The project would transform the corridor to a more attractive and pedestrian and bike friendly environment. Improvements include: (a) implementing new bicycle facilities including bike racks, Class II Bike Lanes and Class III Bike Routes, (b) pedestrian improvements including flashing beacons, curb extensions and sidewalks, (c) raised, landscape center road medians, (d) enhancing the bus shelters, and (e) adding roadway signing and striping.	PIPO (City of South Gate), SPP Survey	South Gate	2.50	2.7	1.5	2.1	1.6	1.6	1.4	1.425	3	2	0	5	14.9
Arterial Roadway	Complete Streets	**LB-ELA_0117**	Burnett Street/Skyline Drive Improvement Project	Improve Burnett Street/Skyline Drive, including the addition of Bike Lanes, between East Walnut Avenue and Dawson Avenue. Installation of sidewalks between Gaviota Avenue and Cherry Avenue, Class 2 bike lanes between Walnut Avenue and Dawson Avenue, and related roadway amenities/improvements.	City of Signal Hill/COG, SPP Survey	Signal Hill	0.83	1.5	1.5	1.7	0.8	1.3	0.5	0.95	4	1	0	5	9.1
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0003**	Integrated Corridor Management (ICM) Project	ICM is an Intelligent Transportation System (ITS) strategy to manage non-recurring congestion along a corridor by utilizing advanced technologies and systems. ICM components include active monitoring of all transportation modes and facilities within the corridor, on and off the freeway, including ramp metering, traffic signal coordination, incident traffic management, advanced traveler information system, and other advanced technologies and techniques. Would be applied on I-710 and a network of key connecting arterials, within the LB-ELA Corridor between SR-91 and SR-60.	Metro LRTP, PIPO, SPP Survey	Multiple Jurisdictions	0.83	0.8	2.0	0.4	0.4	2.0	1.3	2.4	1	1	3	5	10.1
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0013**	Tweedy Blvd Signal Sync	Tweedy Boulevard Signal Synchronization Project: (1) Interconnects 18 Traffic Signals Using Fiber Optic Cable And Wireless Communications (2) Synchronizes Signal Timing To Improve Traffic Flow, And Reduces Delays Along The 2.7-Mile Arterial and (3) Install A Closed Circuit Television Camera (CCTV) At The Intersection Of Long Beach Bl., to Support the Advance Transportation Management Systems (ATMS).	SCAG RTP, SPP Survey	Lynwood/South Gate	0.42	0.26667	1.3	0.9	0.2	1.3	1.2	0.2667	2	0	3	5	5.3
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0020**	Sports Park Transportation Performance Modeling Network	Traffic signal controller and cabinets upgrades and the installation of fiber optic communication infrastructure to provide redundant high bandwidth network in Long Beach within the LB-ELA Corridor. The purpose of these equipment upgrades is to improve traffic signal coordination and strengthen data connections among traffic management systems.	Metro 2028 Mobility Concept Plan	Long Beach	0	1.6	1.6	0.4	0.0	1.7	1.5	0	0	0	0	0	6.7
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0051**		Route 1. In Los Angeles County, on various routes at various locations. Upgrade existing fiber communication system and rehabilitate Transportation Management System (TMS) elements, including video cameras, ramp meters, and Changeable Message Signs (CMS).	SHOPP, SPP Survey	Multiple Jurisdictions	0	1.6	1.6	0.9	0.0	1.7	1.4	0	0	0	0	0	7.1
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0069**	Traffic / Ped Signal Upgrades	Targeted upgrades to 38 intersections, citywide, in the City of Bell Gardens. Would replace outdated infrastructure such as signal poles, cabinets, pedestrian poles, and vehicle detection systems.	City of Bell Gardens/COG	Bell Gardens	0.42	0	1.6	0.8	0.2	1.8	1.0	0.2667	0	0	3	3	5.4
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0071**	Mixmaster Traffic signal Improvements (Telegraph/ Eastern/ Atlantic)	Traffic signal upgrade at Telegraph / Eastern / Atlantic. Also consider improvements such as turning lane pavement markings, striping, and enhanced signage so that approaching traffic can get properly aligned well in advance of this intersection.	City of Commerce/COG, Community Leadership Committee (CLC)	Commerce	0.00	0.4	1.6	0.8	0.0	0.9	1.4	0.5333	1	0	0	1	5.5
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0072**	Traffic Signal Coordination Projects	Various arterials within the City of Commerce	City of Commerce/COG, SPP Survey	Commerce	0.42	0.26667	1.3	0.4	0.2	1.4	1.2	0.5333	2	0	3	5	5.1
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0074**	Traffic Signal Upgrades	Upgrade various signals within the City of Commerce	City of Commerce/COG	Commerce	0.42	0.26667	1.1	0.8	0.2	1.4	1.2	0.5333	0	0	3	3	5.4
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0075**	Video Camera installation	Video Camera installation on all Signalized intersections within the City of Commerce	City of Commerce/COG, SPP Survey	Commerce	0.00	0	1.1	0.8	0.0	1.7	1.6	0	0	0	2	2	5.0
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0081**	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements	Along Firestone Boulevard between Downey West City Limit and Lakewood Boulevard, provide traffic signal updates and safety enhancements.	City of Downey/COG	Downey	0.42	0.26667	2.0	1.1	0.2	1.1	0.3	0.2667	0	0	3	3	5.1
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0083**	Traffic Signal Upgrades	Along Florence Ave., between Downey Ave. & Brookshire Ave., upgrade traffic signals	City of Downey/COG	Downey	0.00	0.4	2.0	0.8	0.0	0.9	1.0	0.2667	0	0	0	0	5.4
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0084**	Video Detection Upgrades	At 25 intersections in various locations within the City of Downey, provide video detection upgrades.	City of Downey/COG, SPP Survey	Downey	0.42	0	1.6	1.1	0.3	1.7	0.3	0.2667	0	0	3	3	5.1
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0087**	Traffic Signal Equipment Improvements	Upgrade traffic signal equipment at various locations within the City of Long Beach	City of Long Beach/COG	Long Beach	0.42	0.26667	1.1	0.8	0.2	1.4	0.5	0.2667	0	0	3	3	4.5
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0089**	Emergency Vehicle Pre-Emption	Install emergency vehicle pre-emption (EMVE) for traffic signals at various locations within the City of Long Beach.	City of Long Beach/COG	Long Beach	0.00	0	1.6	1.2	0.0	0.8	0.6	0.5333	0	0	2	2	4.6
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0096**	Traffic Signal Improvements	Install new traffic signals and signage at the following locations: 1) Martin Luther King Jr. Blvd./Abbott Rd., 2) Arlington and Atlantic Ave., 3) El Segundo and State St., 4) Carlin and Bullis Rd., 5) Alameda St. and Industry Way, 6) Alameda St. and Lynwood Rd., 7) Martin Luther King Bvd/ Norton Ave., 8) Martin Luther King Blvd/Bullis Rd., 9) Martin Luther King Blvd/Ernestine St., 10) Martin Luther King Blvd and California, 11) State Street and Fernwood. (Phase 1)	City of Lynwood/COG	Lynwood	0.42	0.26667	1.1	0.8	0.2	1.4	0.8	0.2667	0	0	3	3	4.8
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0097**	Traffic Signal Improvements	Provide traffic signal upgrades at the following locations: 1) Long Beach Blvd/Carlin, 2) Long Beach Blvd/El Segundo, 3) Long Beach Blvd and Sanborn, 4) Long Beach Blvd./Euclid, 5) Long Beach Blvd/Imperial Hwy, 6) Atlantic Ave/Cortland, 7) Atlantic Ave./Abbott Rd, 8) Alameda/Deputy Blaire. (Phase 2)	City of Lynwood/COG	Lynwood	0.42	0.26667	1.1	0.8	0.2	1.4	1.2	0.2667	0	0	3	3	5.2
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0099**	Traffic Signal Synchronization Projects	Various arterials within the City of Maywood	City of Maywood/COG, SPP Survey	Maywood	0.42	0.26667	1.7	0.4	0.2	1.1	1.2	0.2667	2	0	3	5	4.9
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0100**	Traffic Signal Upgrade Projects	Upgrade traffic signal equipment at various locations within the City of Maywood	City of Maywood/COG	Maywood	0.42	0.26667	1.6	0.8	0.2	1.1	1.2	0.2667	0	0	3	3	5.3
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0101**	Video Camera installation	Video Camera installation at all Signalized intersections within the City of Maywood	City of Maywood/COG, SPP Survey	Maywood	0.00	0	1.7	1.1	0.0	1.4	1.6	0	0	0	2	2	5.6
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0112**	Signal Coordination/ITS Projects	Implement signal coordination and ITS projects at various locations within the City of Signal Hill.	City of Signal Hill/COG, SPP Survey	Signal Hill	0.42	0.26667	1.3	0.4	0.2	1.1	0.3	0.2667	2	0	3	5	3.8
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0116**	Traffic Signal Operational Upgrade	Upgrade the traffic signal at Willow Street & Temple Avenue	City of Signal Hill/COG	Signal Hill	0.42	0.26667	1.1	0.8	0.2	0.9	0.3	0.2667	0	0	1	1	4.0
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0166**	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment	Design and Implementation of Connected Vehicle Infrastructure to improve vulnerable road user safety within the LB-ELA Corridor. This would allow units in vehicles to communicate with units built into transportation infrastructure. Additional technology applications would allow vehicles to communicate with other vehicles, data networks, or pedestrians. The main purpose of this technology is to share information related to items such as safety warnings, roadway hazards, routing information, truck route restrictions, and pedestrian safety zones.	Metro	Multiple Jurisdictions	0.42	0.26667	1.8	1.1	0.2	1.9	1.0	0.425	0	1	5	6	6.0
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0167**	I-710 Arterial Signal Performance Measurement	Deploy arterial signal performance measures at all signalized intersection within the LB-ELA Corridor to allow for the optimization of traffic signal operation to improve arterial corridor mobility.	Metro, SPP Survey	Study Area Wide	0.42	0.26667	1.3	0.4	0.2	2.3	0.9	0.5333	2	NA	5	7	5.3
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0215**	I-710 Arterial Traffic Signal Control Communication Upgrades	Design and implement upgraded arterial traffic signal control interconnect and central traffic management communications to elevate subregional traffic system management and operations.	Metro, SPP Survey	Multiple Jurisdictions	0.42	0.26667	1.3	0.4	0.2	2.3	0.9	0.5333	1	0	5	6	5.3

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Arterial Roadway	Traffic Calming	**LB-ELA_0202**	Traffic Calming	Implement Traffic Calming Features within the LB-ELA Corridor to slow traffic on local streets or near schools. Collaborate with local jurisdictions (Cities, unincorporated areas of Los Angeles County) to design, construct, and implement traffic calming features in areas that experience frequent speed violations and/or high levels of accident rates. Based on available funding, provide financial support in order to help leverage local funds for project construction and implementation. Traffic calming features could include: - Speed limit reductions, signage, variable speed signs, and enforcement devices - Speed bumps - Truck restrictions (trucks over a certain weight) on non-designated truck routes, including signage and geofencing alerts - Roundabouts - Trees, vegetation, landscaping features to help direct and slow traffic - Bulb outs - Stop signs, traffic signals, striping, raised decorative pavement, and other traffic controls - Road diets - Speed enforcement cameras	SPP Survey, SPP Mapping, Community Leadership Committee (CLC)	Study Area Wide	1.67	2.4	1.0	2.4	1.4	1.6	1.4	1.9	1	2	1	4	13.1
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0012**	Garfield Widening	Garfield Avenue Improvements, from 70th Street to Howery Street. Widen Street 1 to 4 Feet for 2 Miles to Accommodate a Third Lane in Each Direction during Peak Hours. Add Medians, Narrow Existing Medians, Add Second Left Turn Lane in All Directions at Two Intersections, (Rosecrans Ave. And Alondra Blvd.), Resurface Street, Concrete Intersections, and add Traffic Signal Improvements, Street Lights, Underground Utilities, Green Street Improvements, and Stormwater and Watershed BMPs.	SCAG RTP, PIPO	Paramount	0.42	0.2	2.0	0.6	0.3	1.6	1.0	0.9	7	3	4	14	6.2
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0040**		Route 1, In the cities of Long Beach and Los Angeles, install stormwater treatment Best Management Practices (BMPs), including bioswales and Design Pollution Prevention Infiltration Areas (DPPIAs).	SHOPP	Wilmington/Long Beach	0	0	0	1.6	1.6	2.4	1.5	1.7	0	1	0	1	8.8
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0041**		Route 1. In Long Beach, from Temple Avenue to De Forest Avenue. Upgrade traffic signals, crosswalks, curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to Americans with Disabilities Act (ADA) standards.	SHOPP	Long Beach	1.38	2.025	1.3	2.2	1.0	1.9	1.8	0.9	2	2	1	5	11.9
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0044**		Route 1, MP 7.0-7.2. In Long Beach, at Los Angeles River Bridge No. 53-0341 and De Forest Avenue Undercrossing No. 53-1047. Seismic retrofit, upgrade bridge rails, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	SHOPP	Long Beach	2.50	2.4	0.9	2.0	0.8	1.6	1.8	0.8	0	1	0	1	12.8
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0063**	Gage Ave. Bridge	Rehabilitate/replace Gage Avenue Bridge over the LA River	City of Bell/COG	Bell	0	0.8	1.1	1.6	0.8	1.6	1.5	0	1	2	0	3	7.4
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0065**	Slauson Ave. Bridge	Rehabilitate/replace Slauson Avenue Bridge over the LA River	City of Bell/COG	Bell	0	0.8	0.9	1.6	0.8	1.6	1.3	0	1	2	0	3	7.0
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0067**	Florence Ave. Bridges	Replace Florence Ave. Bridges over LA River & I-710	City of Bell/COG	Bell	0	0.8	1.4	1.6	0.8	1.6	1.5	0	1	3	0	4	7.7
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0068**	Systematic Safety Analysis Report Program (SSARP) Improvements	Targeted safety improvements to 38 intersections, citywide, in the City of Bell Gardens. Includes installing signs; changing pavement markings; adding protected turn phasing; installing channelization; parking restrictions; and signal timing adjustments.	City of Bell Gardens/COG, SPP Survey	Bell Gardens	0.00	1.41667	1.9	1.4	0.5	2.0	1.1	0	0	0	0	0	8.3
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0073**	Telegraph Road Improvements	Improve Telegraph Road between Marianna Ave. and Atlantic Blvd (safety features and pedestrian circulation)	City of Commerce/COG	Commerce	1.67	1.5	1.1	1.9	0.6	1.3	1.9	0.425	5	1	0	6	10.4
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0078**	Randolph Street Gap Closure	Provide arterial roadway bridge over LA River and I-710 to connect Randolph Street west and east of the LA River/I-710	City of Commerce/COG	Commerce	0.83	0.56667	1.7	0.4	0.0	1.3	1.4	0.34	5	3	0	8	6.6
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0079**	Florence Avenue Bridge Rehabilitation	Rehabilitate arterial bridge over the Rio Hondo River Channel	City of Downey/COG	Downey	0	0.8	1.1	1.6	0.8	1.6	0.4	0	0	2	0	2	6.3
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0080**	Florence Ave. & Paramount Blvd. Intersection Improvement	Improve the intersection at Florence Ave. & Paramount Blvd. by adding turn lanes to reduce congestion and enhance safety.	City of Downey/COG, SPP Survey	Downey	0.00	0.4	2.0	1.1	0.0	0.9	0.4	0.2667	1	1	0	2	5.0
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0085**	Intersection Improvements (Huntington Park)	Provide intersection improvements at various locations within the City of Huntington Park	City of Huntington Park/COG, SPP Survey	Huntington Park	0.42	0.2	1.3	1.3	0.3	1.4	1.2	0.16	5	1	1	7	5.9
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0088**	Protected Left Turns at Signals	Implement protected left-turns along major arterials at various locations with the City of Long Beach.	City of Long Beach/COG, SPP Survey	Long Beach	0.00	0.4	1.6	1.1	0.0	1.4	0.5	0.4	3	1	0	4	5.3
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0098**	City Re-Striping Projects	Replace striping on major arterials (lane striping, school zone striping) at various locations within the City of Lynwood.	City of Lynwood/COG	Lynwood	0	0	1.2	1.5	0.5	0.8	0.6	0	0	0	0	0	4.7
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0104**	Rosecrans Ave. Bridge	Replace/rehabilitate Rosecrans Ave. Bridge over the LA River	City of Paramount/COG	Paramount	0	0.8	1.4	1.6	0.8	1.6	1.3	0	1	2	0	3	7.6
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0105**	Garfield Avenue Improvement Project	Improve Garfield Avenue from South City Limit to North City Limit [City of Paramount]	City of Paramount/COG	Paramount	0.42	0.2	1.9	1.6	0.2	1.1	1.0	0.32	4	2	1	7	6.3
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0107**	Alondra Blvd. Bridges	Replace Alondra Blvd. Bridges over the LA River and I-710	City of Paramount/COG	Paramount	0.83	0.4	0.8	1.6	0.8	2.1	1.2	0.8	3	3	1	7	8.1
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0108**	Garfield Ave. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Garfield Avenue: 1) Rosecrans, 2) Somerset, and 3) Alondra.	City of Paramount/COG, SPP Survey	Paramount	1.67	0.85	1.6	0.9	0.0	1.1	1.4	0.16	3	2	0	5	7.7
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0109**	Alondra Blvd. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Alondra Blvd: 1) Garfield, 2) Paramount, and 3) Downey.	City of Paramount/COG, SPP Survey	Paramount	2.50	1.13333	1.3	0.9	0.0	1.1	1.4	0.16	3	2	0	5	8.5
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0110**	Rosecrans Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Rosecrans Ave: 1) Garfield, 2) Paramount, and 3) Downey.	City of Paramount/COG, SPP Survey	Paramount	1.67	0.85	1.3	0.9	0.0	1.1	1.4	0.16	3	2	0	5	7.4
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0113**	Orange Avenue Improvement Project	Improve Orange Avenue, including the addition of Bike Lanes, between 25th Street and Spring Street	City of Signal Hill/COG, SPP Survey	Signal Hill	1.67	1.8	1.5	2.0	0.8	1.3	0.4	0.9	3	1	0	4	10.4
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0115**	California Ave. Improvement Project	Improve California Avenue, including the addition of Bike Lanes, between Willow Street and Spring Street	City of Signal Hill/COG, SPP Survey	Signal Hill	0.83	1.5	1.5	2.1	0.7	1.3	0.4	0.9	3	1	0	4	9.2
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0119**	Wright Road Improvement Project	Improve Wright Road, including the addition of Bike Lanes, between Imperial Hwy. and Atlantic Ave.	City of South Gate/COG, SPP Survey	South Gate	2.50	2.1	1.5	2.1	1.3	1.1	0.5	0.9	3	1	0	4	12.0

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Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0120**	Safety-Related Road Improvement Projects	Within the East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard	East Rancho Domingo (County of LA)/COG, SPP Survey	East Rancho Dominguez	2.50	2.4	1.7	1.5	0.8	1.6	0.8	0.2	5	2	0	7	11.5
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0205**	Arterial/General Roadway Improvements Program	Implement local roadway projects within the local jurisdictions and communities (cities, unincorporated areas of Los Angeles County) which comprise the LB-ELA Corridor. The objective of these projects will be to improve mobility, safety, and the travel experience for all users of the roadways (pedestrians, bicyclists, transit, and vehicles). This program would help fund projects such as: - Intersection improvements - Bridge replacements - Street widenings and enhancements including lighting, safety features, landscaped medians, and parkways - Complete Streets projects and features, including active transportation (bicycle, pedestrian), and transit stop improvements - Traffic controls (traffic signals, stop signs), signal coordination, and Intelligent Transportation Systems	Metro, Gateway Cities COG, SPP Survey, SPP Mapping	Study Area Wide	0.92	1.35	1.3	2.2	1.2	2.7	1.7	1.4	5	2	1	8	12.2
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0221**	Atlantic Blvd. widening Over I-5 at Mixmaster Intersection	Would widen Atlantic Avenue bridge structure over I-5 at intersection of Telegraph Road, Eastern Avenue, and Atlantic Boulevard in the City of Commerce. Would help relieve traffic congestion and provide a safer roadway for all modes of transportation.	City of Commerce	Commerce	0.42	0.2	1.9	0.9	0.2	1.4	1.1	0.51	5	3	1	9	6.3
Community Programs	Air Quality / Community Health	**LB-ELA_0133**	LB-ELA Corridor Community Health Benefit Program	Under this program, funding would be made available to implement air quality projects to reduce exposure to air pollution as well as health education and screening programs in areas adversely affected by existing and proposed transportation infrastructure projects. The LB-ELA Community Health Benefit Program would serve the communities within the LB-ELA Corridor Study Area. This program would provide subsidy funding to implement projects and outreach activities to improve air quality and public health, including but not limited to: - Air Quality Projects for Schools and Community Facilities: air filtration, HVAC upgrades, replacement/sealing of windows and doors, vegetation barriers or buffer landscaping. - Health Education and Screening: community health screening and diagnosis, health education, training for community health workers, outreach programs.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Study Area Wide	0	2.125	0	1.6	1.2	1.2	1.6	0.8	0	NA	0	0	8.5
Community Programs	Air Quality / Community Health	**LB-ELA_0191**	Zero Emission Infrastructure for Autos	Work with local jurisdictions (Cities, County of Los Angeles), public agencies, and private-public partners to develop and site additional charging stations for zero emissions vehicles within the LB-ELA Corridor. Provide grant writing assistance in order to help secure funding. In addition, provide technical support to share best practices such as: identification of incentives and/or policy requirements for new development.	SPP Survey, SPP Mapping, CA-7	Study Area Wide	1.67	0.8	0	0	1.2	1.2	1.5	1.2	6	1	0	7	7.7
Community Programs	Air Quality / Community Health	**LB-ELA_0192**	Bus Electrification Projects	Seek incentives to accelerate the deployment of zero emissions vehicles within the LB-ELA Corridor. Projects could include bus electrification (public transit buses, school buses) as well as zero emissions charging infrastructure. Provide technical and grant writing assistance to define and develop potential projects.	Metro, SPP Survey, SPP Mapping, CA-7	Study Area Wide	1.67	1.6	0	0	2.0	1.2	1.5	0.85	1	0	0	1	8.9
Community Programs	Air Quality / Community Health	**LB-ELA_0218**	Air Quality Monitoring Stations	Add four, new air quality monitoring stations within the LB-ELA Study Area. Sites to be identified in cooperation with the South Coast Air Quality Management District.	I-710 Motion 5.1/5.2 Early Action Concept	Multiple Jurisdictions	0	0	0	0	0	0.8	0	0.8	0	0	0	0	1.6
Community Programs	Environment	**LB-ELA_0134**	LB-ELA Corridor Energy Reduction / Greenhouse Gas Emissions Reduction Program	Under the Energy Reduction / Greenhouse Gas Reduction (GHG) Program, funding would be made available to implement energy reduction as well as greenhouse gas reduction projects in areas impacted by transportation projects within the LB-ELA Corridor. This program would be an important element of any major transportation initiative that takes place within the LB-ELA Corridor. The program would provide subsidy funding to implement projects and educational activities targeted to reducing greenhouse gas emissions. Examples of these projects include: renewable energy projects, solar-power generation, energy efficient lighting, and tree planting, among others.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Study Area Wide	2.50	1.6	0	2.4	1.8	1.2	1.6	1.7	0	NA	0	0	12.8
Community Programs	Environment	**LB-ELA_0187**	LB-ELA Corridor "Urban Greening" Initiative	Under this initiative, proposed projects implemented through the LB-ELA Corridor Investment Plan must consider context sensitive solutions as part of the project design as well as "urban greening" elements that foster environmental resilience. These "urban greening" elements may include items such as: provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure, among others. Through the LB-ELA Urban Greening Initiative, project proponents may also partner with other localities, non-profit organizations, or communities in order to plan, design, and implement "green" projects that demonstrate that they provide publicly accessible open-space and ecosystem benefits such as urban heat island reduction within the LB-ELA Corridor.	SPP Survey, SPP Mapping, CA-7, Equity Working Group	Study Area Wide	0	2.55	0	1.2	2.0	2.5	1.9	1.7	0	NA	0	0	11.8
Community Programs	Environment	**LB-ELA_0190**	Public Art / Aesthetics	Policy initiative that would require that a percentage of transportation construction funds for major public work projects be earmarked for public art, landscaping, urban design elements, and other aesthetic features for the projects.	SPP Survey, SPP Mapping	Study Area Wide	0	2.4	0	1.2	1.1	0.8	1.3	1.2	1	NA	0	1	8.0
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0009**	West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)	The TOD SIP provides an overarching vision and strategic guidance for local West Santa Ana Branch (WSAB) jurisdictions to use as a resource as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 WSAB station areas along the alignment. Additionally, in 2019, the Metro Board approved a $1M implementation program to fund WSAB jurisdictions to implement TOD SIP recommendations.	Metro LRTP	Multiple Jurisdictions	1.67	1.6	1.6	1.6	1.6	2.6	2.2	2.4	0	NA	0	0	15.2

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Community Programs	Housing Stabilization / Land Use	**LB-ELA_0135**	Housing Stabilization Policies	Applying an integrated approach, work with cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor, improve their resilience, and address the social determinants of health. Provide grant writing assistance to secure needed funding. Housing stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community benefits: establish a framework/menu/equitable development scorecard for new development projects; - Develop community land trusts/land banks: for new housing and/or to support naturally occurring affordable housing; - Local wealth creation: encourage production of local for sale affordable housing, down payment assistance programs, homeowner maintenance assistance programs; - Inclusionary housing policies with or without option of in lieu fees; - Housing Trust Fund to support and increase funding for affordable housing production; - Density bonus programs to incentivize affordable and mixed income housing production; - Affordable accessory dwelling unit (ADU) programs and ADU amnesty programs; - Policies to reduce housing costs, such as parking reduction/unbundling, innovative construction techniques, fee waivers, permit streamlining; - Anti-displacement programs for tenants: tenant rights programs including anti-harassment policies/ just cause eviction policies, legal assistance for tenants, no net loss housing policies for new development, limits on residential demolition & conversion, tenant right-to-return policies, local resident preference programs for new housing; - Rent stabilization policies; - Low-income rental assistance programs, low interest loan programs for maintenance and improvement in rent stabilized units; - Anti-displacement programs for homeowners: tax relief/loans/grants for maintenance/foreclosure assistance; - Basic Income Program	COG Ad Hoc Committee, SPP Survey, SPP Mapping	Study Area Wide	0	0	1.6	1.6	2.3	0	1.8	0	0	NA	0	0	7.3
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0193**	Transit Oriented Communities /Land Use	Work with the local jurisdictions (Cities, County of Los Angeles) to apply best practices and design guidelines to encourage transit-oriented development near rail stations and heavily utilized bus routes within the LB-ELA Corridor. Provide technical resources such as grant writing assistance and technical assistance for community development and land use planning. Assist local jurisdictions in coordination with property owners and developers to ensure safe construction and strengthen connections to transit.	Metro, SPP Mapping	Study Area Wide	1.67	1.6	1.7	1.6	2.0	1.7	1.7	0.8	0	NA	0	0	12.7
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0194**	Homeless Programs	Support homeless initiatives within the LB-ELA Corridor and efforts and recommendations that have emerged from Metro's Homeless Task Force, Reimagining Public Safety Initiatives, and other County initiatives and studies to address homelessness in and around the transit system including provisions to: enhance the customer experience; maintain a safe and secure system; and connect homeless persons in the transit system to services and resources.	SPP Survey, SPP Mapping	Study Area Wide	0	2.4	1.2	2.4	1.6	0	1.6	0	0	NA	0	0	9.2
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0186**	Economic Stabilization Policies	Work with Cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor. Provide grant writing assistance to secure needed funding. Economic stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community financial empowerment programs: local hire agreements, workforce education & development, credit improvement programs; - Locally owned business support – small business interruption fund and loan funds during construction, guide for business support services, zoning to encourage small businesses, lease to own programs for businesses and housing; - Identify, protect and encourage legacy and culturally significant businesses, and historical and cultural landmarks, mandate inclusion of arts and culture spaces in new development	COG Ad Hoc Committee	Study Area Wide	0	0	0	0	2.3	2.5	1.9	0	0	NA	0	0	6.7
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0195**	Targeted Hire Programs	Support the development of targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs for community residents within the LB-ELA Study Area. Include measures such as the establishment of Project Labor Agreements (PLAs) that specify local and targeted hire goals for specific construction projects as well as first source hire requirements. Collaborate with local jurisdictions and public agencies to align local and targeted hire policies, thresholds, and requirements.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Study Area Wide	0	0	0	0	2.3	2.6	1.2	0.8	0	NA	0	0	6.9
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0196**	Employment/Recruitment Initiatives	Partner with public agencies, large employers, and local businesses to conduct recruitment drives at locations within the LB-ELA Corridor (both virtual and in person.) This initiative would also include job fairs and workshops at community facilities and community colleges to provide information to local residents regarding work opportunities as well as networking resources. Conduct promotional campaigns to actively publicize these events within the LB-ELA Corridor communities.	SPP Survey	Study Area Wide	0	0	0	0	2.3	2.6	1.2	0.8	0	NA	0	0	6.9
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0197**	Vocational Educational Programs	Partner with public agencies, private-sector employers, community colleges, labor organizations and non-profit organizations to expand vocational and educational programs for community residents within the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service zero emissions vehicles. These programs would provide opportunities to establish a career pathway to work in key economic sectors and move up through the ranks by focusing on workforce development and skills training.	SPP Survey	Study Area Wide	1.67	0	0	0	2.3	2.0	1.2	0.85	0	NA	0	0	8.0
Goods Movement	Truck Programs/ITS	**LB-ELA_0004**	Long Beach-East Los Angeles Corridor Clean Truck Program	In January 2021, the Metro Board approved the 2021 Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority. At its October 2021 meeting, the Metro Board acted to recommit $50 million from Measure R I-710 South Corridor funds as seed funding for the 710 South Clean Truck Program, which has been subsequently renamed the LB-ELA Zero Emissions Truck Program. The objective of this program is to turn over diesel trucks in favor of zero emissions trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of zero emissions trucks on I-710 as well as seed funding to develop electric charging/refueling stations for zero emissions trucks.	Metro LRTP, SPP Survey, SPP Mapping, CA-7	Study Area Wide	2.50	1.6	0	0	2.0	1.7	1.5	2.125	2	1	0	3	11.5
Goods Movement	Truck Programs/ITS	**LB-ELA_0023**	Clean Truck Infrastructure	Install charging infrastructure for zero emissions trucks.	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Multiple Jurisdictions	2.50	1.6	0	0	1.4	1.7	1.5	1.4167	4	1	0	5	10.2

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Goods Movement	Truck Programs/ITS	**LB-ELA_0185**	Freight Advanced Traveler Information Systems	Application of advanced technologies to manage drayage truck movements to and from the Ports. The system integrates real-time roadway traffic data, vessel/container tracking, real-time container terminal visit times, and GPS-based information to optimize the sequencing of container delivery and pick-up. The purpose is to improve cargo handling and efficiencies and reduce congestion near intermodal yards and Port facilities.	Ports, SPP Survey	Multiple Jurisdictions	0	0	2.0	0	0.8	2.1	1.6	1.7	0	0	0	0	8.1
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0024**	Pier 400 On Dock Rail Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Metro 2028 Mobility Concept Plan	Port of Los Angeles	2.50	0	1.4	1.6	1.2	2.1	0.5	2.1375	0	0	0	0	11.4
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0025**	Terminal Island Transfer Facility Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Metro 2028 Mobility Concept Plan	Port of Los Angeles	2.50	0	1.1	1.6	1.2	2.1	0.3	1.9	0	0	0	0	10.7
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0026**	West Basin Container Terminal Railyard Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Metro 2028 Mobility Concept Plan	Port of Los Angeles	2.50	0	1.4	1.6	1.2	2.1	0.5	1.9	0	0	0	0	11.1
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0124**	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	Port of Los Angeles/COG, SPP Survey	Port of Los Angeles	0	0	1.3	1.6	1.2	2.5	0.3	1.9	0	0	0	0	8.7
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0151**	Goods Movement Freight Rail Study	Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips within the Southern California subregion. This assessment would include options such as: opportunities to increase on-dock freight rail mode share; implementation of short-haul, freight rail shuttle service to new inland rail facilities; and increased use/improved operational efficiencies of existing near dock and off dock intermodal facilities. This evaluation would take into account updated cargo forecasts, economic factors and projections, current trends associated with the goods movement logistics chain including transload truck trips, and railroad and intermodal capacity constraints in the Southern California region. The Goods Movement Freight Rail Study would assess options from a systemwide perspective and would include factors such as changes in truck trip travel patterns, land use implications, and the potential for environmental impacts as well as institutional constraints.	SPP Survey	Study Area	0	0	1.1	0.0	0.8	2.4	0.8	0.6	1	NA	0	1	5.7
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0217**	Freight Rail Electrification Pilot Project	Work with the Union Pacific (UP) and BNSF railroads to develop and test battery electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor with an ultimate goal of advancing a zero-emissions technology capable of entering commercial, revenue service operation.	Task Force, Equity Working Group	Multiple Jurisdictions	1.67	1.6	0	0	2.0	1.6	1.5	1.275	0	NA	0	0	9.7
Goods Movement	Ports	**LB-ELA_0021**	Alameda Corridor Terminus Enhancements	New Cerritos channel rail bridge and supporting connections throughout Port of LA.	Metro 2028 Mobility Concept Plan	Port of Los Angeles	0	0	1.8	0.0	0.2	2.5	0.3	0.4	3	1	0	4	5.2
Goods Movement	Ports	**LB-ELA_0121**	Pier D Street Realignment	Realign Pier D Street, from Middle Harbor Exit gate to Pico Avenue. Currently Pier D Street has sight distance issues, inadequate curve radii, and drainage/flooding issues at the low point. The Pier D Realignment project will provide redundancy through Pier D thereby improving safety and traffic flows. The scope of the project is to widen & reconstruct Pier D Street between the Middle Harbor Exit Gate and Pico Avenue and to reconfigure West Broadway. Additional scope items includes construction of a new pump station, retaining walls, utility upgrades, striping, signage and traffic signal work.	Port of Long Beach/COG, SPP Mapping	Port of Long Beach	0	0	1.3	1.7	0.0	2.0	0.2	0	4	2	0	6	5.2
Goods Movement	Ports	**LB-ELA_0122**	Harbor Scenic Drive Roadway & Infrastructure Improvements	Improve Harbor Scenic Drive, from Harbor Plaza to Ocean Boulevard. The project would: increase the roadway pavement structural section to replace the existing aged pavement; provide horizontal and vertical alignments improvements for enhanced safety; improve striping, traffic signage and way-finding signage; improve highway lighting; enhance drainage facilities (including the introduction of permanent water quality enhancements such as bio-swales and catch basin inlet/pipe screens); revamp the parkway and median landscaping and irrigation; and provide utility improvements and enhancements.	Port of Long Beach/COG, SPP Survey	Port of Long Beach	0	0	1.3	1.7	0.5	1.8	0.3	0.5333	1	1	0	2	6.1
Goods Movement	Ports	**LB-ELA_0123**	Pico Avenue Street Improvement	Improve Pico Avenue, between Pier D Street and Pier E Street. This roadway improvement project would: widen a short segment of roadway; improve truck congestion and truck safety; reconstruct the pavement, improve the existing surface drainage and upgrade the storm drain inlets; upsize the sewer line; provide continuous sidewalks with ADA accessible features; upgrade street lighting; and extend landscaping and hardscape features.	Port of Long Beach/COG, SPP Survey	Port of Long Beach	0	2.4	1.3	2.0	0.5	2.2	0.4	0.5333	1	1	0	2	9.4
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0132**	Pier 300 On Dock Rail Modernization		0	0	2.50	0	1.4	1.6	1.2	2.1	0.4	2.1375	0	0	0	0	11.3
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0001**	West Santa Ana Branch Transit Corridor (LRT)	The Project consists of 12 stations and is a 19-mile light rail transit corridor that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community of LA County and downtown Los Angeles. Complete 4.5-mile section between Slauson A Line and Union Station.	Metro LRTP, SPP Survey, SPP Mapping	Multiple Jurisdictions	1.83	2.4	2.9	0.8	1.5	2.6	1.9	0.5667	12	3	1	16	13.7
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0002**	C Line (Green) Eastern Extension (Norwalk) (LRT)	Extends the C Line (Green) 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Metro LRTP	Norwalk	0.92	1.8	2.3	0.8	1.3	2.1	0.9	0.5667	9	3	1	13	10.1
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0019**	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)	BRT project along Atlantic to provide improved speed, reliability, and frequency.	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Multiple Jurisdictions	1.38	2.1	2.1	1.4	1.6	1.9	2.0	0.5667	7	3	2	12	12.4
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0219**	Metrolink Regional Rail Line between Union Station and Long Beach	Construct a new Metrolink regional rail line between Union Station and downtown Long Beach. Trains would be powered using electrical multiple unit (EMU) traction motors, which are anticipated to be required by the California Air Resources Board after 2030. Specific EMU technology has yet to be determined, but could be powered by overhead catenary, hydrogen fuel cell, or catenary/battery electric. Trains would operate along the existing SCRRA Metrolink line between Los Angeles and Commerce and then transition into Union Pacific (UP) railroad right of way (potentially along the San Pedro Subdivision Corridor) for the segment between Commerce and Lakewood. However, sections of a second track would likely need to be constructed in this middle section in order to operate up to four trains per hour in each direction in the peak period. In addition, substantial portions of the southern section of the alignment, between Lakewood and downtown Long Beach, would require new right-of way to provide needed trackage to connect to the downtown Long Beach area. New stations would be constructed and spaced every 1 to 3 miles depending upon the location. It is anticipated that these Metrolink trains would interline through Link US (at Union Station) with the Antelope Valley Line to the north.	Task Force (SCRRA)	Multiple Jurisdictions	2.00	2.1	2.7	0.8	1.8	2.7	1.7	0.5667	15	3	1	19	13.7
Transit	Rail Line / Station Improvements	**LB-ELA_0160**	Line A (Blue Line) Transit Priority/Signal Synchronization	Enhanced signal prioritization/synchronization so that the A Line (Blue Line) has higher priority in areas where the LRT trains operate in mixed flow traffic	SPP Mapping, SPP Survey	Multiple Jurisdictions	0.92	1.5	2.0	1.6	1.8	2.1	1.7	0.8	1	0	1	2	11.8

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Transit	Rail Line / Station Improvements	**LB-ELA_0171**	Commuter Rail Maintenance, Repair, and Safety Projects	Implement planned repair, maintenance, and safety projects to Metro-owned railroad infrastructure along the Los Angeles/Orange County commuter rail line within the LB-ELA Corridor study area.	Annual Commuter Rail State of Good Repair (SOGR) Program	Multiple Jurisdictions	1.67	1.275	1.4	1.6	0.8	2.0	1.0	0.8	0	0	0	0	10.6
Transit	Rail Line / Station Improvements	**LB-ELA_0172**	Commerce Metrolink Station Improvements	Improve train platforms, shift tracks, install pedestrian barriers and pedestrian crossing safety features, extend and widen sidewalks and walkways, add lighting, install new ADA accessibility features, replace equipment, provide bike path striping, add wayfinding signage, and provide new landscaping.	LA County Metrolink Station Assessment & Improvement Plan	Commerce	0.83	1.7	0.9	1.9	1.5	2.0	1.8	1.2	1	1	0	2	11.9
Transit	Rail Line / Station Improvements	**LB-ELA_0173**	Grade Separation(s) of the A Line [Blue Line] at Washington Street	Provide grade separation of the A Line [Blue Line] at the Washington St./Flower St. junction and at Washington Street.	Metro, SPP Survey, SPP Mapping	Los Angeles	1.67	1.275	1.7	0.5	0.9	1.5	2.1	0.2667	5	3	0	8	9.9
Transit	Rail Line / Station Improvements	**LB-ELA_0174**	New Metrolink Station at planned Commerce/Citadel Station	Construct a new Metrolink Station on the Los Angeles – Riverside Metrolink Commuter Rail Line at the planned Eastside Transit Corridor station at Commerce/Citadel.	Metro	Commerce	0.92	1.5	1.9	0.8	1.2	1.1	1.3	0.2667	3	2	1	6	8.4
Transit	Rail Line / Station Improvements	**LB-ELA_0175**	Install Quad Safety Gates at all A Line [Blue Line] Crossings	Install Quad Safety Gates at all A Line [Blue Line] Crossings for safety and increased speed/safety zones	Metro	Multiple Jurisdictions	1.67	1.7	1.4	2.0	1.6	1.4	2.1	0.8	0	0	0	0	12.8
Transit	Rail Line / Station Improvements	**LB-ELA_0176**	Install Supervisory Control and Data Acquisition System for A Line [Blue Line]	Install Supervisory Control and Data Acquisition System [SCADA] along the A Line [Blue Line] in the downtown area of Long Beach. This technology would allow Metro to better operate and manage the rail transit line to improve train reliability	Metro	Long Beach	1.67	1.7	1.5	0	1.1	1.6	1.9	0.8	1	NA	0	1	10.2
Transit	Rail Line / Station Improvements	**LB-ELA_0177**	Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations	Add second elevator to Firestone and Slauson A Line [Blue Line] Stations for improved access and reliability	Metro	Florence-Graham	1.67	1.7	1.5	0	1.2	1.7	2.2	0.8	0	0	0	0	10.7
Transit	Bus Transit	**LB-ELA_0016**	Connecting C Line (Green) and Metrolink Norwalk Station	New express shuttle service between C Line Norwalk Station and Metrolink Norwalk Station to close existing transit gap. Near term solution until C Line is extended eastward.	Metro 2028 Mobility Concept Plan	Norwalk	2.50	2.125	1.7	0	1.1	1.5	1.0	0.8	0	0	0	0	10.7
Transit	Bus Transit	**LB-ELA_0130**	Long Beach Transit (LBT) Solar Charging Electrification Project	The project would convert the current bus parking area, at the agency's main operating base, into a facility for charging Battery Electric Buses (BEBs) through the erection of solar-powered parking canopies, to enable Long Beach Transit to transition to 100% emission bus fleet by 2030.	PIPO (Long Beach Transit), SPP Mapping	Long Beach	1.83	1.275	0.8	0	1.6	1.2	1.8	2.125	0	0	0	0	10.6
Transit	Bus Transit	**LB-ELA_0140**	Metro Micro Transit Zone(s)	Implementation of new Metro on-demand, flexible transit service for the northern section of the I-710 Study Area between Lynwood and Commerce. - Rides can be booked online, by app, or by phone. Rides are prescheduled, same day/multiple days. - Uses small capacity vans (seats 7-10 riders). - Pick-up/drop-off where safe (virtual stops). Targeted maximum wait time is 15 minutes.	COG Ad Hoc Committee, SPP Mapping	Multiple Jurisdictions	2.50	2.55	2.4	1.6	0.8	2.1	2.3	0.85	0	NA	0	0	15.1
Transit	Bus Transit	**LB-ELA_0141**	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	Improve bus times, speeds, and reliability along Line 60 (Long Beach Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	1.38	2.1	2.2	1.6	1.2	1.8	1.8	0.8	4	2	2	8	12.2
Transit	Bus Transit	**LB-ELA_0142**	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	Improve bus times, speeds, and reliability along Line 108 (Slauson). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	0.92	1.8	2.0	1.6	1.2	1.6	1.8	0.8	4	2	3	9	10.6
Transit	Bus Transit	**LB-ELA_0143**	Metro Bus Priority Lane Corridor along Line 110 (Gage)	Improve bus times, speeds, and reliability along Line 110 (Gage). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	1.38	2.1	2.2	1.6	1.4	1.6	2.2	0.8	4	2	3	9	12.0
Transit	Bus Transit	**LB-ELA_0144**	Metro Bus Priority Lane Corridor along Line 111 (Florence)	Improve bus times, speeds, and reliability along Line 111 (Florence). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	1.38	2.1	2.2	1.6	1.4	1.9	2.1	0.8	4	2	3	9	12.2
Transit	Bus Transit	**LB-ELA_0145**	Metro Bus Priority Lane Corridor along Line 115 (Firestone)	Improve bus times, speeds, and reliability along Line 115 (Firestone). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey, COG Ad Hoc Committee	South Gate / Downey	0.92	1.8	1.9	1.6	1.4	1.6	1.5	0.8	4	2	2	8	10.9
Transit	Bus Transit	**LB-ELA_0146**	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	Improve bus times, speeds, and reliability along Line 260 (Atlantic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	1.38	2.1	2.2	1.6	1.4	1.9	2.0	0.8	4	2	3	9	12.1
Transit	Bus Transit	**LB-ELA_0164**	Improved Frequency of Metro Buses in the LB-ELA Study Area	Provide a 50 percent improvement on all Metro fixed bus routes greater than 10 minutes in the AM and PM peak periods. And, provide a 50 percent improvement on all Metro fixed bus routes greater than 15 minutes in the Midday and Evening periods. [For example, a bus route that has as frequency of a bus every 30 minutes would improve to a bus arriving every 15 minutes.]	SPP Survey, SPP Mapping, CA-7	Study Area Wide	1.83	2.4	2.3	1.6	1.9	2.0	1.8	0.8	2	NA	0	2	14.6
Transit	Bus Transit	**LB-ELA_0178**	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)	Improve bus times, speeds, and reliability along Line 18 (Whittier Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey	Los Angeles / East LA	1.38	2.1	2.2	1.6	1.4	1.6	2.0	0.8	4	2	2	8	12.5
Transit	Bus Transit	**LB-ELA_0179**	Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd.)	Improve bus times, speeds, and reliability along Line 66 (Olympic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	SPP Survey	Los Angeles / East LA	0.92	1.8	1.9	1.6	1.4	1.3	2.2	0.8	4	2	4	10	10.7
Transit	Transit Amenities	**LB-ELA_0077**	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Commerce Transit Stop (Various locations within the City of Commerce)	City of Commerce/COG, SPP Survey	Commerce	0.83	1.275	1.1	1.2	1.2	0.9	1.6	0.8	0	0	0	0	9.0
Transit	Transit Amenities	**LB-ELA_0103**	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Maywood Transit Stop (Various locations within the City of Maywood)	City of Maywood/COG, SPP Survey	Maywood	0.83	1.275	1.1	1.2	1.2	0.9	1.6	0.8	0	0	0	0	9.0
Transit	Transit Amenities	**LB-ELA_0118**	Bus Shelter Upgrades	Upgrade bus shelters at various locations within the City of Signal Hill.	City of Signal Hill/COG, SPP Survey	Signal Hill	0.83	1.275	1.1	1.2	1.2	0.8	0.1	0.8	0	0	0	0	7.4
Transit	Transit Amenities	**LB-ELA_0136**	Enhanced Transit Security	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, improved incident response, and additional security officers and/or plainclothes staff.	SPP Mapping	Multiple Jurisdictions	1.67	1.7	1.4	2.4	1.1	1.6	1.6	0.8	0	NA	0	0	12.4
Transit	Transit Amenities	**LB-ELA_0147**	Transit Traveler Information System Application (ITS)	Integrated system and web-based application to provide real-time information to users on optimal transit routes and transit options based on time of day as well as estimated arrival times of buses under real time travel conditions.	SPP Survey	Study Area Wide	1.67	2.125	1.3	1.6	1.1	1.6	1.5	0.8	0	NA	0	0	11.7
Transit	Transit Amenities	**LB-ELA_0148**	Transit Fare Discount Program	Expand Metro's program to provide increased transit fare discounts for low-income riders, students, and seniors. Target low income or disadvantaged communities within the LB-ELA Corridor Study Area.	SPP Survey	Study Area Wide	2.50	2.125	1.6	0	1.4	0.8	1.9	0.8	0	NA	0	0	11.1
Transit	Transit Amenities	**LB-ELA_0149**	Increased Security Features at Metro's Existing and Planned Light Rail Stations	Lighting, security cameras, improved line of sight, incident/emergency response plans, and other safety features at Metro stations/parking structures.	SPP Survey	Multiple Jurisdictions	1.67	1.7	1.4	2.4	1.4	1.2	1.6	0.8	0	0	0	0	12.2
Transit	Transit Amenities	**LB-ELA_0152**	Transit Marketing and Education Program	Expansion of Metro's collaborative effort with Metrolink, Long Beach Transit, and city municipal bus lines to promote transit and alternative modes of transportation to the single occupant vehicle. Include features such as "free transit" day and transit passes to employees or students to encourage transit use.	SPP Survey	Multiple Jurisdictions	2.50	2.125	1.7	0	1.1	0.8	1.8	0.8	0	NA	0	0	10.9

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Project Type	Project SubType	Project ID	Project Name	Project Description	Project Source	Jurisdiction	AQ Smry	CH Smry	MB Smry	SF Smry	EN Smry	OP Smry	EQ Smry	SA Smry	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	Updated Ranking Score
Transit	Transit Amenities	**LB-ELA_0161**	Transit Ambassador Program	Enhance Metro's Transit Ambassador Program within the LB-ELA Corridor to bring non-law enforcement representatives to improve the customer experience, reinforce public safety, and increase ridership on the transit system.	SPP Mapping	Study Area Wide	1.67	2.125	1.2	2.4	1.2	1.2	1.5	0.8	0	NA	0	0	12.2
Transit	Transit Amenities	**LB-ELA_0168**	Compton Transit Management Operations Center Enhancements	Project improvements would include: beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths (Phases 1 -5). Location: Compton Transit Management Operations Center: 275 N. Willowbrook Ave., Compton.	Task Force	Compton	1.67	2.4	1.7	2.2	1.6	1.6	0.7	0.8	2	0	0	2	12.8
Transit	Transit Amenities	**LB-ELA_0169**	Southeast LA Transit Improvement Program	Pending stakeholder input and local jurisdiction approval, this project could include a "cloud-based" Countywide Signal Priority upgrade, 100 bus stop shelters at existing bus stops with over 50 daily boardings but without an existing shelter, 100-solar powered real-time arrival displays, 100 bus stop solar light upgrades for stops without shelters that have lighting, terminal/layover expansion improvements at the Norwalk, Artesia, and Compton Stations, and 100 Zero-Emissions Bus charging masts.	PIPO (Southeast LA), SPP Survey	Multiple Jurisdictions	2.29	2.125	1.8	1.6	1.4	2.0	1.7	0.8	0	1	0	1	13.8
Transit	Transit Amenities	**LB-ELA_0189**	Transit System Cleanliness/Maintenance	Strengthen policies committing Metro to regular cleaning and maintenance activities on all transit vehicles and at bus and rail stations within the LB-ELA Corridor. These activities consist of cleaning and disinfection of high touchpoint surfaces, graffiti removal, cleanup of spills and biohazards, and trash removal. Maintain station landscaping. Provide high-efficiency air filters on bus and rail transit vehicles. Ensure that the agency dedicates sufficient resources for this effort.	SPP Survey, SPP Mapping	Study Area Wide	1.67	1.8	1.1	0.8	1.1	2.1	1.2	0	0	NA	0	0	9.7
Transit	Transit Amenities	**LB-ELA_0203**	Bus Stop Improvements	Collaborate with the local jurisdictions (cities, unincorporated areas of Los Angeles County) to implement bus stop improvements within the LB-ELA Corridor. Bus stop improvements would include items such as: - Lighting - Security Features - Benches - Shade and shelters - Drinking Fountains - Solar-powered arrival displays - Trashcans - Landscaping - Signage - Crosswalks - Improved ADA accessibility, including repositioning of utility boxes on the sidewalk Provide financial support in order to help leverage local funds for project implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Study Area Wide	1.67	2.1	1.6	2.0	1.5	2.0	1.8	1.5	0	0	0	0	14.1
Freeway	Freeway Improvements	**LB-ELA_0028**	I-710/Willow Interchange Improvements	Reconfiguration of I-710/Willow Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Long Beach	0.92	1.9	1.9	1.7	0.8	1.6	0.7	1.0625	5	3	1	9	9.9
Freeway	Freeway Improvements	**LB-ELA_0029**	I-710/Del Amo Interchange Improvements	Reconfiguration of I-710/Del Amo Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Long Beach/Carson	0.92	1.9	1.7	1.7	0.8	1.8	0.5	1.0625	8	3	1	12	9.8
Freeway	Freeway Improvements	**LB-ELA_0030**	I-710/Long Beach Blvd. Interchange Improvements	Upgrade of I-710/Long Beach Blvd. Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	0.92	1.6625	2.0	1.5	0.9	1.8	0.6	1.0625	5	3	1	9	10.0
Freeway	Freeway Improvements	**LB-ELA_0031**	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	Reconfiguration of I-710/Alondra Interchange to improve operations, and safety for traffic entering and exiting the freeway. Improve, relocate SB I-710 to SR-91 Connectors to reduce weaving movements. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Compton	0.92	1.9	2.2	1.5	0.9	2.0	1.9	1.0625	8	3	1	12	11.8
Freeway	Freeway Improvements	**LB-ELA_0032**	I-710/Imperial Interchange Improvements	Reconfiguration of I-710/Imperial Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Downey/Lynwood	0.92	1.9	1.7	1.7	0.8	1.8	0.7	0.85	8	3	1	12	9.8
Freeway	Freeway Improvements	**LB-ELA_0033**	I-710/Firestone Interchange Improvements	Upgrade of I-710/Firestone Blvd. Interchange to improve operations and safety for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	South Gate	0.92	1.9	2.2	1.5	0.9	1.8	0.7	1.0625	3	3	1	7	10.5
Freeway	Freeway Improvements	**LB-ELA_0034**	I-710/Florence Interchange Improvements	Reconfiguration of I-710/Florence Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	I-710 Motion 5.1/5.2 Early Action Concept, City of Bell Gardens/COG	Bell / Bell Gardens	0.92	1.9	1.9	1.7	0.8	1.6	2.0	0.85	7	3	1	11	10.9
Freeway	Freeway Improvements	**LB-ELA_0035**	I-710 Auxiliary Lanes (Willow to Wardlow)	Provide auxiliary lanes in the NB and SB directions of I-710, between Willow St. and I-405 Connectors at Wardlow Road to better manage traffic weaving conflicts and related congestion.	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	0.42	1.41667	1.9	1.6	0.6	1.3	0.3	0.6	8	3	3	14	7.3
Freeway	Freeway Improvements	**LB-ELA_0036**	I-710 / I-405 Connector Project Improvements	Modify SB I-710 Collector Distributor Road/Eliminate SB I-710 to EB Wardlow Boulevard exit at Wardlow Road. Modify NB I-710 to SB I-405 Connector/Eliminate WB Wardlow Boulevard on ramp to NB I-710/I-405 Connectors.	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	0.92	1.9	1.7	1.7	0.9	2.0	0.5	0.4	5	3	1	9	9.5
Freeway	Freeway Improvements	**LB-ELA_0037**	I-710/I-105 Connector Project Improvements	Modify and relocate I-710 / I-105 Connectors along I-710 between I-105 and Imperial Highway in both directions to resolve weaving issues and related congestion on I-710 between I-105 and Imperial Highway.	I-710 Motion 5.1/5.2 Early Action Concept	Lynwood / Paramount	0.92	1.8	2.0	1.3	0.7	2.3	1.5	0.6	4	3	1	8	10.6
Freeway	Freeway Improvements	**LB-ELA_0038**	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	Provide auxiliary lanes in the NB and SB directions of I-710, between Del Amo Boulevard and Long Beach Boulevard to better manage traffic weaving conflicts and related congestion.	I-710 Motion 5.1/5.2 Early Action Concept	Rancho Dominguez/Long Beach	0.42	1.41667	1.9	0.8	0.5	1.5	0.3	0.6	7	3	3	13	6.6
Freeway	Freeway Improvements	**LB-ELA_0043**		I-710, MP 22.2. In Commerce and Vernon, at Hobart Rail Yard Overhead No. 53-0840. Rehabilitate, clean, and paint bridge.	SHOPP	Commerce/Vernon	0	0.8	1.6	2.4	0	0.8	1.3	0	0	1	0	1	6.8
Freeway	Freeway Improvements	**LB-ELA_0045**		Route 91, MP R11.7. In Long Beach, at LA River (W91 -N710 & S710) Bridge No. 53-2143F. Replace portions of the bridge deck and apply polyester concrete overlay.	SHOPP	Long Beach	0	0.8	1.6	2.4	0.8	0.8	0.5	0	0	1	0	1	6.8
Freeway	Freeway Improvements	**LB-ELA_0053**		I-405, MP 7.2. In Long Beach, at the Pacific Place Maintenance Station at 3725 Pacific Place. Replace a deteriorated building with a new building at the maintenance station.	SHOPP	Long Beach	0	0	0.8	1.6	0	0.8	0.4	0	0	1	0	1	3.5

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Project Type	Project SubType	Project ID	Project Name	Project Description	Project Source	Jurisdiction	AQ Smry	CH Smry	MB Smry	SF Smry	EN Smry	OP Smry	EQ Smry	SA Smry	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	Updated Ranking Score
Freeway	Freeway Improvements	**LB-ELA_0091**	I-710/Anaheim Interchange Improvement	Reconstruct I-710/Anaheim Interchange to provide operational and safety improvements.	City of Long Beach/COG	Long Beach	0.92	1.9	1.9	1.5	0.8	1.8	1.0	0.2	8	3	0	11	10.0
Freeway	Freeway Improvements	**LB-ELA_0092**	I-710/PCH Interchange Improvement	Reconstruct I-710/Pacific Coast Highway (PCH) Interchange to provide operational and safety improvements.	City of Long Beach/COG, SPP Mapping	Long Beach	0.92	1.9	1.9	1.7	0.8	1.8	2.0	0.6	8	3	1	12	11.0
Freeway	Freeway Improvements	**LB-ELA_0093**	I-710/Wardlow Interchange Improvement	Reconstruct I-710/Wardlow Interchange to provide operational and safety improvements.	City of Long Beach/COG	Long Beach	0.92	1.425	1.7	1.5	0.8	2.0	0.5	0.4	6	3	1	10	8.8
Freeway	Freeway Improvements	**LB-ELA_0156**	Traffic Controls at I-710 Freeway Ramps	Add traffic signals with protected pedestrian/bicycle phase(s), crosswalks, lighting, landscaping, signing and striping, and other safety-related pedestrian features at the ramp termini of I-710.	SPP Survey	Multiple Jurisdictions	2.50	2.4	2.1	2.3	1.1	1.2	1.7	0.85	1	1	0	2	14.1
Freeway	Freeway Improvements	**LB-ELA_0180**	I-710 Truck Bypass Lanes	Construct truck bypass lanes on I-710 between Willow Street and Del Amo Boulevard. The purpose of the improvement would be to separate cars from trucks through the congested I-710/I-405 interchange for purposes of safety and mobility.	SPP Survey	Long Beach	0.42	1.41667	1.3	1.1	0.5	2.3	0.7	0.6	9	3	2	14	7.8
Freeway	Freeway Improvements	**LB-ELA_0181**	Freeway Lids, Caps, and Widened Bridge Decks	Widen arterial bridge decks at key locations over the I-710 Freeway/LA River Channel to provide "land islands," "urban parklets," and "green belt" connections over I-710 and the LA River. Include pedestrian / bicycle pathways.	SPP Survey	Multiple Jurisdictions	0.83	2.1	1.7	1.8	1.5	2.0	1.4	1.35	4	3	0	7	12.6
Freeway	Freeway Amenities / ITS	**LB-ELA_0039**		I-710, MP R6.0-14.1. In Long Beach and Compton, from Shoreline Drive to north of Alondra Boulevard. Enhance highway worker safety by constructing Maintenance Vehicle Pullouts (MVPs), upgrading guardrail and end treatments, paving beyond the gore, installing erosion control and replacing pull boxes.	SHOPP	Long Beach/Compton	0	0.8	1.6	1.7	0.8	1.6	0.4	0	0	1	0	1	6.8
Freeway	Freeway Amenities / ITS	**LB-ELA_0046**		I-405. In and near the cities of Long Beach, Signal Hill, Los Angeles, and Carson, rehabilitate pavement, upgrade signs, rehabilitate bridge, upgrade lighting, improve safety, rehabilitate Transportation Management System (TMS) elements and replace copper cabling with fiber, rehabilitate culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	SHOPP	Multiple Jurisdictions	0	2.4	1.4	2.0	0.8	2.5	0.8	0	2	1	0	3	9.9
Freeway	Freeway Amenities / ITS	**LB-ELA_0048**		I-105, MP R14.3. In Paramount, at Grove Street at the Garfield Avenue Pump Station. Replace pumps, add lighting, construct Maintenance Vehicle Pullouts (MVPs), and provide a fiber optic connection to the pump house.	SHOPP	Paramount	0	0	0	1.6	1.6	0.8	0.8	0	0	1	0	1	4.7
Freeway	Freeway Amenities / ITS	**LB-ELA_0049**		I-710, MP 18.7-19.6. In South Gate and Bell Gardens, at the South Gate Pump Plant and the Florence Avenue Pump Plant; also in Downey on Route 105 at the Ardis Avenue Pump Plant (PM R16.48). Upgrade pump plants.	SHOPP	South Gate/Bell Gardens/Downey	0	0	0	1.6	0	0.8	1.5	0	0	1	0	1	3.9
Freeway	Freeway Amenities / ITS	**LB-ELA_0050**		Route 91. In the cities of Carson, Compton, Long Beach, and Bellflower. Upgrade overhead signs and sign structures, rehabilitate landscaping, and enhance highway worker safety.	SHOPP	Multiple Jurisdictions	0	0.8	0	2.1	0.8	0.8	0.6	0	0	1	0	1	5.0
Freeway	Freeway Amenities / ITS	**LB-ELA_0052**		Route 47. In Long Beach from Route 710 to north of Route 710 (PM 3.497/3.58). Upgrade Transportation Management System (TMS) elements, replace fiber optic cable, and connect upgraded equipment to communication hubs.	SHOPP	Wilmington	0	0.8	1.7	0	0.0	0.9	0.8	0	0	1	0	1	4.2
Freeway	Freeway Amenities / ITS	**LB-ELA_0054**		I-710, MP 24.7. Near the neighborhood of East Los Angeles, at Humphrey Maintenance Station at 102 South Humphreys Avenue. Construct a new office building, an equipment storage building, and a Zero Emission Vehicle (ZEV) charging station and demolish an existing building.	SHOPP, SPP Survey	East Los Angeles	0	0	0.8	0	0.4	1.2	0.8	0.5667	3	1	0	4	3.7
Freeway	Freeway Amenities / ITS	**LB-ELA_0137**	Freeway Soundwalls	Build higher soundwalls to protect residents from air pollution, noise, and other impacts (Design Package 2, Design Package 3). Perform noise studies for all remaining walls along I-710 that are less than 16 feet high to identify additional, feasible soundwall projects that would realize the greatest benefits for impacted residents and other sensitive receivers.	SPP Survey	Multiple Jurisdictions	0	2.4	0	0	1.2	2.1	1.0	0	2	2	0	4	6.6
Freeway	Freeway Amenities / ITS	**LB-ELA_0155**	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Provide drought tolerant landscaping within existing, available right-of-way along I-710. Where needed, add context sensitive lighting features and additional signage to improve safety. Include hardscaping and other aesthetic features to improve the attractiveness of the freeway for users and for adjacent land uses/communities.	SPP Survey, Task Force, Equity Working Group	Multiple Jurisdictions	0	0.8	0	1.4	1.2	1.6	0.8	0	1	0	0	1	5.8
Freeway	Freeway Amenities / ITS	**LB-ELA_0157**	I-710 Particulate Matter (PM) Reduction Pilot Project	Implement a pilot project on I-710 to deploy and evaluate measures to reduce exposure of nearby populations to particulate matter, specifically localized sources of entrained/fugitive dust, tire wear, and brake wear associated with traffic on the freeway. These measures may include roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, frequent street-sweeping, and deployment of air quality monitoring systems, among others. In addition, include options to examine the effectiveness of "cool pavement" applications to reduce heat island effects. As part of the work plan, the pilot project would include a study element to assess and document the efficacy of the various measures.	SPP Survey, Task Force	Multiple Jurisdictions	0	2.125	0	0	0.8	2.4	1.1	1.7	0	0	0	0	8.1
Freeway	Freeway Amenities / ITS	**LB-ELA_0188**	Freeway Landscaping / Maintenance	Ongoing Caltrans Program that ensures that maintenance projects and activities such as trash removal, landscaping, provision of drought-resistant vegetation, and graffiti removal take place on a regular basis within state, public rights of way in the LB-ELA Corridor. Ensure that the agency dedicates sufficient resources for this effort.	SPP Survey	Study Area Wide	0	0.8	0.8	2.1	0.8	2.4	0.8	1.7	0	0	0	0	9.3
Freeway	Zero Emissions Lanes on I-710	**LB-ELA_0154**	I-710 Zero-Emission Truck Travel Zone Restriction	Establish a zero-emission truck-only travel zone on I-710. Only zero emissions trucks would be able to travel on I-710, while diesel and near-zero emissions heavy duty trucks would be excluded. No new lanes would be added to the existing footprint of I-710. No restrictions would be placed on autos.	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	0.92	1.7	0	0	2.3	2.4	1.3	1.275	0	0	1	1	9.3
Freeway	Zero Emissions Lanes on I-710	**LB-ELA_0183**	Zero Emissions Truck Lane	Explore options and assess the feasibility of converting the right-hand lane on I-710 to create a Zero Emissions Truck Lane. Only zero emissions trucks would be able to travel in this lane, while fossil fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710.	Metro, SPP Survey	Multiple Jurisdictions	0.92	1.7	0	0	1.7	2.4	1.3	1.6	0	0	1	1	9.1
Freeway	Congestion Pricing	**LB-ELA_0153**	Congestion Pricing	Implement congestion pricing strategy for the I-710 freeway. No new lanes would be added to the existing footprint of I-710. Rather single occupant vehicles and trucks entering and exiting the freeway would be tolled by deploying an automated readers and electronic toll collection system that allows users to conveniently pay tolls using a toll tag that is mounted on the interior of their vehicle. Carpools, zero emission trucks, and zero emission autos would travel for free.	SPP Survey	Multiple Jurisdictions	1.33	1.8	2.2	0.8	2.2	2.1	0.6	0.85	0	1	10	11	10.1
Freeway	Congestion Pricing	**LB-ELA_0182**	Express Lanes Strategic Initiative	Advance planning studies to implement express lanes on key freeways in the study area, including I-405, I-105, and SR-91.	Metro, SPP Survey	Multiple Jurisdictions	1.38	1.8	2.0	0.8	0.8	2.0	1.9	0.8	1	NA	8	9	9.9

DRAFT

Appendix 6-C Tiering Results

Attachment 6C – Tiering Analysis, Flags, and Results

Overview

This document describes the process to establish the project tiers and identify Community Input Consideration (CIC) and Equity Flags for the Long-Beach to East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP). This process, called the "Tiering Analysis", establishes two Evaluation Tiers for the initial list of projects and programs based on the evaluation results (see Section 1.0 below) and also three Readiness Categories based on their readiness (Section 2.0 below). Figure 1 shows the organization of the tiering analysis based on the combination of Evaluation Tiers and Readiness Categories. This document also includes references to the draft tiering results and process, released in November 2023 and updated in January 2024.

Evaluation Tiers:

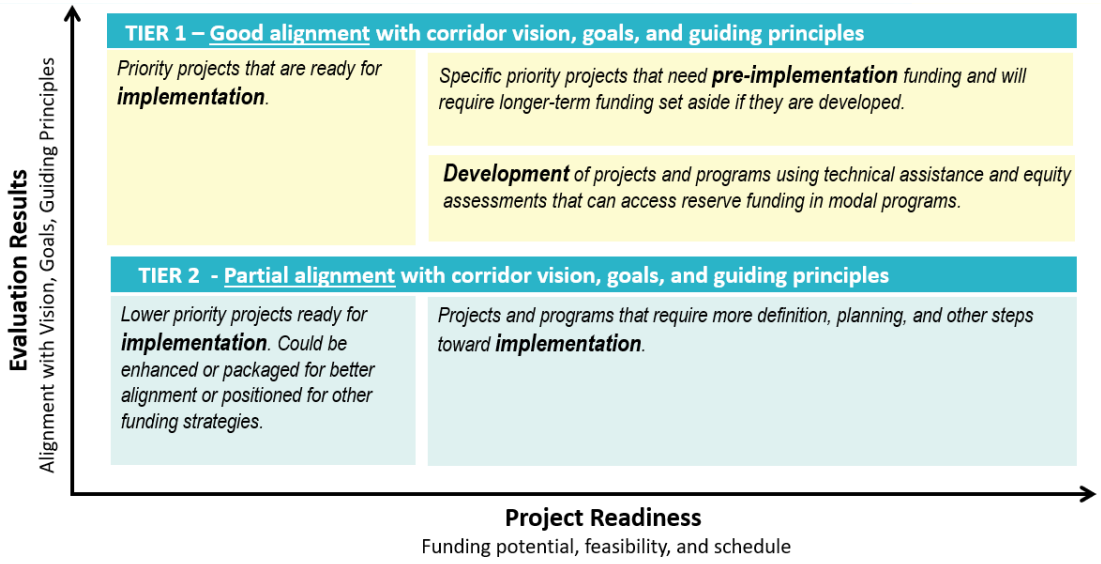
- **Tier 1:** Projects within a given mode that are rated higher relative to other projects within that mode based on the evaluation results.

- **Tier 2:** Projects within a given mode that are rated lower relative to other projects within that mode based on the evaluation results.

Readiness Categories:

- Implementation
- Pre-implementation
- Development

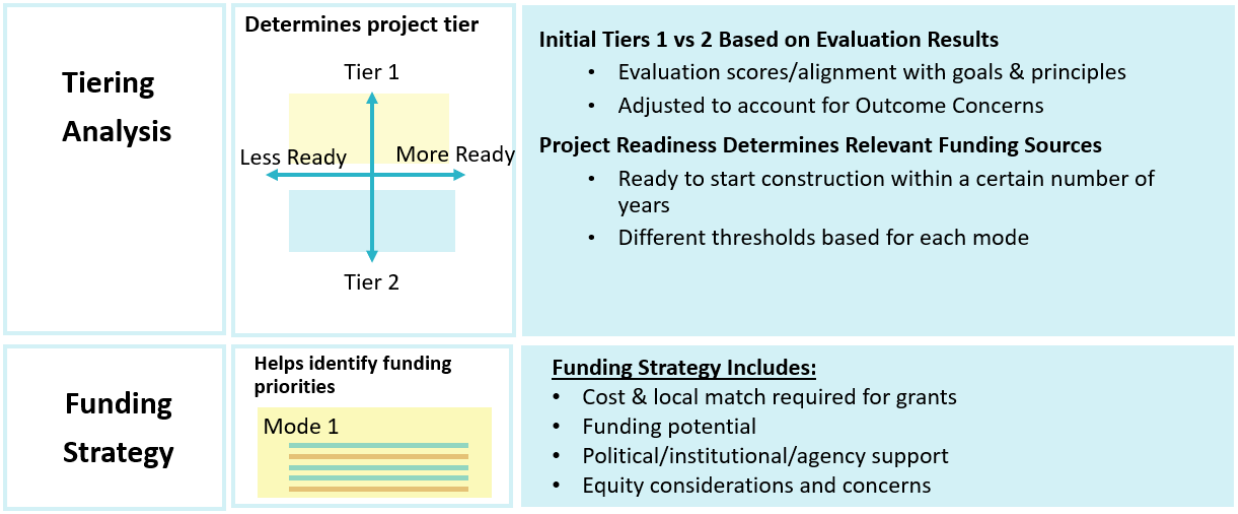
Figure 1: Organization of Tiering Analysis Based on Evaluation Tiers and Readiness Categories



Some projects were removed from the initial list prior to the Evaluation Phase, such as the mainline capacity improvements on I-710. Other projects, such as the Rail to River Active Transportation Corridor Segment A, were removed during the tiering process because they are in construction or fully funded.

The results of the tiering analysis, attached below as Table 7, were used to inform the funding strategy and recommendations included in the CMIP. Figure 2 describes the process for the tiering analysis and how it was utilized in the funding recommendations.

Figure 2: Overview of Prioritization Process



Sections 1.0 and 2.0 describe how the evaluation results and project readiness are combined to complete the draft tiering analysis. Section 3.0 describes the changes to the evaluation and tiering results between November 2023 and January 2024. Section 4.0 describes the identification of CIC and Equity Flags.

1.0 Evaluation Results

The results of the evaluation determine if a project is Tier 1 or Tier 2. Within each mode (Active Transportation, Arterial, Community, Freeway, Goods Movement, Transit), the top scoring projects are included in Tier 1 and all other projects are included in Tier 2.. Two factors were used to determine the top scoring projects, the Total Benefit Score and the Total Outcome Concern Score:

- **Total Benefit Score:** The Total Benefit Score is based on the results of the quantitative and qualitative metric evaluations (see Attachment 6-B). The total benefit score is a sum of the six goal summary scores and the two principle summary scores.[1]

- **Total Outcome Concerns**: Outcome Concerns are defined as the unintended externalities of a project that are more difficult to mitigate in the design process. Eight of the sixteen

[1] Summary scores are based on an average of the individual metric scores, adjusted for the number of metrics within a goal that the project addresses.

Concerns are designated as Outcome Concerns (shown below). The Total Outcome Score is a sum of the Concern scores for each of those eight metrics.

Table 1: Outcome Concern Criteria

Concern Criteria
Con3: Potential for Increased Commute Times
Con4: Potential for Traffic Diversion
Con5: Potential to Increase Localized Emissions / Emissions shifting
Con7: Potential for concentrated congestion impacts
Con9: Potential for VMT Increases
Con10: Potential to increase user costs
Con12: Potential to increase economic displacement
Con14: Potential for reduced transit ridership

- **Final Ranking Score:** To create the final ranking score used in the tiering analysis, the Total Benefit Score for projects is reduced by a factor depending on the project's Total Outcome Concern score, as follows:

Table 2: Outcome Concern – Benefit Score Reduction

Total Outcome Concern Score*	# Projects/ Programs	Benefit Score Reduction
0	144	0%
1-2	42	5%
3-4	20	10%
5-10	6	15%

*See Attachment 6-A for a description of how the Concerns are evaluated. Each concern has the potential for a score of 3 (high potential adverse impact). Therefore, the highest possible Outcome Concern Total would be a total score of 24.

The Final Ranking Score was used for the identification of the top scoring projects by mode. The original drafted tiered results classified the top 40% of projects within each mode as Tier 1. Based on feedback from the Task Force and CLC, new thresholds were derived for the Tier 1 cutoff. These percentile thresholds were based on a target percentile range and looking at the natural breaks in the scoring for each mode. For instance, given there are almost twice as many Arterial Roadway projects as other modes, the target percentile range for that mode was set to 25-35% of projects in Tier 1. For Active Transportation, Freeway, and Transit, the target range was 35-45%. For Goods Movement, with the fewest projects, a target range of 45-55% was used (see table below). Within these ranges, the best natural scoring break was identified for each mode to create the Tier 1 cutoff. The percent of projects in Tier 1 for each mode corresponds to the Tier 1 cutoff below.

Table 3: Adjusted Tier 1 Percentile Cutoffs

Mode	Projects*	Target Percentile Range	Natural Scoring Break	Tier 1 Cutoff
Active Transportation/ TDM	38	35-45	13.5	42.1%
Arterial Roadway	64	25-35	11.4	26.6%
Community Programs	15	NA	NA	NA
Freeway	35	35-45	9.75	42.9%
Goods Movement	13	45-55	10	46.2%
Transit	37	35-45	12	43.2%

*Does not include 6 projects removed prior to draft tiering results release (Nov 2023) and an additional 5 projects removed subsequently (Jan 2024) due to being fully funded.

2.0 Project Readiness

For the purpose of tiering, project readiness is determined based on the next phase of project development.

- **Implementation:** indicates projects or programs that are ready for construction or launch of the program or pilot.
- **Pre-implementation:** Indicates projects or programs that are well defined, but require funding and support for preconstruction activities such as planning, design, community engagement, and environmental review.
- **Development:** indicates project or program concepts that require substantial work to define scope, agency roles, and agency responsibilities, and may require technical assistance from Metro to better define them.

Project sponsors provided the project readiness and phasing information to Metro. If no information was available, the project team used their professional judgment to determine the likely timeframe and implementation phase for a given project or program.

3.0 Summary of Changes to Draft Tiered Results

This section summarizes the changes in the tiering results from the original Tiered Results (released November 2023) to the updated Tiered Results (January 2024). The changes to the tiered list are highlighted on the attached table in red text. Changes to individual metric scores can be seen in Attachment 6-B. The changes are based on several factors:

A. Changes to evaluation results
B. Re-defining the project readiness categories (described above)
C. Adjustments to the tiering thresholds (described above)
D. Additional projects removed from consideration and new projects added to modal programs

Each of these factors are described in more detail below.

A) Changes to Evaluation Results

The primary changes to evaluation results were based on a quality control process to ensure the scores reflect the intent of the applicable scoring methodology rubric (rubric). By in large, these had little impact on a project's total evaluation score and tiering result.

Some key updates are related to:

- Checked for consistency between primary metric and equity counterpart (e.g. CH1 and EQ-CH1)
- Checked for consistency between three metrics that are related (EN3, EN4, and EN6) and their equity counterparts
- Updating the EQ-SF1 and EQ-SF3 methodology to be consistent with other Equity Focus Community methodologies

Additionally, several projects were rescored based on the receipt of new information from the project sponsors. These included changes to several Port of Los Angeles projects.

B) Re-defining the project readiness categories

The updated Tiered Results no longer use the Tiers A and B to signify projects that are more or less ready for implementation. Rather, a new system was developed to better characterize the project's current readiness based on the next phase of project development. These categories are described above

C) Adjustments to tiering thresholds

The Final Ranking Score, based on the evaluation results, was used for the identification of the top scoring projects by mode. The original drafted tiered results classified the top 40% of projects within each mode as Tier 1. As described above, new thresholds were derived for the Tier 1 cutoff.

The results of the updated tiering analysis are included in the attached document. Table 4 below summarizes the number of projects in Tier 1 and Tier 2 by mode for the November release as well as the January update.

Table 4: Tier 1 and Tier 2 Projects by Mode

Tier 1	Mode	Nov Release*	January Update
	Active Transportation / TDM	17	16
	Arterial Roadway	27	17
	Community Programs	6	NA***
	Freeway	14	15
	Goods Movement	5	6**
	Transit	15	16
Tier 2			
	Active Transportation / TDM	23	22
	Arterial Roadway	39	47
	Community Programs	9	NA
	Freeway	21	20
	Goods Movement	7	7

	Transit	22	21

* Five projects determined to be funded and removed between November and December (see section 4 below).
**Includes one Port of Los Angeles project added back to the list (LB-ELA_0132)
***Community Programs were removed from the initial tiering process. All Community Programs will be prioritized for implementation and therefore the tiering designation is no longer important or necessary.

D) Additional projects removed and added

The project team received additional information about several projects during November and December that led to the removal of funded projects. These projects are listed as "Funded" on the Tiered list. These projects are listed in Table 5 below.

Table 5: Additional Projects Removed From Tiered List

Mode	Project ID	Name
Active Transportation	LB-ELA_0170	Huntington Park Safe Routes for Seniors & Students*
Active Transportation	LB-ELA_0209	South Downey Safe Routes to School Project (Phase 2)
Arterial	LB-ELA_0126	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements
Goods Movement	LB-ELA_0185	Freight Advanced Traveler Information Systems
Arterial	LB-ELA_0003	Integrated Corridor Management (ICM) Project

*Note: the project team learned recently this project is not fully funded. Will be added back to the modal program list for the final report with its original tiering.

Finally, there were several projects asked to be added to the list over the course of the last 6 months that were unable to be evaluated. These projects will be added to the modal program list for future consideration.

Table 6: Additional Projects Added to Modal Program List

Mode	Project ID*	Name
Active Transportation	LB-ELA_9300	Wilmington Safe Streets - A People First Approach
Active Transportation	LB-ELA_9301	Walnut Park Pedestrian Plan Implementation
Active Transportation	LB-ELA_9302	West Paramount Utility Easement Multi-use Path Phase I
Active Transportation	LB-ELA_9303	City of Carson Master Bicycle Plan
Active Transportation	LB-ELA_9311	Southern Connector Pedestrian Bridge
Active Transportation	LB-ELA_9312	SELA Bridge Park Connector Overcrossing
Active Transportation	LB-ELA_9314	Compton Boulevard Bike Path
Active Transportation	LB-ELA_9315	Terminal Island to Rio Hondo Bike Path
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities
Active Transportation	LB-ELA_9321	Hamilton Loop

Arterial	LB-ELA_9306	ICM Phase 2: Arterial Signal Enhancements and Integration
Arterial	LB-ELA_9316	Lomita Blvd Punchthrough
	LB-ELA_9320	Terminal Island Freeway Decommissioning Project
Freeway	LB-ELA_9307	ICM Phase 2: Freeway Corridor Enhancements
Freeway	LB-ELA_9317	I-710 SB On-Ramp at Firestone
Freeway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
~~Goods Movement~~	~~LB-ELA_9304~~	~~FRATIS Phase 2~~
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Transit	LB-ELA_9308	MCP: Willow Station (A Line) Mobility Hub
Transit	LB-ELA_9309	MCP: Rail cross-over for the A line near the Anaheim station
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements

Note: FRATIS Phase 2 is redundant with the new ICM projects
MCP: Mobility Concept Plan for the 2028 Olympics
Red Text: Indicates new projects added since draft release. With the exception of LB_ELA-9318, all projects are added to the respective modal programs for future consideration.

4.0 Flags

Flags serve as supplementary considerations for prioritization and future project development and implementation. Two types of Flags were used in the Corridor Mobility Investment Plan:

- **Equity Flags:** These Flags were derived from the Concerns evaluation, highlighting projects that had the potential to negatively impact disadvantaged communities, and that required specific, additional guidance to minimize those impacts.

- **Community Input Consideration (CIC) Flags:** These Flags captured community input that would not be reflected in the technical project evaluation results. CIC Flags included project-specific Implementation Concerns, recommendations for improvement of project concept or design, and indications of general community support. (It is important to note that a detailed public engagement campaign was not carried out for each project. The CIC Flags should not be considered an exhaustive list of potential community concerns, and additional outreach is recommended as projects move toward implementation).

Flag Identification

The following processes were used to identify Equity and CIC Flags.

Equity Flags

Equity Flags were assigned using a process that relied on the evaluation results and the location of the project in the following manner:

1. *Identified projects in the most disadvantaged areas*

1.1. Considered projects and programs across all modes

1.2. Included projects where at least 33% of project extent is located in EFC census tracts

2. *Identified scale of concerns*

2.1. Summed total concerns scores for projects where at least 33% is located in an EFC census tract (note that there are 16 Concerns Criteria and scores ranged from 0 to 3 based on impact therefore a total concerns score was influenced both by number of concerns and level of impact for each concern)

2.2. Ranked projects by number of total concerns scores

2.3. Assigned high, moderate, low flags ("high", "moderate", "low" indicates high, moderate, low number of total concerns scores respectively)

Community Input Consideration Flags

CIC flags were synthesized from meeting notes and discussions with the Task Force, CLC, and other community members and stakeholders. Comments were categorized either as

- 'Community Recommendations",
- "Community Concerns", which were further broken out into "Captured by evaluation criteria Concerns" or "Not captured by evaluation criteria Concerns"
- CIC Flags were added to projects that included "Community Recommendations" or "Concerns, not captured by evaluation criteria concerns"

Utilizing Flags in CMIP Development

Equity and CIC Flags do not mean a project will not move forward; however, there are several ways the Flags impact the project in the development of this CMIP:

Equity Flags

1. *Prioritization*

1.1. Any project that received a high equity flag was not 'recommended for initial funding'.

1.2. Flags will remain with projects that are suggested for continued development through modal programs, and these flags will be also be considered in future prioritization.

2. *Implementation Guidance*

2.1. Projects with moderate or low equity flags that were included as "recommended for initial funding" included specific implementation guidance related to the concerns that were identified.

2.2. For Metro-led projects, flags specify strategies to address the Concerns and minimize impacts.

2.3. For some projects led by other agencies or jurisdictions, Equity Flags will inform specific requirements for project sponsors to address Concerns as part of funding eligibility.

Community Input Consideration Flags

1. *Implementation Guidance*

    1.1. Comments relating to project design and implementation were synthesized into concise statements to document community input and provide specific guidance related to the corresponding project. CIC Flag guidance is incorporated into the CMIP 'fact sheets' for projects that were recommended for initial funding.

    1.2. CIC Flag guidance for projects recommended for modal programs are documented in the complete list of Flags (Table 8 below). These flags will remain associated with those projects in future planning and project development.

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0001**	Southeast Gateway Transit Corridor (LRT)	The Project consists of 12 stations and is a 19-mile light rail transit corridor that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community of LA County and downtown Los Angeles. Complete 4.5-mile section between Slauson A Line and Union Station.	Lead	Metro LRTP, SPP Survey, SPP Mapping	Multiple Jurisdictions	Metro / JPA	13.9	Tier 1B	13.71	1	Pre-implementation		Modal Program
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0002**	C Line (Green) Eastern Extension (Norwalk) (LRT)	Extends the C Line (Green) 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Lead	Metro LRTP	Norwalk	Metro	10.3	Tier 2B	10.06	2	Pre-implementation		Modal Program
~~Arterial Roadways/Complete Streets~~	~~Signal Coordination / TSM / ITS~~	~~**LB-ELA_0003**~~	~~Integrated Corridor Management (ICM) Project~~	~~ICM is an Intelligent Transportation System (ITS) strategy to manage non-recurring congestion along a corridor by utilizing advanced technologies and systems. ICM components include active monitoring of all transportation modes and facilities within the corridor, on and off the freeway, including ramp metering, traffic signal coordination, incident traffic management, advanced traveler information system, and other advanced technologies and techniques. Would be applied on I-710 and a network of key connecting arterials, within the LB-ELA Corridor between SR-91 and SR-60.~~	~~Partner~~	~~Metro LRTP, PIPO, SPP Survey~~	~~Multiple Jurisdictions~~	~~Metro / Cities / COG~~	~~8.6~~	~~Tier 2A~~	~~NA~~	~~NA / Funded~~	~~Implementation~~	Fully or mostly funded. Replaced with new project	Fully or mostly funded
Goods Movement	Truck Programs/ITS	**LB-ELA_0004**	Long Beach-East Los Angeles Corridor Clean Truck Program	In January 2021, the Metro Board approved the 2021 Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority. At its October 2021 meeting, the Metro Board acted to recommit $50 million from Measure R I-710 South Corridor funds as seed funding for the 710 South Clean Truck Program, which has been subsequently renamed the LB-ELA Zero Emissions Truck Program. The objective of this program is to turn over diesel trucks in favor of zero emissions trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of zero emissions trucks on I-710 as well as seed funding to develop electric charging/refueling stations for zero emissions trucks.	Partner	Metro LRTP, SPP Survey, SPP Mapping, CA-7	Study Area Wide	Metro +?	11.5	Tier 1B	11.51	1	Implementation		Initial Investment
~~Active Transportation / TDM~~	~~Pedestrian / First Last Mile~~	~~**LB-ELA_0005**~~	~~Rail to River Active Transportation Corridor Segment A~~	~~A 5.6-mile active transportation path connecting the Fairview Height Station of the soon-to-be-open Crenshaw Line in Inglewood to the Slauson A (Blue) Line station in South Los Angeles.~~	~~Lead~~	~~Metro LRTP, SPP Survey~~	~~Multiple Jurisdictions~~	~~Metro / Cities~~	~~NA~~	~~Removed~~	~~NA~~	~~NA / Funded~~			Fully or mostly funded
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0006**	Rail to River Active Transportation Corridor Segment B	An approximate 4.5-mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.	Lead	Metro LRTP, SPP Survey	Multiple Jurisdictions	Metro / Cities	13.9	Tier 1B	14.29	1	Pre-implementation		Initial Investment
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0007**	LA River Path – Central LA	An eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.	Partner	Metro LRTP, SPP Survey, SPP Mapping	Maywood to Elysian Valley	Metro / Cities	12.2	Tier 2B	12.47	2	Pre-implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0008**	Blue Line First Last Mile Plan Improvements	Implement projects identified in the Blue Line First/Last Mile Plan within the LB-ELA Corridor, with an emphasis on Del Amo Station. Projects to include ramp reconfigurations, sidewalk and bike lane improvements, and crossing improvements, among others. The First/Last Mile (FLM) Plan for the Blue Line was adopted in April 2018 and represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line. The Plan covered all 22 stations on the Metro A (Blue) Line and piloted an inclusive, equity focused community engagement process. The Plan included planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each A Line station.	Lead	Metro LRTP, SPP Survey	Multiple Jurisdictions	Metro / Cities	16.0	Tier 1A	16.10	1	Development / Implementation		Initial Investment
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0009**	Southeast Gateway Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)	The TOD SIP provides an overarching vision and strategic guidance for local Southeast Gateway (formerly West Santa Ana Branch (WSAB)) jurisdictions to use as a resource as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 station areas along the alignment. Additionally, in 2019, the Metro Board approved a $1M implementation program to fund WSAB jurisdictions to implement TOD SIP recommendations.	Partner	Metro LRTP	Multiple Jurisdictions	Metro / Cities	15.1	Tier 1B	15.24	1	Development		Community Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0010**	Shoemaker Bridge/Shoreline Drive	I-710 Improvements/Shoemaker Bridge Replacement: Replace the Existing Shoemaker Bridge with a New Bridge. The New Bridge Will Be Reduced to Have Two Mixed-Flow Lanes in the NB and in the SB Directions to Tie the Flow into I-710. The New Bridge Will Also Include Pedestrian and Bicycle Access. Additionally, Bicycle, Pedestrian, and Street Enhancements Will Be Provided on Adjacent Thoroughfares.	Fund	SCAG RTP, PIPO, City of Long Beach/COG	Long Beach	Long Beach / COG	13.3	Tier 1A	13.28	1	Pre-implementation		Initial Investment
~~Goods Movement~~	~~Ports~~	~~**LB-ELA_0011**~~	~~SR-47 Navy Way Interchange~~	~~SR 47/Navy Way Interchange: Construction of Interchange At SR-47 / Navy Way, between SR-47 Vincent Thomas Bridge and Pier S Avenue Interchange, to eliminate traffic signal and movement conflicts. This Project was a S. Cal Trade Corrider Tier II TCIF Project as submitted to the CTC In 2008. This project would remove the last signal on SR 47 between Desmond and V. Thomas Bridges; NHS Intermodal Connector Route~~	~~Support~~	~~SCAG RTP, PIPO, Ports~~	~~Port of Los Angeles~~	~~Port of Los Angeles~~	~~NA~~	~~Removed~~	~~NA~~	~~NA / Funded~~			Fully or mostly funded
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0012**	Garfield Widening	Garfield Avenue Improvements, from 70th Street to Howery Street. Widen Street 1 to 4 Feet for 2 Miles to Accommodate a Third Lane in Each Direction during Peak Hours. Add Medians, Narrow Existing Medians, Add Second Left Turn Lane in All Directions at Two Intersections, (Rosecrans Ave. And Alondra Blvd.), Resurface Street, Concrete Intersections, and add Traffic Signal Improvements, Street Lights, Underground Utilities, Green Street Improvements, and Stormwater and Watershed BMPs.	Fund	SCAG RTP, PIPO	Paramount	Paramount	6.1	Tier 2A	6.22	2	Implementation	High equity flag, high design concern	Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0013**	Tweedy Blvd Signal Sync	Tweedy Boulevard Signal Synchronization Project: (1) Interconnects 18 Traffic Signals Using Fiber Optic Cable And Wireless Communications (2) Synchronizes Signal Timing To Improve Traffic Flow, And Reduces Delays Along The 2.7-Mile Arterial and (3) Install A Closed Circuit Television Camera (CCTV) At The Intersection Of Long Beach Bl., to Support the Advance Transportation Management Systems (ATMS).	Fund	SCAG RTP, SPP Survey	Lynwood/South Gate	Lynwood/South Gate	5.2	Tier 2A	5.25	2	Implementation		Modal Program
Transit	Bus Transit	**LB-ELA_0016**	Connecting C Line (Green) and Metrolink Norwalk Station	New express shuttle service between C Line Norwalk Station and Metrolink Norwalk Station to close existing transit gap. Near term solution until C Line is extended eastward.	Fund	Metro 2028 Mobility Concept Plan	Norwalk	Norwalk / Metro?	10.7	Tier 2A	10.68	2	Implementation	Operations / non capital project	Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0017**	Regionally significant bike projects from the Metro Active Transportation Plan	Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Plan (over 40 projects throughout the study area). See Attachment A for more detail.	Partner	Metro ATSP, SPP Survey, SPP Mapping, CA-7	Multiple Jurisdictions	Metro / Cities	16.5	Tier 1B	16.89	1	Development / Implementation		Initial Investment

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0019**	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)	BRT project along Atlantic to provide improved speed, reliability, and frequency.	Lead	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Multiple Jurisdictions	Metro / Cities	12.3	Tier 1B	12.37	1	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0020**	Sports Park Transportation Performance Modeling Network	Traffic signal controller and cabinets upgrades and the installation of fiber optic communication infrastructure to provide redundant high bandwidth network in Long Beach within the LB-ELA Corridor. The purpose of these equipment upgrades is to improve traffic signal coordination and strengthen data connections among traffic management systems.	Partner	Metro 2028 Mobility Concept Plan	Long Beach	Long Beach / Metro?	6.5	Tier 2B	6.74	2	Development / Implementation		Modal Program
Goods Movement	Ports	**LB-ELA_0021**	Alameda Corridor Terminus Enhancements	New Cerritos channel rail bridge and supporting connections throughout Port of LA.	Support	Metro 2028 Mobility Concept Plan	Port of Los Angeles	Port of Los Angeles	5.2	Tier 2B	5.18	2	Pre-implementation	Port project	Modal Program
~~Goods Movement~~	~~Ports~~	~~**LB-ELA_0022**~~	~~Terminal Way Grade Separation~~	~~New grade separation to replace at-grade crossing to improve freight traffic flow.~~	~~Support~~	~~Metro 2028 Mobility Concept Plan~~	~~Port of Los Angeles~~	~~Port of Los Angeles~~	~~NA~~	~~Removed~~	~~NA~~	~~NA / Redundant~~			Fully or mostly funded
Goods Movement	Truck Programs/ITS	**LB-ELA_0023**	Clean Truck Infrastructure	Install charging infrastructure for zero emissions trucks.	Partner	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Multiple Jurisdictions	Metro / Caltrans / Ports	10.2	Tier 1B	10.18	1	Implementation		Initial Investment
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0024**	Pier 400 On Dock Rail Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Support	Metro 2028 Mobility Concept Plan	Port of Los Angeles	Port of Los Angeles	8.3	Tier 1B	11.37	1	Pre-implementation	Port project	Modal Program
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0025**	Terminal Island Transfer Facility Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Support	Metro 2028 Mobility Concept Plan	Port of Los Angeles	Port of Los Angeles	8.1	Tier 2B	10.69	1	Pre-implementation	Port project	Modal Program
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0026**	West Basin Container Terminal Railyard Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Support	Metro 2028 Mobility Concept Plan	Port of Los Angeles	Port of Los Angeles	8.2	Tier 2B	11.13	1	Implementation	Port project	Modal Program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0028**	I-710/Willow Interchange Improvements	Reconfiguration of I-710/Willow Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Long Beach	Metro / Caltrans	10.0	Tier 1B	9.92	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0029**	I-710/Del Amo Interchange Improvements	Reconfiguration of I-710/Del Amo Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Long Beach/Carson	Metro / Caltrans	9.9	Tier 1B	9.81	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0030**	I-710/Long Beach Blvd. Interchange Improvements	Upgrade of I-710/Long Beach Blvd. Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	Metro / Caltrans	10.1	Tier 1B	9.96	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0031**	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	Reconfiguration of I-710/Alondra Interchange to improve operations, and safety for traffic entering and exiting the freeway. Improve, relocate SB I-710 to SR-91 Connectors to reduce weaving movements. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Compton	Metro / Caltrans	11.8	Tier 1B	11.78	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0032**	I-710/Imperial Interchange Improvements	Reconfiguration of I-710/Imperial Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Downey/Lynwood	Metro / Caltrans	9.9	Tier 1B	9.80	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0033**	I-710/Firestone Interchange Improvements	Upgrade of I-710/Firestone Blvd. Interchange to improve operations and safety for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	South Gate	Metro / Caltrans	10.5	Tier 1B	10.45	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0034**	I-710/Florence Interchange Improvements	Reconfiguration of I-710/Florence Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, City of Bell Gardens/COG	Bell / Bell Gardens	Metro / Caltrans	10.9	Tier 1B	10.94	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0035**	I-710 Auxiliary Lanes (Willow to Wardlow)	Provide auxiliary lanes in the NB and SB directions of I-710, between Willow St. and I-405 Connectors at Wardlow Road to better manage traffic weaving conflicts and related congestion.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	Metro / Caltrans	7.3	Tier 2B	7.27	2	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)

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Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0036**	I-710 / I-405 Connector Project Improvements	Modify SB I-710 Collector Distributor Road/Eliminate SB I-710 to EB Wardlow Boulevard exit at Wardlow Road. Modify NB I-710 to SB I-405 Connector/Eliminate WB Wardlow Boulevard on ramp to NB I-710/I-405 Connectors.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	Metro / Caltrans	9.6	Tier 2B	9.51	2	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0037**	I-710/I-105 Connector Project Improvements	Modify and relocate I-710 / I-105 Connectors along I-710 between I-105 and Imperial Highway in both directions to resolve weaving issues and related congestion on I-710 between I-105 and Imperial Highway.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Lynwood / Paramount	Metro / Caltrans	10.8	Tier 1B	10.61	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0038**	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	Provide auxiliary lanes in the NB and SB directions of I-710, between Del Amo Boulevard and Long Beach Boulevard to better manage traffic weaving conflicts and related congestion.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Rancho Dominguez/Long Beach	Metro / Caltrans	6.6	Tier 2B	6.59	2	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0039**		I-710, MP R6.0-14.1. In Long Beach and Compton, from Shoreline Drive to north of Alondra Boulevard. Enhance highway worker safety by constructing Maintenance Vehicle Pullouts (MVPs), upgrading guardrail and end treatments, paving beyond the gore, installing erosion control and replacing pull boxes.	Fund	SHOPP	Long Beach/Compton	Caltrans	8.4	Tier 2A	6.82	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0040**		Route 1, In the cities of Long Beach and Los Angeles, install stormwater treatment Best Management Practices (BMPs), including bioswales and Design Pollution Prevention Infiltration Areas (DPPIAs).	Fund	SHOPP	Wilmington/Long Beach	Wilmington/Long Beach	8.8	Tier 1A	8.80	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0041**		Route 1. In Long Beach, from Temple Avenue to De Forest Avenue. Upgrade traffic signals, crosswalks, curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to Americans with Disabilities Act (ADA) standards.	Fund	SHOPP	Long Beach	Long Beach	11.8	Tier 1A	11.89	1	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0043**		I-710, MP 22.2. In Commerce and Vernon, at Hobart Rail Yard Overhead No. 53-0840. Rehabilitate, clean, and paint bridge.	Fund	SHOPP	Commerce/Vernon	Caltrans	6.8	Tier 2A	6.80	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0044**		Route 1, MP 7.0-7.2. In Long Beach, at Los Angeles River Bridge No. 53-0341 and De Forest Avenue Undercrossing No. 53-1047. Seismic retrofit, upgrade bridge rails, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Fund	SHOPP	Long Beach	Long Beach	12.7	Tier 1A	12.83	1	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0045**		Route 91, MP R11.7. In Long Beach, at LA River (W91 -N710 & S710) Bridge No. 53-2143F. Replace portions of the bridge deck and apply polyester concrete overlay.	Fund	SHOPP	Long Beach	Caltrans	6.8	Tier 2A	6.80	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0046**		I-405. In and near the cities of Long Beach, Signal Hill, Los Angeles, and Carson, rehabilitate pavement, upgrade signs, rehabilitate bridge, upgrade lighting, improve safety, rehabilitate Transportation Management System (TMS) elements and replace copper cabling with fiber, rehabilitate culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Fund	SHOPP	Multiple Jurisdictions	Metro / Caltrans	9.9	Tier 1A	9.93	1	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0048**		I-105, MP R14.3. In Paramount, at Grove Street at the Garfield Avenue Pump Station. Replace pumps, add lighting, construct Maintenance Vehicle Pullouts (MVPs), and provide a fiber optic connection to the pump house.	Fund	SHOPP	Paramount	Caltrans	4.5	Tier 2A	4.68	2	Pre-implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0049**		I-710, MP 18.7-19.6. In South Gate and Bell Gardens, at the South Gate Pump Plant and the Florence Avenue Pump Plant; also in Downey on Route 105 at the Ardis Avenue Pump Plant (PM R16.48). Upgrade pump plants.	Fund	SHOPP	South Gate/Bell Gardens/Downey	Caltrans	2.9	Tier 2A	3.88	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0050**		Route 91. In the cities of Carson, Compton, Long Beach, and Bellflower. Upgrade overhead signs and sign structures, rehabilitate landscaping, and enhance highway worker safety.	Fund	SHOPP	Multiple Jurisdictions	Caltrans	5.0	Tier 2A	5.03	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0051**		Route 1. In Los Angeles County, on various routes at various locations. Upgrade existing fiber communication system and rehabilitate Transportation Management System (TMS) elements, including video cameras, ramp meters, and Changeable Message Signs (CMS).	Fund	SHOPP, SPP Survey	Multiple Jurisdictions	Caltrans	7.0	Tier 2A	7.13	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0052**		Route 47. In Long Beach from Route 710 to north of Route 710 (PM 3.497/3.58). Upgrade Transportation Management System (TMS) elements, replace fiber optic cable, and connect upgraded equipment to communication hubs.	Fund	SHOPP	Wilmington	Caltrans	4.2	Tier 2A	4.15	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0053**		I-405, MP 7.2. In Long Beach, at the Pacific Place Maintenance Station at 3725 Pacific Place. Replace a deteriorated building with a new building at the maintenance station.	Fund	SHOPP	Long Beach	Caltrans	3.6	Tier 2A	3.52	2	Pre-implementation	SHOPP project will receive Caltrans funding	Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0054**		I-710, MP 24.7. Near the neighborhood of East Los Angeles, at Humphrey Maintenance Station at 102 South Humphreys Avenue. Construct a new office building, an equipment storage building, and a Zero Emission Vehicle (ZEV) charging station and demolish an existing building.	Fund	SHOPP, SPP Survey	East Los Angeles	Caltrans	3.7	Tier 2A	3.75	2	Implementation	SHOPP project will receive Caltrans funding	Modal Program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0055**	I-710 LA River Bike Path	Proposed walking/bicycling path along the LA River, specifically along I-710, which connects Maywood to Long Beach.	Partner	SHOPP, SPP Survey	Multiple Jurisdictions	Metro / LA County?	12.2	Tier 2B	12.24	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0056**	Artesia Complete Street Corridor	Artesia Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Artesia Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Multiple Jurisdictions	COG / Cities	15.0	Tier 1B	15.00	1	Implementation		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0057**	Atlantic Complete Street Corridor	Atlantic Ave./Blvd., between Ocean Blvd. and SR-60. Reconstruct Atlantic Ave./Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Multiple Jurisdictions	COG / Cities	17.7	Tier 1A	17.78	1	Implementation		Initial Investment
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0058**	Florence Complete Street Corridor	Florence Ave., between Alameda St. and Lakewood Blvd. Reconstruct Florence Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Multiple Jurisdictions	COG / Cities	16.8	Tier 1A	16.89	1	Implementation		Initial Investment
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0059**	Imperial Complete Street Corridor	Imperial Hwy., between Alameda St. and Lakewood Blvd. Reconstruct Imperial Hwy. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Lynwood/South Gate/Downey	Lynwood/South Gate/Downey	16.2	Tier 1A	16.28	1	Implementation		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0060**	Alondra Complete Street Corridor	Alondra Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Alondra Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Compton/ Paramount	Compton/ Paramount / COG	16.3	Tier 1A	16.38	1	Implementation		Initial Investment
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0061**	Slauson Complete Street Corridor	Slauson Ave., between Alameda St. and Lakewood Blvd. Reconstruct Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Multiple Jurisdictions	COG / Cities	15.7	Tier 1A	15.75	1	Implementation		Initial Investment
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0062**	Long Beach Complete Street Corridor	Long Beach Blvd./Pacific Blvd. Reconstruct Long Beach Blvd./Pacific Blvd., between Ocean Blvd. and Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Fund	COG/Cities/County, SPP Survey	Multiple Jurisdictions	COG / Cities	17.5	Tier 1B	17.59	1	Pre-implementation		Initial Investment
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0063**	Gage Ave. Bridge	Rehabilitate/replace Gage Avenue Bridge over the LA River	Fund	City of Bell/COG	Bell	Bell	10.4	Tier 1A	7.41	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0064**	Gage Avenue Street Improvements	Gage Ave., from Bell western city limit to eastern city limit. Upgrade Gage Ave. to provide safety and aesthetic features (drought tolerant landscaping, hardscaping). Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway landscaping, monument entry signs, and drainage enhancements with the installation of curb drains and drywells in the project site.	Fund	City of Bell/COG	Bell	Bell	16.9	Tier 1A	16.62	1	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0065**	Slauson Ave. Bridge	Rehabilitate/replace Slauson Avenue Bridge over the LA River	Fund	City of Bell/COG	Bell	Bell	8.8	Tier 2A	6.99	2	Implementation		Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0066**	Randolph Bike & Pedestrian Project	Randolph, from Bell western city limit to eastern city limit. Complete Phase 2 of the Randolph Metro Active Transportation (MAT) Corridor.	Fund	City of Bell/COG, SPP Mapping	Bell	Bell	12.5	Tier 2A	12.52	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0067**	Florence Ave. Bridges	Replace Florence Ave. Bridges over LA River & I-710	Fund	City of Bell/COG	Bell	Bell	9.8	Tier 1B	7.69	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0068**	Systematic Safety Analysis Report Program (SSARP) Improvements	Targeted safety improvements to 38 intersections, citywide, in the City of Bell Gardens. Includes installing signs; changing pavement markings; adding protected turn phasing; installing channelization; parking restrictions; and signal timing adjustments.	Fund	City of Bell Gardens/COG, SPP Survey	Bell Gardens	Bell Gardens	8.2	Tier 2B	8.29	2	Development / Implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0069**	Traffic / Ped Signal Upgrades	Targeted upgrades to 38 intersections, citywide, in the City of Bell Gardens. Would replace outdated infrastructure such as signal poles, cabinets, pedestrian poles, and vehicle detection systems.	Fund	City of Bell Gardens/COG	Bell Gardens	Bell Gardens	5.4	Tier 2B	5.43	2	Development / Implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0070**	Pedestrian Bridge	Construct Pedestrian Bridge (Connecting Asmus Park to planned Southeast Gateway LRT Station)	Fund	City of Bell Gardens/COG	Bell Gardens	Bell Gardens	12.2	Tier 2B	12.21	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0071**	Mixmaster Traffic signal Improvements (Telegraph/ Eastern/ Atlantic)	Traffic signal upgrade at Telegraph / Eastern / Atlantic. Also consider improvements such as turning lane pavement markings, striping, and enhanced signage so that approaching traffic can get properly aligned well in advance of this intersection.	Fund	City of Commerce/COG, Community Leadership Committee (CLC)	Commerce	Commerce	5.4	Tier 2A	5.53	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0072**	Traffic Signal Coordination Projects	Various arterials within the City of Commerce	Fund	City of Commerce/COG, SPP Survey	Commerce	Commerce	5.2	Tier 2A	5.11	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0073**	Telegraph Road Improvements	Improve Telegraph Road between Marianna Ave. and Atlantic Blvd (safety features and pedestrian circulation)	Fund	City of Commerce/COG	Commerce	Commerce	10.3	Tier 1A	10.40	2	Implementation		Modal Program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0074**	Traffic Signal Upgrades	Upgrade various signals within the City of Commerce	Fund	City of Commerce/COG	Commerce	Commerce	5.4	Tier 2A	5.42	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0075**	Video Camera installation	Video Camera installation on all Signalized intersections within the City of Commerce	Fund	City of Commerce/COG, SPP Survey	Commerce	Commerce	4.9	Tier 2A	5.02	2	Development / Pre-implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0076**	Pedestrian and Bike Facilities	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Commerce)	Fund	City of Commerce/COG, SPP Survey	Commerce	Commerce	12.9	Tier 2B	13.12	2	Development / Implementation		Modal Program
Transit	Transit Amenities	**LB-ELA_0077**	Bus Stop Improvements (City of Commerce)	Installation of Bus shelters and benches at Metro and City of Commerce Transit Stop (Various locations within the City of Commerce)	Fund	City of Commerce/COG, SPP Survey	Commerce	Commerce	8.8	Tier 2A	8.98	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0078**	Randolph Street Gap Closure	Provide arterial roadway bridge over LA River and I-710 to connect Randolph Street west and east of the LA River/I-710	Fund	City of Commerce/COG	Commerce	Commerce	6.5	Tier 2B	6.61	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0079**	Florence Avenue Bridge Rehabilitation	Rehabilitate arterial bridge over the Rio Hondo River Channel	Fund	City of Downey/COG	Downey	Downey	9.8	Tier 1A	6.33	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0080**	Florence Ave. & Paramount Blvd. Intersection Improvement	Improve the intersection at Florence Ave. & Paramount Blvd. by adding turn lanes to reduce congestion and enhance safety.	Fund	City of Downey/COG, SPP Survey	Downey	Downey	5.0	Tier 2B	4.99	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0081**	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements	Along Firestone Boulevard between Downey West City Limit and Lakewood Boulevard, provide traffic signal updates and safety enhancements.	Fund	City of Downey/COG	Downey	Downey	5.0	Tier 2A	5.07	2	Implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0082**	Enhanced Pedestrian Crosswalk (Rives Ave. & Adwen St.)	Enhance pedestrian cross walk at Rives Ave. & Adwen St.	Fund	City of Downey/COG	Downey	Downey	7.7	Tier 2A	7.65	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0083**	Traffic Signal Upgrades	Along Florence Ave., between Downey Ave. & Brookshire Ave., upgrade traffic signals	Fund	City of Downey/COG	Downey	Downey	5.2	Tier 2A	5.36	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0084**	Video Detection Upgrades	At 25 intersections in various locations within the City of Downey, provide video detection upgrades.	Fund	City of Downey/COG, SPP Survey	Downey	Downey	5.2	Tier 2A	5.11	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0085**	Intersection Improvements (Huntington Park)	Provide intersection improvements at various locations within the City of Huntington Park	Fund	City of Huntington Park/COG, SPP Survey	Huntington Park	Huntington Park	5.9	Tier 2A	5.94	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0086**	Gage Avenue Operational and Safety Improvements	Between Alameda Street and Atlantic Blvd., upgrade Gage Avenue to provide operational and safety improvements.	Fund	City of Huntington Park/COG	Bell/Huntington Park	Bell/Huntington Park	7.5	Tier 2A	7.57	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0087**	Traffic Signal Equipment Improvements	Upgrade traffic signal equipment at various locations within the City of Long Beach	Fund	City of Long Beach/COG	Long Beach	Long Beach	4.5	Tier 2A	4.49	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0088**	Protected Left Turns at Signals	Implement protected left-turns along major arterials at various locations with the City of Long Beach.	Fund	City of Long Beach/COG, SPP Survey	Long Beach	Long Beach	5.4	Tier 2A	5.34	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0089**	Emergency Vehicle Pre-Emption	Install emergency vehicle pre-emption (EMVE) for traffic signals at various locations within the City of Long Beach.	Fund	City of Long Beach/COG	Long Beach	Long Beach	4.6	Tier 2A	4.60	2	Development / Pre-implementation		Modal Program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0090**	Rectangular Rapid Flashing Beacons at Pedestrian Crossings	Install rectangular rapid flashing beacons (RRFBs) at Pedestrian Crossings at various locations within the City of Long Beach.	Fund	City of Long Beach/COG, SPP Survey	Long Beach	Long Beach	7.7	Tier 2A	7.67	2	Development / Pre-implementation		Modal Program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0091**	I-710/Anaheim Interchange Improvement	Reconstruct I-710/Anaheim Interchange to provide operational and safety improvements.	Fund	City of Long Beach/COG	Long Beach	Caltrans	8.9	Tier 2B	9.96	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0092**	I-710/PCH Interchange Improvement	Reconstruct I-710/Pacific Coast Highway (PCH) Interchange to provide operational and safety improvements.	Fund	City of Long Beach/COG, SPP Mapping	Long Beach	Caltrans	10.6	Tier 1B	10.96	1	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0093**	I-710/Wardlow Interchange Improvement	Reconstruct I-710/Wardlow Interchange to provide operational and safety improvements.	Fund	City of Long Beach/COG	Long Beach	Caltrans	8.8	Tier 2B	8.80	2	Pre-implementation	Alternative analysis needed for freeway improvements	Initial Investment (I710 MOSAIC Program)
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0094**	Hill Street Pedestrian Bridge Overcrossing	Construct bridge over the I-710 and Los Angeles River at Hill Street for pedestrians and bicyclists.	Fund	City of Long Beach/COG, I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	Long Beach / COG	12.6	Tier 2B	12.68	2	Pre-implementation		Modal Program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0095**	Pedestrian Crosswalk Improvements	Provide pedestrian crosswalk improvements (pedestrian buttons, signage, and electrical infrastructure) at Rosewood/Abbott, Mallison/Abbott, Long Beach/Tecumseh, Imperial/Ruth & Atlantic/Brewster intersections. (Phase 1)	Fund	City of Lynwood/COG, SPP Survey	Lynwood	Lynwood	9.1	Tier 2A	9.18	2	Development / Pre-implementation		Modal Program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0096**	Traffic Signal Improvements	Install new traffic signals and signage at the following locations: 1) Martin Luther King Jr. Blvd./Abbott Rd., 2) Arlington and Atlantic Ave., 3) El Segundo and State St., 4) Carlin and Bullis Rd., 5) Alameda St. and Industry Way, 6) Alameda St. and Lynwood Rd., 7) Martin Luther King Bvd/ Norton Ave., 8) Martin Luther King Blvd/Bullis Rd., 9) Martin Luther King Blvd/Ernestine St., 10) Martin Luther King Blvd and California, 11) State Street and Fernwood. (Phase 1)	Fund	City of Lynwood/COG	Lynwood	Lynwood	4.7	Tier 2A	4.76	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0097**	Traffic Signal Improvements	Provide traffic signal upgrades at the following locations: 1) Long Beach Blvd/Carlin, 2) Long Beach Blvd/El Segundo, 3) Long Beach Blvd and Sanborn, 4) Long Beach Blvd./Euclid, 5) Long Beach Blvd/Imperial Hwy, 6) Atlantic Ave/Cortland, 7) Atlantic Ave./Abbott Rd, 8) Alameda/Deputy Blaire. (Phase 2)	Fund	City of Lynwood/COG	Lynwood	Lynwood	5.2	Tier 2A	5.18	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0098**	City Re-Striping Projects	Replace striping on major arterials (lane striping, school zone striping) at various locations within the City of Lynwood.	Fund	City of Lynwood/COG	Lynwood	Lynwood	4.7	Tier 2A	4.67	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0099**	Traffic Signal Synchronization Projects	Various arterials within the City of Maywood	Fund	City of Maywood/COG, SPP Survey	Maywood	Maywood	4.9	Tier 2A	4.95	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0100**	Traffic Signal Upgrade Projects	Upgrade traffic signal equipment at various locations within the City of Maywood	Fund	City of Maywood/COG	Maywood	Maywood	5.2	Tier 2A	5.33	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0101**	Video Camera installation	Video Camera installation at all Signalized intersections within the City of Maywood	Fund	City of Maywood/COG, SPP Survey	Maywood	Maywood	5.4	Tier 2A	5.60	2	Development / Pre-implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0102**	Pedestrian and Bicycle Master Plan improvements	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Maywood per the city's master plan)	Fund	City of Maywood/COG, SPP Survey	Maywood	Maywood	13.5	Tier 1B	13.54	1	Development / Implementation		Modal Program
Transit	Transit Amenities	**LB-ELA_0103**	Bus Stop Improvements (City of Maywood)	Installation of Bus shelters and benches at Metro and City of Maywood Transit Stop (Various locations within the City of Maywood)	Fund	City of Maywood/COG, SPP Survey	Maywood	Maywood	8.7	Tier 2A	8.98	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0104**	Rosecrans Ave. Bridge	Replace/rehabilitate Rosecrans Ave. Bridge over the LA River	Fund	City of Paramount/COG	Paramount	Paramount	10.6	Tier 1B	7.56	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0105**	Garfield Avenue Improvement Project	Improve Garfield Avenue from South City Limit to North City Limit [City of Paramount]	Fund	City of Paramount/COG	Paramount	Paramount	6.3	Tier 2A	6.35	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0107**	Alondra Blvd. Bridges	Replace Alondra Blvd. Bridges over the LA River and I-710	Fund	City of Paramount/COG	Paramount	Paramount	7.8	Tier 2B	8.12	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0108**	Garfield Ave. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Garfield Avenue: 1) Rosecrans, 2) Somerset, and 3) Alondra.	Fund	City of Paramount/COG, SPP Survey	Paramount	Paramount	7.5	Tier 2A	7.68	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0109**	Alondra Blvd. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Alondra Blvd: 1) Garfield, 2) Paramount, and 3) Downey.	Fund	City of Paramount/COG, SPP Survey	Paramount	Paramount	8.3	Tier 2A	8.50	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0110**	Rosecrans Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Rosecrans Ave: 1) Garfield, 2) Paramount, and 3) Downey.	Fund	City of Paramount/COG, SPP Survey	Paramount	Paramount	7.2	Tier 2A	7.38	2	Implementation		Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0111**	Southeast Gateway Bike & Pedestrian Trail	Implement Phases 1-4 of Bike & Pedestrian Trail (Class I) along RR ROW between LA River and Sommerset in the City of Paramount. Includes lighting, fencing, landscaping, flashing beacons, decomposed granite, ADA curb ramps and street furniture.	Partner	City of Paramount/COG, SPP Mapping, PIPO	Multiple Jurisdictions	Metro / Cities	14.3	Tier 1B	14.09	1	Development / Pre-implementation		Initial Investment
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0112**	Signal Coordination/ITS Projects	Implement signal coordination and ITS projects at various locations within the City of Signal Hill.	Fund	City of Signal Hill/COG, SPP Survey	Signal Hill	Signal Hill	3.8	Tier 2A	3.78	2	Development / Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0113**	Orange Avenue Improvement Project	Improve Orange Avenue, including the addition of Bike Lanes, between 25th Street and Spring Street	Fund	City of Signal Hill/COG, SPP Survey	Signal Hill	Signal Hill	10.5	Tier 1B	10.36	2	Pre-implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0114**	Walnut Pedestrian Pathway	Provide pedestrian pathway along 25th Street, from west of Walnut Avenue to Gundry Avenue	Fund	City of Signal Hill/COG, SPP Survey	Signal Hill	Signal Hill	9.7	Tier 2B	9.64	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0115**	California Ave. Improvement Project	Improve California Avenue, including the addition of Bike Lanes, between Willow Street and Spring Street	Fund	City of Signal Hill/COG, SPP Survey	Signal Hill	Signal Hill	9.3	Tier 1B	9.20	2	Pre-implementation		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0116**	Traffic Signal Operational Upgrade	Upgrade the traffic signal at Willow Street & Temple Avenue	Fund	City of Signal Hill/COG	Signal Hill	Signal Hill	4.0	Tier 2A	3.99	2	Implementation		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0117**	Burnett Street/Skyline Drive Improvement Project	Improve Burnett Street/Skyline Drive, including the addition of Bike Lanes, between East Walnut Avenue and Dawson Avenue. Installation of sidewalks between Gaviota Avenue and Cherry Avenue, Class 2 bike lanes between Walnut Avenue and Dawson Avenue, and related roadway amenities/improvements.	Fund	City of Signal Hill/COG, SPP Survey	Signal Hill	Signal Hill	9.2	Tier 1A	9.07	2	Implementation		Modal Program
Transit	Transit Amenities	**LB-ELA_0118**	Bus Shelter Upgrades (City of Signal Hill)	Upgrade bus shelters at various locations within the City of Signal Hill.	Fund	City of Signal Hill/COG, SPP Survey	Signal Hill	Signal Hill	7.6	Tier 2A	7.41	2	Development / Pre-implementation		Modal Program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0119**	Wright Road Improvement Project	Improve Wright Road, including the addition of Bike Lanes, between Imperial Hwy. and Atlantic Ave.	Fund	City of South Gate/COG, SPP Survey	South Gate	South Gate	12.1	Tier 1A	12.01	1	Implementation	Higher scoring projects	Modal program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0120**	Safety-Related Road Improvement Projects	Within the East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard	Fund	East Rancho Domingo (County of LA)/COG, SPP Survey	East Rancho Dominguez	East Rancho Dominguez	11.6	Tier 1B	11.50	1	Development / Pre-implementation	Higher scoring projects	Modal program
Goods Movement	Ports	**LB-ELA_0121**	Pier D Street Realignment	Realign Pier D Street, from Middle Harbor Exit gate to Pico Avenue. Currently Pier D Street has sight distance issues, inadequate curve radii, and drainage/flooding issues at the low point. The Pier D Realignment project will provide redundancy through Pier D thereby improving safety and traffic flows. The scope of the project is to widen & reconstruct Pier D Street between the Middle Harbor Exit Gate and Pico Avenue and to reconfigure West Broadway. Additional scope items includes construction of a new pump station, retaining walls, utility upgrades, striping, signage and traffic signal work.	Support	Port of Long Beach/COG, SPP Mapping	Port of Long Beach	Port of Long Beach	5.2	Tier 2B	5.24	2	Pre-implementation	Port project	Modal program
Goods Movement	Ports	**LB-ELA_0122**	Harbor Scenic Drive Roadway & Infrastructure Improvements	Improve Harbor Scenic Drive, from Harbor Plaza to Ocean Boulevard. The project would: increase the roadway pavement structural section to replace the existing aged pavement; provide horizontal and vertical alignments improvements for enhanced safety; improve striping, traffic signage and way-finding signage; improve highway lighting; enhance drainage facilities (including the introduction of permanent water quality enhancements such as bio-swales and catch basin inlet/pipe screens); revamp the parkway and median landscaping and irrigation; and provide utility improvements and enhancements.	Support	Port of Long Beach/COG, SPP Survey	Port of Long Beach	Port of Long Beach	6.1	Tier 2B	6.14	2	Pre-implementation	Port project	Modal program
Goods Movement	Ports	**LB-ELA_0123**	Pico Avenue Street Improvement	Improve Pico Avenue, between Pier D Street and Pier E Street. This roadway improvement project would: widen a short segment of roadway; improve truck congestion and truck safety; reconstruct the pavement, improve the existing surface drainage and upgrade the storm drain inlets; upsize the sewer line; provide continuous sidewalks with ADA accessible features; upgrade street lighting; and extend landscaping and hardscape features.	Support	Port of Long Beach/COG, SPP Survey	Port of Long Beach	Port of Long Beach	9.5	Tier 1B	9.37	2	Pre-implementation		Modal program
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0124**	Port of Los Angeles National Multimodal Zero-Emission Freight Network Improvement Program: Rail System Improvement Projects	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	Support	Port of Los Angeles/COG, SPP Survey	Port of Los Angeles	Port of Los Angeles	4.9	Tier 2B	8.75	2	Pre-implementation	Port project	Modal program
Arterial Roadways/Complete Streets	~~Complete Streets~~	~~**LB-ELA_0126**~~	~~Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements~~	~~Project focuses on pedestrian, bike, & transit safety improvements along the Slauson Avenue, between I-710 and I-5, as well as 10 other unsignalized intersections or midblock crossings citywide. The project location includes the 2.6-mile Slauson Avenue corridor between I-710 and I-5 freeways and 10 unsignalized intersections or midblock crossings citywide.~~	~~Fund~~	~~PIPO (City of Commerce), SPP Survey~~	~~Commerce~~	~~Commerce~~	~~11.5~~	~~Tier 1A~~	~~NA~~	~~NA / Funded~~	~~Development / Pre-implementation~~	Received ATP funding	Fully or mostly funded
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0127**	Lakewood Boulevard Improvement Project	Lakewood Blvd., between Del Amo Blvd. and Ashworth Street. The project would install a Class I Bike Path and pedestrian sidewalk in the parkway area and will construct minor roadway capacity enhancements on Lakewood Boulevard. Project includes 1.5 miles of new bicycle and pedestrian facilities, utility undergrounding, traffic signal improvements, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention.	Fund	PIPO (City of Lakewood), SPP Survey	Lakewood	Lakewood	12.5	Tier 1A	12.30	1	Implementation	Higher scoring projects	Modal program
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0128**	Randolph Street Bike and Pedestrian Facilities Project	This project would involve the construction of bike and pedestrian facilities on Randolph St from District Blvd to the Los Angeles River Trail System.	Fund	PIPO (City of Maywood), SPP Mapping	Maywood	Maywood	11.0	Tier 2B	11.19	2	Pre-implementation		Modal program
Arterial Roadways/Complete Streets	Complete Streets	**LB-ELA_0129**	Garfield Avenue Improvement Project	Garfield Avenue, between Century Boulevard and Firestone. The project would transform the corridor to a more attractive and pedestrian and bike friendly environment. Improvements include: (a) implementing new bicycle facilities including bike racks, Class II Bike Lanes and Class III Bike Routes, (b) pedestrian improvements including flashing beacons, curb extensions and sidewalks, (c) raised, landscape center road medians, (d) enhancing the bus shelters, and (e) adding roadway signing and striping.	Fund	PIPO (City of South Gate), SPP Survey	South Gate	South Gate	14.9	Tier 1B	14.86	1	Pre-implementation	Higher scoring projects	Modal program
Transit	Bus Transit	**LB-ELA_0130**	Long Beach Transit (LBT) Solar Charging Electrification Project	The project would convert the current bus parking area, at the agency's main operating base, into a facility for charging Battery Electric Buses (BEBs) through the erection of solar-powered parking canopies, to enable Long Beach Transit to transition to 100% emission bus fleet by 2030.	Fund	PIPO (Long Beach Transit), SPP Mapping	Long Beach	Long Beach	10.6	Tier 2B	10.64	2	Pre-implementation		Modal program
~~Goods Movement~~	~~Ports~~	~~**LB-ELA_0131**~~	~~Port of Los Angeles National Multimodal Freight Network (NMFN) Improvement Program: Maritime Support Facility Access/Terminal Island Rail System Grade Separation~~	~~The project consists of constructing a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB).~~	~~Support~~	~~PIPO (Port of Los Angeles)~~	~~Port of Los Angeles~~	~~Port of Los Angeles~~	~~NA~~	~~Removed~~	~~NA~~	~~NA / Funded~~			Fully or mostly funded
~~Goods Movement~~	~~Ports~~	~~**LB-ELA_0132**~~	~~Pier 300 Wharf Expansion/Vessel Emission Reduction Project~~	~~Pier 300 Wharf Expansion/Vessel Emission Reduction Project. This project constructs 1,250 lineal feet of container terminal wharf and supporting backland for Pier 300. It includes electrical infrastructure to operate ship-to-shore cranes and shore-side power to operate all necessary vessel systems, which will reduce about 80 percent of emissions while at berth.~~	~~Support~~	~~PIPO (Port of Los Angeles)~~	~~Port of Los Angeles~~	~~Port of Los Angeles~~	~~NA~~	~~Removed~~	~~NA~~	~~NA / Funded~~		Replaced with Pier 300 On-Dock Rail project (LB-ELA_0132b)	Fully or mostly funded
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0132b**	Pier 300 On Dock Rail	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.			Port of Los Angeles	Port of Los Angeles	NA	NA	NA	1	Pre-implementation	Port project - replaces Pier 300 Wharf Expansion	Modal program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Community Programs	Air Quality / Community Health	**LB-ELA_0133**	LB-ELA Corridor Community Health Benefit Program	Under this program, funding would be made available to implement air quality projects to reduce exposure to air pollution as well as health education and screening programs in areas adversely affected by existing and proposed transportation infrastructure projects. The LB-ELA Community Health Benefit Program would serve the communities within the LB-ELA Corridor Study Area. This program would provide subsidy funding to implement projects and outreach activities to improve air quality and public health, including but not limited to: - Air Quality Projects for Schools and Community Facilities: air filtration, HVAC upgrades, replacement/sealing of windows and doors, vegetation barriers or buffer landscaping. - Health Education and Screening: community health screening and diagnosis, health education, training for community health workers, outreach programs.	Collaborate	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Study Area Wide	COG / Partner Agencies / Cities	8.5	Tier 2B	8.53	NA / Community Program	Development		Community Program
Community Programs	Environment	**LB-ELA_0134**	LB-ELA Corridor Energy Reduction / Greenhouse Gas Emissions Reduction Program	Under the Energy Reduction / Greenhouse Gas Reduction (GHG) Program, funding would be made available to implement energy reduction as well as greenhouse gas reduction projects in areas impacted by transportation projects within the LB-ELA Corridor. This program would be an important element of any major transportation initiative that takes place within the LB-ELA Corridor. The program would provide subsidy funding to implement projects and educational activities targeted to reducing greenhouse gas emissions. Examples of these projects include: renewable energy projects, solar-power generation, energy efficient lighting, and tree planting, among others.	Partner	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Study Area Wide	Metro / Cities	12.5	Tier 1B	12.81	NA / Community Program	Development		Community Program
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0135**	Housing Stabilization Policies	Applying an integrated approach, work with cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor, improve their resilience, and address the social determinants of health. Provide grant writing assistance to secure needed funding. Housing stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community benefits: establish a framework/menu/equitable development scorecard for new development projects; - Develop community land trusts/land banks: for new housing and/or to support naturally occurring affordable housing; - Local wealth creation: encourage production of local for sale affordable housing, down payment assistance programs, homeowner maintenance assistance programs; - Inclusionary housing policies with or without option of in lieu fees; - Housing Trust Fund to support and increase funding for affordable housing production; - Density bonus programs to incentivize affordable and mixed income housing production; - Affordable accessory dwelling unit (ADU) programs and ADU amnesty programs; - Policies to reduce housing costs, such as parking reduction/unbundling, innovative construction techniques, fee waivers, permit streamlining; - Anti-displacement programs for tenants: tenant rights programs including anti-harassment policies/ just cause eviction policies, legal assistance for tenants, no net loss housing policies for new development, limits on residential demolition & conversion, tenant right-to-return policies, local resident preference programs for new housing; - Rent stabilization policies; - Low-income rental assistance programs, low interest loan programs for maintenance and improvement in rent stabilized units; - Anti-displacement programs for homeowners: tax relief/loans/grants for maintenance/foreclosure assistance; - Basic Income Program	Collaborate	COG Ad Hoc Committee, SPP Survey, SPP Mapping	Study Area Wide	COG / Partner Agencies / Cities	7.5	Tier 2B	7.27	NA / Community Program	Development		Community Program
Transit	Transit Amenities	**LB-ELA_0136**	Enhanced Transit Security	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, improved incident response, and additional security officers and/or plainclothes staff.	Lead	SPP Mapping	Multiple Jurisdictions	Metro	12.4	Tier 1A	12.37	1	Implementation	Operations / non capital project	Modal program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0137**	Freeway Soundwalls	Build higher soundwalls to protect residents from air pollution, noise, and other impacts (Design Package 2, Design Package 3). Perform noise studies for all remaining walls along I-710 that are less than 16 feet high to identify additional, feasible soundwall projects that would realize the greatest benefits for impacted residents and other sensitive receivers.	Partner	SPP Survey	Multiple Jurisdictions	Metro / Caltrans	6.6	Tier 2A	6.59	2	Implementation		Modal program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0138**	Spring Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over the I-710 and Los Angeles River at Spring Street for pedestrians and bicyclists.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Long Beach	Long Beach / COG	10.8	Tier 2B	10.66	2	Pre-implementation		Modal program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0139**	Humphreys Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over I-710 along Humphreys Avenue for pedestrians and bicyclists.	Fund	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	East LA	Metro/Caltrans /LA County / COG	12.0	Tier 2B	12.06	2	Implementation		Initial Investment
Transit	Bus Transit	**LB-ELA_0140**	Metro Micro Transit Zone(s)	Implementation of new Metro on-demand, flexible transit service for the northern section of the I-710 Study Area between Lynwood and Commerce. - Rides can be booked online, by app, or by phone. Rides are prescheduled, same day/multiple days. - Uses small capacity vans (seats 7-10 riders). - Pick-up/drop-off where safe (virtual stops). Targeted maximum wait time is 15 minutes.	Lead	COG Ad Hoc Committee, SPP Mapping	Multiple Jurisdictions	Metro	15.0	Tier 1B	15.13	1	Development / Implementation	Operations / non capital project	Modal program
Transit	Bus Transit	**LB-ELA_0141**	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	Improve bus times, speeds, and reliability along Line 60 (Long Beach Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	Metro / Cities / COG	12.3	Tier 1B	12.19	1	Pre-implementation		Initial Investment
Transit	Bus Transit	**LB-ELA_0142**	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	Improve bus times, speeds, and reliability along Line 108 (Slauson). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	Metro / Cities / COG	10.6	Tier 2B	10.58	2	Pre-implementation	Opportunity to advance with complete streets project	Initial Investment

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Transit	Bus Transit	**LB-ELA_0143**	Metro Bus Priority Lane Corridor along Line 110 (Gage)	Improve bus times, speeds, and reliability along Line 110 (Gage). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	Metro / Cities / COG	12.0	Tier 2B	12.00	2	Pre-implementation		Initial Investment
Transit	Bus Transit	**LB-ELA_0144**	Metro Bus Priority Lane Corridor along Line 111 (Florence)	Improve bus times, speeds, and reliability along Line 111 (Florence). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	Metro / Cities / COG	12.2	Tier 1B	12.19	1	Pre-implementation		Initial Investment
Transit	Bus Transit	**LB-ELA_0145**	Metro Bus Priority Lane Corridor along Line 115 (Firestone)	Improve bus times, speeds, and reliability along Line 115 (Firestone). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey, COG Ad Hoc Committee	South Gate / Downey	Metro / South Gate / Downey / COG	11.0	Tier 2B	10.94	2	Pre-implementation		Initial Investment
Transit	Bus Transit	**LB-ELA_0146**	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	Improve bus times, speeds, and reliability along Line 260 (Atlantic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	Metro / Cities / COG	12.1	Tier 1B	12.09	1	Pre-implementation		Initial Investment
Transit	Transit Amenities	**LB-ELA_0147**	Transit Traveler Information System Application (ITS)	Integrated system and web-based application to provide real-time information to users on optimal transit routes and transit options based on time of day as well as estimated arrival times of buses under real time travel conditions.	Lead	SPP Survey	Study Area Wide	Metro / Local Transit	11.8	Tier 2B	11.73	2	Development / Implementation		Modal program
Transit	Transit Amenities	**LB-ELA_0148**	Transit Fare Discount Program	Expand Metro's program to provide increased transit fare discounts for low-income riders, students, and seniors. Target low income or disadvantaged communities within the LB-ELA Corridor Study Area.	Lead	SPP Survey	Study Area Wide	Metro	11.0	Tier 2A	11.10	2	Implementation		Modal program
Transit	Transit Amenities	**LB-ELA_0149**	Increased Security Features at Metro's Existing and Planned Light Rail Stations	Lighting, security cameras, improved line of sight, incident/emergency response plans, and other safety features at Metro stations/parking structures.	Lead	SPP Survey	Multiple Jurisdictions	Metro	12.3	Tier 1A	12.24	1	Implementation	Modal Program	Modal program
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0151**	Goods Movement Freight Rail Study	Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips within the Southern California subregion. This assessment would include options such as: opportunities to increase on-dock freight rail mode share; implementation of short-haul, freight rail shuttle service to new inland rail facilities; and increased use/improved operational efficiencies of existing near dock and off dock intermodal facilities. This evaluation would take into account updated cargo forecasts, economic factors and projections, current trends associated with the goods movement logistics chain including transload truck trips, and railroad and intermodal capacity constraints in the Southern California region. The Goods Movement Freight Rail Study would assess a variety of options and weigh the costs and benefits from a systemwide perspective, including changes in truck trip travel patterns, land use implications, environmental benefits and impacts, safety benefits and impacts, as well as institutional constraints.	Partner	SPP Survey	Study Area	Metro / Ports / Railroads	5.7	Tier 2A	5.66	2	Implementation	Pilot or study	Initial Investment
Transit	Transit Amenities	**LB-ELA_0152**	Transit Marketing and Education Program	Expansion of Metro's collaborative effort with Metrolink, Long Beach Transit, and city municipal bus lines to promote transit and alternative modes of transportation to the single occupant vehicle. Include features such as "free transit" day and transit passes to employees or students to encourage transit use.	Lead	SPP Survey	Multiple Jurisdictions	Metro / Local Transit	10.7	Tier 2A	10.85	2	Implementation		Modal program
Freeway Safety and Interchange Improvements	Congestion Pricing	**LB-ELA_0153**	Congestion Pricing	Implement congestion pricing strategy for the I-710 freeway. No new lanes would be added to the existing footprint of I-710. Rather single occupant vehicles and trucks entering and exiting the freeway would be tolled by deploying an automated readers and electronic toll collection system that allows users to conveniently pay tolls using a toll tag that is mounted on the interior of their vehicle. Carpools, zero emission trucks, and zero emission autos would travel for free.	Partner	SPP Survey	Multiple Jurisdictions	Metro / Caltrans	10.1	Tier 1A	10.08	1	Development	Feasibility issues	Modal program
Freeway Safety and Interchange Improvements	Zero Emissions Lanes on I-710	**LB-ELA_0154**	I-710 Zero-Emission Truck Travel Zone Restriction	Establish a zero-emission truck-only travel zone on I-710. Only zero emissions trucks would be able to travel on I-710, while diesel and near-zero emissions heavy duty trucks would be excluded. No new lanes would be added to the existing footprint of I-710. No restrictions would be placed on autos.	Partner	SPP Survey, COG Ad Hoc Committee	Multiple Jurisdictions	Metro / Caltrans	9.3	Tier 2B	9.31	2	Development	Not feasible in short-term	Modal program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0155**	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Provide drought tolerant landscaping within existing, available right-of-way along I-710. Where needed, add context sensitive lighting features and additional signage to improve safety. Include hardscaping and other aesthetic features to improve the attractiveness of the freeway for users and for adjacent land uses/communities.	Fund	SPP Survey, Task Force, Equity Working Group	Multiple Jurisdictions	Metro / Caltrans	5.6	Tier 2A	5.80	2	Implementation		Modal program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0156**	Traffic Controls at I-710 Freeway Ramps	Add traffic signals with protected pedestrian/bicycle phase(s), crosswalks, lighting, landscaping, signing and striping, and other safety-related pedestrian features at the ramp termini of I-710.	Fund	SPP Survey	Multiple Jurisdictions	Metro / Caltrans	14.0	Tier 1A	14.06	1	Development / Implementation		Initial Investment
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0157**	I-710 Particulate Matter (PM) Reduction Pilot Project	Implement a pilot project on I-710 to deploy and evaluate measures to reduce exposure of nearby populations to particulate matter, specifically localized sources of entrained/fugitive dust, tire wear, and brake wear associated with traffic on the freeway. These measures may include roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, frequent street-sweeping, and deployment of air quality monitoring systems, among others. In addition, include options to examine the effectiveness of "cool pavement" applications to reduce heat island effects. As part of the work plan, the pilot project would include a study element to assess and document the efficacy of the various measures.	Partner	SPP Survey, Task Force	Multiple Jurisdictions	Metro / Caltrans	8.1	Tier 2A	8.08	2	Development	Pilot or study	Initial Investment
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0158**	Del Amo Pedestrian Gap Closure Project	Provide sidewalks and lighting at Del Amo undercrossing at the I-710 freeway. Currently there are no existing sidewalks. Would also help those seeking walk access to Del Amo LRT Station.	Fund	SPP Mapping	Ranch Dominguez / Long Beach	Metro/Caltrans	10.8	Tier 2B	10.60	2	Pre-implementation		Modal program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0159**	Southern Ave. Pedestrian Connector Project	New pedestrian path along Southern Ave./East Frontage Rd./Miller Way/West Frontage Road to connect Garfield Ave. with Urban Orchard Park	Fund	SPP Mapping	South Gate	South Gate	11.1	Tier 2A	10.69	2	Implementation		Modal program
Transit	Rail Line / Station Improvements	**LB-ELA_0160**	Line A (Blue Line) Transit Priority/Signal Synchronization	Enhanced signal prioritization/synchronization so that the A Line (Blue Line) has higher priority in areas where the LRT trains operate in mixed flow traffic	Lead	SPP Mapping, SPP Survey	Multiple Jurisdictions	Metro / Cities	11.8	Tier 2B	11.75	2	Development / Pre-implementation		Modal program
Transit	Transit Amenities	**LB-ELA_0161**	Transit Ambassador Program	Enhance Metro's Transit Ambassador Program within the LB-ELA Corridor to bring non-law enforcement representatives to improve the customer experience, reinforce public safety, and increase ridership on the transit system.	Lead	SPP Mapping	Study Area Wide	Metro	12.1	Tier 2A	12.16	1	Implementation	Operations / non capital project	Modal program
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0162**	City of Long Beach 8-to-80 Bikeways	Implement planned 8-to-80 bikeway projects adopted as part of the City of Long Beach Bicycle Master Plan within the LB-ELA Corridor, including gap closure projects, backbone facilities, and pipeline bikeways (over 40 projects within the study area). See Attachment A for more detail.	Fund	City of Long Beach Bicycle Master Plan, SPP Survey, CA-7	Long Beach	Long Beach	15.8	Tier 1B	15.83	1	Development / Implementation		Modal program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0163**	LB-ELA Corridor Bicycle Gap Closure Projects	Implement regionally significant bicycle projects in areas with insufficient existing and planned bicycle infrastructure within the LB-ELA Corridor (several projects within the study area). See Attachment A for more detail. Would include potential routes identified by the community, but which will require further planning and design in cooperation with the local jurisdictions (Cities, County of Los Angeles).	Partner	SPP Mapping, CA-7	Multiple Jurisdictions	Metro / Cities	16.3	Tier 1B	16.29	1	Development / Implementation		Modal program
Transit	Bus Transit	**LB-ELA_0164**	Improved Frequency of Metro Buses in the LB-ELA Study Area	Provide a 50 percent improvement on all Metro fixed bus routes greater than 10 minutes in the AM and PM peak periods. And, provide a 50 percent improvement on all Metro fixed bus routes greater than 15 minutes in the Midday and Evening periods. [For example, a bus route that has as frequency of a bus every 30 minutes would improve to a bus arriving every 15 minutes.]	Lead	SPP Survey, SPP Mapping, CA-7	Study Area Wide	Metro	14.6	Tier 1B	14.62	1	Development	Operations / non capital project	Modal program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0165**	Compton Creek Bike Underpasses	Along Compton Creek Bike Path, between 120th Street and Greenleaf Blvd., construct bike path under-crossings at 120th Street, El Segundo Ave., Rosecrans Ave., Compton Ave., and Alondra Ave. Add lighting, landscaping, benches, and shade to the existing path.	Fund	SPP Mapping, Community Leadership Committee (CLC)	Compton	Compton	15.1	Tier 1B	15.07	1	Development / Pre-Implementation		Initial Investment
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0166**	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment	Design and Implementation of Connected Vehicle Infrastructure to improve vulnerable road user safety within the LB-ELA Corridor. This would allow units in vehicles to communicate with units built into transportation infrastructure. Additional technology applications would allow vehicles to communicate with other vehicles, data networks, or pedestrians. The main purpose of this technology is to share information related to items such as safety warnings, roadway hazards, routing information, truck route restrictions, and pedestrian safety zones.	Partner	Metro	Multiple Jurisdictions	Metro / Cities	5.9	Tier 2B	5.98	2	Development / Implementation		Modal program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0167**	I-710 Arterial Signal Performance Measurement	Deploy arterial signal performance measures at all signalized intersection within the LB-ELA Corridor to allow for the optimization of traffic signal operation to improve arterial corridor mobility.	Partner	Metro, SPP Survey	Study Area Wide	Metro / Cities	5.2	Tier 2A	5.31	2	Development / Pre-implementation		Modal program
Transit	Transit Amenities	**LB-ELA_0168**	Compton Transit Management Operations Center Enhancements	Project improvements would include: beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths (Phases 1 -5). Location: Compton Transit Management Operations Center: 275 N. Willowbrook Ave., Compton.	Fund	Task Force	Compton	Compton	13.1	Tier 1B	12.81	1	Pre-Implementation / Implementation		Initial Investment
Transit	Transit Amenities	**LB-ELA_0169**	Southeast LA Transit Improvement Program	Pending stakeholder input and local jurisdiction approval, this project could include a "cloud-based" Countywide Signal Priority upgrade, 100 bus stop shelters at existing bus stops with over 50 daily boardings but without an existing shelter, 100-solar powered real-time arrival displays, 100 bus stop solar light upgrades for stops without shelters that have lighting, terminal/layover expansion improvements at the Norwalk, Artesia, and Compton Stations, and 100 Zero-Emissions Bus charging masts.	Lead	PIPO (Southeast LA), SPP Survey	Multiple Jurisdictions	Metro / Local Transit / Cities	13.7	Tier 1B	13.77	1	Development / Implementation	Received LPP funding	Fully or mostly funded
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0170**	Huntington Park Safe Routes for Seniors & Students	Project will construct curb ramps, crossing improvements, sidewalks, wayfinding, speed-calming, and other active transportation improvements for pedestrians on segments of Belgrave Ave., Clarendon Ave., E. 61st St., Randolph St., Seville St., Zoe Ave., State St., Yahualica Place, and walking/biking paths adjacent to Veteran's Park. Includes 130 curb ramps and high-visibility crosswalks, 3 raised islands, 1 HAWK beacon, 3,266 linear feet of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins, and shade trees.	Fund	PIPO (Huntington Park), SPP Survey	Huntington Park	Huntington Park	13.9	Tier 1B	NA	1	Development / Implementation	Mostly funded but has funding gap	Modal Program
Transit	Rail Line / Station Improvements	**LB-ELA_0171**	Commuter Rail Maintenance, Repair, and Safety Projects	Implement planned repair, maintenance, and safety projects to Metro-owned railroad infrastructure along the Los Angeles/Orange County commuter rail line within the LB-ELA Corridor study area.	Lead	Annual Commuter Rail State of Good Repair (SOGR) Program	Multiple Jurisdictions	Metro	10.9	Tier 2A	10.62	2	Development / Pre-implementation		Modal program
Transit	Rail Line / Station Improvements	**LB-ELA_0172**	Commerce Metrolink Station Improvements	Improve train platforms, shift tracks, install pedestrian barriers and pedestrian crossing safety features, extend and widen sidewalks and walkways, add lighting, install new ADA accessibility features, replace equipment, provide bike path striping, add wayfinding signage, and provide new landscaping.	Fund	LA County Metrolink Station Assessment & Improvement Plan	Commerce	Commerce / Metrolink	11.8	Tier 2B	11.91	2	Development / Pre-implementation		Modal program
Transit	Rail Line / Station Improvements	**LB-ELA_0173**	Grade Separation(s) of the A Line [Blue Line] at Washington Street	Provide grade separation of the A Line [Blue Line] at the Washington St./Flower St. junction and at Washington Street.	Lead	Metro, SPP Survey, SPP Mapping	Los Angeles	Metro / Los Angeles	9.7	Tier 2B	9.91	2	Pre-implementation		Modal program
Transit	Rail Line / Station Improvements	**LB-ELA_0174**	New Metrolink Station at planned Commerce/Citadel Station	Construct a new Metrolink Station on the Los Angeles – Riverside Metrolink Commuter Rail Line at the planned Eastside Transit Corridor station at Commerce/Citadel.	Fund	Metro	Commerce	Commerce / Metrolink	8.3	Tier 2B	8.39	2	Pre-implementation		Modal program
Transit	Rail Line / Station Improvements	**LB-ELA_0175**	Install Quad Safety Gates at all A Line [Blue Line] Crossings	Install Quad Safety Gates at all A Line [Blue Line] Crossings for safety and increased speed/safety zones	Lead	Metro	Multiple Jurisdictions	Metro / Cities	12.7	Tier 1B	12.76	1	Development / Pre-implementation		Initial Investment
Transit	Rail Line / Station Improvements	**LB-ELA_0176**	Install Supervisory Control and Data Acquisition System for A Line [Blue Line]	Install Supervisory Control and Data Acquisition System [SCADA] along the A Line {Blue Line] in the downtown area of Long Beach. This technology would allow Metro to better operate and manage the rail transit line to improve train reliability	Lead	Metro	Long Beach	Metro / Long Beach	10.2	Tier 2B	10.22	2	Pre-implementation		Modal program
Transit	Rail Line / Station Improvements	**LB-ELA_0177**	Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations	Add second elevator to Firestone and Slauson A Line [Blue Line] Stations for improved access and reliability	Lead	Metro	Florence-Graham	Metro	10.7	Tier 2A	10.74	2	Implementation		Modal program
Transit	Bus Transit	**LB-ELA_0178**	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)	Improve bus times, speeds, and reliability along Line 18 (Whittier Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey	Los Angeles / East LA	Metro / Los Angeles / LA County	12.5	Tier 1B	12.46	1	Pre-implementation	Higher scoring projects	Initial Investment
Transit	Bus Transit	**LB-ELA_0179**	Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd.)	Improve bus times, speeds, and reliability along Line 66 (Olympic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Lead	SPP Survey	Los Angeles / East LA	Metro / Los Angeles / LA County	10.7	Tier 2B	10.70	2	Pre-implementation		Initial Investment
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0180**	I-710 Truck Bypass Lanes	Construct truck bypass lanes on I-710 between Willow Street and Del Amo Boulevard. The purpose of the improvement would be to separate cars from trucks through the congested I-710/I-405 interchange for purposes of safety and mobility.	Fund	SPP Survey	Long Beach	Metro / Caltrans	7.8	Tier 2B	7.84	2	Pre-implementation		Modal program
Freeway Safety and Interchange Improvements	Freeway Improvements	**LB-ELA_0181**	Freeway Lids, Caps, and Widened Bridge Decks	Widen arterial bridge decks at key locations over the I-710 Freeway/LA River Channel to provide "land islands," "urban parklets," and "green belt" connections over I-710 and the LA River. Include pedestrian / bicycle pathways.	Fund	SPP Survey	Multiple Jurisdictions	Metro / Caltrans	12.7	Tier 1B	12.63	1	Development		Initial Investment

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Freeway Safety and Interchange Improvements	Congestion Pricing	**LB-ELA_0182**	Express Lanes Strategic Initiative	Advance planning studies to implement express lanes on key freeways in the study area, including I-405, I-105, and SR-91.	Partner	Metro, SPP Survey	Multiple Jurisdictions	Metro / Caltrans	9.9	Tier 1A	9.85	1	Development		Modal program
Freeway Safety and Interchange Improvements	Zero Emissions Lanes on I-710	**LB-ELA_0183**	Zero Emissions Truck Lane	Explore options and assess the feasibility of converting the right-hand lane on I-710 to create a Zero Emissions Truck Lane. Only zero emissions trucks would be able to travel in this lane, while fossil fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710.	Partner	Metro, SPP Survey	Multiple Jurisdictions	Metro / Caltrans	9.1	Tier 2B	9.09	2	Development	Not feasible in short-term	Modal program
~~Goods Movement~~	~~Truck Programs/ITS~~	~~**LB-ELA_0184**~~	~~Empty Container Management~~	~~Provide a mix of incentives/fee penalties to encourage shippers/marine terminals to clear empty containers from docks/near dock facilities at the Ports to reduce congestion and unnecessary truck trip movements. Extend use of off-peak hours for empty returns.~~	~~Support~~	~~Ports~~	~~Ports~~	~~Ports~~	~~NA~~	~~Removed~~	~~NA~~	~~NA / Funded~~			Fully or mostly funded
~~Goods Movement~~	~~Truck Programs/ITS~~	~~**LB-ELA_0185**~~	~~Freight Advanced Traveler Information Systems~~	~~Application of advanced technologies to manage drayage truck movements to and from the Ports. The system integrates real-time roadway traffic data, vessel/container tracking, real-time container terminal visit times, and GPS-based information to optimize the sequencing of container delivery and pick-up. The purpose is to improve cargo handling and efficiencies and reduce congestion near intermodal yards and Port facilities.~~	~~Partner~~	~~Ports, SPP Survey~~	~~Multiple Jurisdictions~~	~~Metro / Ports~~	~~8.1~~	~~Tier 2A~~	~~NA~~	~~NA / Funded~~	~~Implementation~~	Fully or mostly funded. Replaced with new project	Fully or mostly funded
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0186**	Economic Stabilization Policies	Work with Cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor. Provide grant writing assistance to secure needed funding. Economic stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community financial empowerment programs: local hire agreements, workforce education & development, credit improvement programs; - Locally owned business support – small business interruption fund and loan funds during construction, guide for business support services, zoning to encourage small businesses, lease to own programs for businesses and housing; - Identify, protect and encourage legacy and culturally significant businesses, and historical and cultural landmarks, mandate inclusion of arts and culture spaces in new development	Collaborate	COG Ad Hoc Committee	Study Area Wide	COG / Partner Agencies / Cities	6.7	Tier 2B	6.74	NA / Community Program	Development		Community Program
Community Programs	Environment	**LB-ELA_0187**	LB-ELA Corridor "Urban Greening" Initiative	Under this initiative, proposed projects implemented through the LB-ELA Corridor Investment Plan must consider context sensitive solutions as part of the project design as well as "urban greening" elements that foster environmental resilience. These "urban greening" elements may include items such as: provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure, among others. Through the LB-ELA Urban Greening Initiative, project proponents may also partner with other localities, non-profit organizations, or communities in order to plan, design, and implement "green" projects that demonstrate that they provide publicly accessible open-space and ecosystem benefits such as urban heat island reduction within the LB-ELA Corridor.	Partner	SPP Survey, SPP Mapping, CA-7, Equity Working Group	Study Area Wide	Metro / Cities	11.8	Tier 1B	11.81	NA / Community Program	Development		Community Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	**LB-ELA_0188**	Freeway Landscaping / Maintenance	Ongoing Caltrans Program that ensures that maintenance projects and activities such as trash removal, landscaping, provision of drought-resistant vegetation, and graffiti removal take place on a regular basis within state, public rights of way in the LB-ELA Corridor. Ensure that the agency dedicates sufficient resources for this effort.	Fund	SPP Survey	Study Area Wide	Metro / Caltrans	9.1	Tier 2A	9.30	2	Implementation		Modal program
Transit	Transit Amenities	**LB-ELA_0189**	Transit System Cleanliness/Maintenance	Strengthen policies committing Metro to regular cleaning and maintenance activities on all transit vehicles and at bus and rail stations within the LB-ELA Corridor. These activities consist of cleaning and disinfection of high touchpoint surfaces, graffiti removal, cleanup of spills and biohazards, and trash removal. Maintain station landscaping. Provide high-efficiency air filters on bus and rail transit vehicles. Ensure that the agency dedicates sufficient resources for this effort.	Lead	SPP Survey, SPP Mapping	Study Area Wide	Metro	9.7	Tier 2A	9.74	2	Implementation		Modal program
Community Programs	Environment	**LB-ELA_0190**	Public Art / Aesthetics	Policy initiative that would require that a percentage of transportation construction funds for major public work projects be earmarked for public art, landscaping, urban design elements, and other aesthetic features for the projects.	Collaborate	SPP Survey, SPP Mapping	Study Area Wide	Partner Agencies / Cities	8.0	Tier 2B	7.97	NA / Community Program	Development		Community Program
Community Programs	Air Quality / Community Health	**LB-ELA_0191**	Zero Emission Infrastructure for Autos	Work with local jurisdictions (Cities, County of Los Angeles), public agencies, and private-public partners to develop and site additional charging stations for zero emissions vehicles within the LB-ELA Corridor. Provide grant writing assistance in order to help secure funding. In addition, provide technical support to share best practices such as: identification of incentives and/or policy requirements for new development.	Partner	SPP Survey, SPP Mapping, CA-7	Study Area Wide	Metro / Cities	7.7	Tier 2B	7.66	NA / Community Program	Development		Community Program
Community Programs	Air Quality / Community Health	**LB-ELA_0192**	Bus Electrification Projects	Seek incentives to accelerate the deployment of zero emissions vehicles within the LB-ELA Corridor. Projects could include bus electrification (public transit buses, school buses) as well as zero emissions charging infrastructure. Provide technical and grant writing assistance to define and develop potential projects.	Partner	Metro, SPP Survey, SPP Mapping, CA-7	Study Area Wide	Metro / Local Transit	8.9	Tier 1B	8.92	NA / Community Program	Development		Community Programs
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0193**	Transit Oriented Communities /Land Use	Work with the local jurisdictions (Cities, County of Los Angeles) to apply best practices and design guidelines to encourage transit-oriented development near rail stations and heavily utilized bus routes within the LB-ELA Corridor. Provide technical resources such as grant writing assistance and technical assistance for community development and land use planning. Assist local jurisdictions in coordination with property owners and developers to ensure safe construction and strengthen connections to transit.	Partner	Metro, SPP Mapping	Study Area Wide	Metro / Partner Agencies / Cities	12.6	Tier 1B	12.72	NA / Community Program	Development		Community Programs
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0194**	Homeless Programs	Support homeless initiatives within the LB-ELA Corridor and efforts and recommendations that have emerged from Metro's Homeless Task Force, Reimagining Public Safety Initiatives, and other County initiatives and studies to address homelessness in and around the transit system including provisions to: enhance the customer experience; maintain a safe and secure system; and connect homeless persons in the transit system to services and resources.	Collaborate	SPP Survey, SPP Mapping	Study Area Wide	Partner Agencies / Cities	9.2	Tier 1B	9.16	NA / Community Program	Development		Community Programs

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Community Programs	Job Creation / Work Opportunities	**LB-ELA_0195**	Targeted Hire Programs	Support the development of targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs for community residents within the LB-ELA Study Area. Include measures such as the establishment of Project Labor Agreements (PLAs) that specify local and targeted hire goals for specific construction projects as well as first source hire requirements. Collaborate with local jurisdictions and public agencies to align local and targeted hire policies, thresholds, and requirements.	Collaborate	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Study Area Wide	Partner Agencies / Cities	6.9	Tier 2B	6.87	NA / Community Program	Development		Community Program
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0196**	Employment/Recruitment Initiatives	Partner with public agencies, large employers, and local businesses to conduct recruitment drives at locations within the LB-ELA Corridor (both virtual and in person.) This initiative would also include job fairs and workshops at community facilities and community colleges to provide information to local residents regarding work opportunities as well as networking resources. Conduct promotional campaigns to actively publicize these events within the LB-ELA Corridor communities.	Collaborate	SPP Survey	Study Area Wide	Partner Agencies / Cities	6.9	Tier 2B	6.87	NA / Community Program	Development		Community Program
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0197**	Vocational Educational Programs	Partner with public agencies, private-sector employers, community colleges, labor organizations and non-profit organizations to expand vocational and educational programs for community residents within the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service zero emissions vehicles. These programs would provide opportunities to establish a career pathway to work in key economic sectors and move up through the ranks by focusing on workforce development and skills training.	Collaborate	SPP Survey	Study Area Wide	Partner Agencies / Cities	8.0	Tier 2B	8.02	NA / Community Program	Development		Community Program
Active Transportation / TDM	Travel Demand Management (TDM) Strategies	**LB-ELA_0198**	Carpool/Vanpool Programs	Extend Metro's carpool and vanpool programs by focusing on the LB-ELA Study Area. Carpooling is an inexpensive and effective travel option that involves finding nearby commuters to share the ride. Provide access to ride-matching services to find nearby residents looking to carpool. In addition, promote vanpool services, including coordination, administration support, and financial subsidies for commuters especially in areas less served by transit operators.	Lead	SPP Survey	Study Area Wide	Metro	8.2	Tier 2A	8.19	2	Implementation		Modal program
Active Transportation / TDM	Travel Demand Management (TDM) Strategies	**LB-ELA_0199**	Telecommuting Programs	Building upon "lessons learned" during the COVID pandemic, encourage employers to modify their work policies to retain hybrid work schedules, flexible work hours, and "work from home" options. Coordinate with public agencies and large employers. Share research/promote studies on the effectiveness of telecommuting. In addition, identify supportive infrastructure for telecommuting. Expand broadband capacity and internet service provider (ISP) capabilities within the LB-ELA Corridor by co-locating digital communications infrastructure (such as fiber optic cable) with major public works projects and infrastructure.	Partner	SPP Survey	Study Area Wide	Metro	10.7	Tier 2B	10.75	2	Development		Modal program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0200**	Bike Share Programs and Bicycle Amenities	This initiative would build upon Metro's existing Bike Share Program framework, focusing on the LB-ELA Corridor. This involves collaboration with local jurisdictions (Cities, County of Los Angeles), non-profit organizations, and/or creating public-private partnerships for purpose of expanding access to bike share programs and for the provision of key amenities for bicycle users within the LB-ELA Corridor Study Area. Financial support would be provided to help leverage local funding for small scale capital projects such as: bicycle parking and storage lockers; lighting for bike paths; bicycle repair/maintenance stations; signage and wayfinding; electric bicycle charging stations; and safety features.	Partner	SPP Survey, SPP Mapping, CA-7	Study Area Wide	Metro / Cities	13.9	Tier 1A	14.00	1	Implementation	Modal Program	Modal program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0201**	Pedestrian / Bicycle Enhancements and Safety Features	Work with the local jurisdictions (Cities, unincorporated areas of Los Angeles County) to improve safety and enhance the walking/biking environment throughout the LB-ELA Corridor. Active transportation measures and features would include items such as: - Shade structures, trees, benches, and trash cans; - Wider sidewalks, bulb outs, upgrades to crosswalks, and ADA accessibility improvements (including repositioning utility boxes on sidewalks); - Stop signs, traffic signals, pedestrian/bicycle signal phases, colored pavement markings, signage and striping; - Alternative traffic signal phasing options, such as "scramble" pedestrian crossings; - Flashing crosswalks, and other traffic controls such as pedestrian flashing beacons; - Lighting along pedestrian/bicycle paths, including under-crossings; - Landscaping, hardscaping, and other aesthetic features; - Protection buffers and barriers, improved fencing Provide technical and grant writing assistance to local jurisdictions, if requested, to define and develop potential projects. Provide financial support in order to help leverage local funds for project construction and implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.	Partner	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Study Area Wide	Metro / Cities	18.3	Tier 1B	18.32	1	Development / Implementation		Modal program
Arterial Roadways/Complete Streets	Traffic Calming	**LB-ELA_0202**	Traffic Calming	Implement Traffic Calming Features within the LB-ELA Corridor to slow traffic on local streets or near schools. Collaborate with local jurisdictions (Cities, unincorporated areas of Los Angeles County) to design, construct, and implement traffic calming features in areas that experience frequent speed violations and/or high levels of accident rates. Based on available funding, provide financial support in order to help leverage local funds for project construction and implementation. Traffic calming features could include: - Speed limit reductions, signage, variable speed signs, and enforcement devices - Speed bumps - Truck restrictions (trucks over a certain weight) on non-designated truck routes, including signage and geofencing alerts - Roundabouts - Trees, vegetation, landscaping features to help direct and slow traffic - Bulb outs - Stop signs, traffic signals, striping, raised decorative pavement, and other traffic controls - Road diets - Speed enforcement cameras - Enhanced use of signage, striping, flashing crosswalks, other pedestrian warning devices in school zones	Partner	SPP Survey, SPP Mapping, Community Leadership Committee (CLC)	Study Area Wide	Metro / Cities	13.1	Tier 1B	13.13	1	Development / Implementation	Modal Program	Modal program

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Transit	Transit Amenities	**LB-ELA_0203**	Bus Stop Improvements	Collaborate with the local jurisdictions (cities, unincorporated areas of Los Angeles County) to implement bus stop improvements within the LB-ELA Corridor. Bus stop improvements would include items such as: - Lighting - Security Features - Benches - Shade and shelters - Drinking Fountains - Solar-powered arrival displays - Trashcans - Landscaping - Signage - Crosswalks - Improved ADA accessibility, including repositioning of utility boxes on the sidewalk Provide financial support in order to help leverage local funds for project implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.	Partner	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Study Area Wide	Metro / Cities	14.1	Tier 1A	14.12	1	Development / Implementation		Initial Investment
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0204**	Pedestrian Gap Closure Projects	Close gaps within the pedestrian circulation network in communities within the LB-ELA Corridor through the implementation of new pedestrian facilities. A funding program would be made available to award financial resources to local jurisdictions (Cities, unincorporated areas of Los Angeles County) on a competitive basis to design and construct new pedestrian facilities in areas where this infrastructure is currently missing. Projects would include: - New sidewalks and pedestrian paths - Extensions of existing pedestrian paths/trails - Pedestrian/bicycle overpasses - New Crosswalks/Signals for Pedestrians - Provision of connections and access to existing trails (for example, greater access to Los Angeles/Rio Hondo River Trail) - Provision of pedestrian access/connections to existing and planned Metro transit stations/stops - Implementation of Safe School Pedestrian/Biking Zones	Partner	SPP Survey, SPP Mapping, CA-7	Study Area Wide	Metro / Cities	15.4	Tier 1B	15.37	1	Development / Implementation		Modal program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0205**	Arterial/General Roadway Improvements Program	Implement local roadway projects within the local jurisdictions and communities (cities, unincorporated areas of Los Angeles County) which comprise the LB-ELA Corridor. The objective of these projects will be to improve mobility, safety, and the travel experience for all users of the roadways (pedestrians, bicyclists, transit, and vehicles). This program would help fund projects such as: - Intersection improvements - Bridge replacements - Street widenings and enhancements including lighting, safety features, landscaped medians, and parkways - Complete Streets projects and features, including active transportation (bicycle, pedestrian), and transit stop improvements - Traffic controls (traffic signals, stop signs), signal coordination, and Intelligent Transportation Systems	Partner	Metro, Gateway Cities COG, SPP Survey, SPP Mapping	Study Area Wide	Metro / Cities / COG	12.1	Tier 1B	12.16	1	Development / Implementation	Modal Program	Modal program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0206**	City of Bell Gardens Pedestrian and Bicycle Improvements	Citywide pedestrian, bike and traffic calming improvements to create a complete streets environment – cross walks, mini traffic circles, HAWK pedestrian signals, curb extensions, Class 3 bike routes, ADA ramps, Leading Pedestrian Interval [LBI] signal timing, and striping improvements. Would be applied to various locations within the City of Bell Gardens, including: Sprecht Ave., Live Oak St., Priority St., Purdy Ave., Gephart Ave., Perry Rd., and Hannon St.	Fund	PIPO	Bell Gardens	Bell Gardens	13.5	Tier 1A	13.59	1	Development / Pre-implementation	Received ATP funding	Fully or mostly funded
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0207**	City of Carson Citywide Community Safety Improvements	Improve bicycle and pedestrian infrastructure and safety with Class 2 bike lanes, bike racks, crosswalk improvements, Accessible Pedestrian Signal push buttons, countdown pedestrian signals, and curb ramps. Various locations within the City of Carson and Santa Fe Avenue between 218th Place and Del Amo Boulevard.	Fund	PIPO	Carson	Carson	11.2	Tier 2B	11.12	2	Development / Pre-implementation		Modal program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0208**	Salt Lake Avenue Pedestrian Accessibility Project	East side of Salt Lake Avenue within the City of Cudahy. Widen sidewalk, install pedestrian lighting, signage, curb extensions, and ADA compliant wheelchair ramps.	Fund	PIPO	Cudahy	Cudahy	11.6	Tier 2B	11.68	2	Implementation	Received ATP funding	Fully or mostly funded
~~Active Transportation / TDM~~	~~Safety and Amenities~~	~~**LB-ELA_0209**~~	~~South Downey Safe Routes to School Project (Phase 2)~~	~~Safety education and construction of sidewalks, crosswalks, and curb ramps. Various locations within South Downey: Brunache St., Laura St., Nada St., Pomering Rd, Quoit St., Lankin St., Orizaba Ave., Gneiss Ave., Devenir Ave., Blodgett Ave. and Premiere Ave.~~	~~Fund~~	~~PIPO~~	~~Downey~~	~~Downey~~	~~10.3~~	~~Tier 2B~~	~~NA~~	~~NA / Funded~~	~~Implementation~~	Received ATP funding	Fully or mostly funded
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0210**	Greenway Traffic Circle Improvement Project	At the intersection of Rives Avenue / Phlox Street in the City of Downey, construct traffic circle, bulb outs with directional curb ramps, enhanced crosswalks, signage, landscaping, shade, and bioswales.	Fund	PIPO	Downey	Downey	7.7	Tier 2A	7.57	2	Implementation		Modal program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0211**	City of Long Beach Mid-City Pedestrian and Bicycle Connections	Create an interconnected network of walking and bicycle routes including creation of bicycle boulevards along 8th and 11th Streets. Includes active transportation network south of Anaheim Street, north of 7th Street, east of Long Beach Boulevard, and west of Cherry Avenue within the City of Long Beach.	Fund	PIPO	Long Beach	Long Beach	13.7	Tier 1A	13.79	1	Implementation	Received ATP funding	Fully or mostly funded
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0212**	Tweedy Boulevard Active Transportation Improvements	Install improvements on Tweedy Boulevard to improve non-motorized user safety and promote walking, biking, and use of local transit. Tweedy Boulevard, between Alameda Street and Dearborn Avenue and between Dorothy Avenue and the Los Angeles River Bicycle Trail, within the City of South Gate.	Fund	PIPO	South Gate	South Gate	14.4	Tier 1A	14.39	1	Implementation	Received ATP funding	Fully or mostly funded
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0213**	Southeast Gateway Light Rail Station First-Last Mile Bikeway Safety and Access Project	Install 0.3 miles of sidewalk, 1.5 miles of bicycle lanes (Class II), 2 miles of bike route sharrows (Class III), street lighting, center median islands, curb ramps, and a rest area near the LA River Bike Path. Located in the eastern quadrant of the City of South Gate, along the existing Union Pacific Railroad /future Southeast Gateway (formerly West Santa Ana Branch) Transit Corridor.	Fund	PIPO	Multiple Jurisdictions	South Gate	14.0	Tier 1A	14.04	1	Implementation	Received ATP funding	Fully or mostly funded

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Active Transportation / TDM	Safety and Amenities	**LB-ELA_0214**	I-710 Livability Initiative	A compendium of proposed projects and improvements as outlined in the I-710 Livability Initiative conceptual plan. Proposed projects include improvements such as: - Lighting for people walking/biking. - New/improved bike lanes and bike amenities. - New improved sidewalks and cross walks. - Landscaping and shade. Public art. - Improved bus stops. Improved curbs. Street furniture. - Traffic calming to slow speeds. - New connections and crossings. Improve under/overpasses. Proposals address improvements along a network of 21 east-west and 6 north-south roadway segments located within one-mile of I-710.	Partner	COG Ad Hoc Committee	Multiple Jurisdictions	Metro / COG	17.9	Tier 1B	17.94	1	Development / Implementation		Modal program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	**LB-ELA_0215**	I-710 Arterial Traffic Signal Control Communication Upgrades	Design and implement upgraded arterial traffic signal control interconnect and central traffic management communications to elevate subregional traffic system management and operations.	Partner	Metro, SPP Survey	Multiple Jurisdictions	Metro / Cities	5.2	Tier 2A	5.31	2	Development / Pre-implementation		Modal program
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0216**	Bicycle Safety and Education Program (BEST)	Expand Metro's efforts to promote bicycle safety and improve roadway awareness for bicyclists, pedestrians, bus operators, and motorists within the Long Beach-East Los Angeles Corridor communities. This program includes: - Education and encouragement campaigns to promote a shift from driving to more walking, bicycling, and the use of public transit. - Bicycle skills and traffic safety classes. - Community rides. Safe Routes to Schools rides. - Collaboration with key stakeholders in the development of campaigns and printed materials such as safe riding kits for bicycle safety class participants.	Lead	Task Force, Community Leadership Committee (CLC)	Study Area Wide	Metro	8.5	Tier 2A	8.52	2	Implementation		Modal program
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0217**	Freight Rail Electrification Pilot Project	Work with the Alameda Corridor Transportation Authority (ACTA) along with the railroads (Union Pacific (UP) and Burlington Northern Santa Fe (BNSF)) to continue to develop and test various battery electric locomotives and other electrification technologies for operation on the in the Alameda Corridor, with an ultimate goal reducing air quality impacts in the corridor with the advancement of a ZE technology capable of entering commercial, revenue service operation.	Fund	Task Force, Equity Working Group	Multiple Jurisdictions	Railroads	9.7	Tier 1A	9.69	2	Implementation	Pilot or study	Initial Investment
Community Programs	Air Quality / Community Health	**LB-ELA_0218**	Air Quality Monitoring Stations	Add four, new air quality monitoring stations within the LB-ELA Study Area. Sites to be identified in cooperation with the South Coast Air Quality Management District.	Fund	I-710 Motion 5.1/5.2 Early Action Concept	Multiple Jurisdictions	Caltrans / Metro?	1.6	Tier 2B	1.59	NA / Community Program	Development		Community Program
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0219**	Metrolink Regional Rail Line between Union Station and Long Beach	Construct a new Metrolink regional rail line between Union Station and downtown Long Beach. Trains would be powered using electrical multiple unit (EMU) traction motors, which are anticipated to be required by the California Air Resources Board after 2030. Specific EMU technology has yet to be determined, but could be powered by overhead catenary, hydrogen fuel cell, or catenary/battery electric. Trains would operate along the existing SCRRA Metrolink line between Los Angeles and Commerce and then transition into Union Pacific (UP) railroad right of way (potentially along the San Pedro Subdivision Corridor) for the segment between Commerce and Lakewood. However, sections of a second track would likely need to be constructed in this middle section in order to operate up to four trains per hour in each direction in the peak period. In addition, substantial portions of the southern section of the alignment, between Lakewood and downtown Long Beach, would require new right-of way to provide needed trackage to connect to the downtown Long Beach area. New stations would be constructed and spaced every 1 to 3 miles depending upon the location. It is anticipated that these Metrolink trains would interline through Link US (at Union Station) with the Antelope Valley Line to the north.	Fund	Task Force (SCRRA)	Multiple Jurisdictions	Metrolink	13.9	Tier 1B	13.67	1	Pre-implementation	Conceptual. High equity flag	Modal program
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0220**	Micromobility Pilot Project	Develop a pilot project along Long Beach Boulevard/Pacific Boulevard between Ocean Boulevard [Long Beach] and East. 57th Street [Vernon] in order to evaluate the design and implementation of Micromobility features along this planned Complete Streets Corridor. Micromobility is defined as any small, low-speed, human or electric-powered device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility devices help to close first- and last-mile gaps to transit and can offer individuals greater access to jobs, health care, and other services. Powered and adaptive micromobility devices may also increase mobility for older adults or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters. The Micromobility Pilot Project would test and evaluate various concepts, including but not limited to: - Protected Bicycle Lanes. These lanes physically separate micromobility users from vehicles and pedestrians. These should be designed to accommodate electric and non-electric modes. Streets with speed limits above 30 miles per hour should include a protected lane. - Speed Limits. For example, micromobility devices should self-regulate their speeds below 15 miles/hour to use the protected lane or should ride in the road. - Enforcement / Signage. Motorcycles and other high-speed devices not permitted in the protected lanes. - Designated Parking Stations. Provide designated parking areas for all types of micromobility devices and keep devices out of pedestrian rights of way. - Examine policies and regulations that would permit private companies to operate shared micromobility services, including e-scooters and e-bicycles, to the communities.	Partner	Task Force	Multiple Jurisdictions	Metro / Cities	12.8	Tier 2A	12.80	2	Implementation		Modal program
Arterial Roadways/Complete Streets	General Local / Regional Roadway	**LB-ELA_0221**	Atlantic Blvd. widening Over I-5 at Mixmaster Intersection	Would widen Atlantic Avenue bridge structure over I-5 at intersection of Telegraph Road, Eastern Avenue, and Atlantic Boulevard in the City of Commerce. Would help relieve traffic congestion and provide a safer roadway for all modes of transportation.	Fund	City of Commerce	Commerce	Commerce	6.3	Tier 2B	6.33	2	Pre-implementation		Modal Program

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Active Transportation / TDM	Safety and Amenities	LB-ELA_9300	Wilmington Safe Streets - A People First Approach	The **Wilmington Safe Streets Project** will transform eight key corridors in the Wilmington Community, near the Port of Los Angeles, into people-focused streets with safer pedestrian, bicycle, and transit rider improvements. Project elements include roadway lane changes, protected bikeways (Class IV bike facilities), bike lanes (Class II bike facilities), bicycle routes (Class III bike facilities), bike medians, widened sidewalks, curb extensions, ADA ramps, high-visibility crosswalks, pedestrian refuge islands, neighborhood traffic circles, bus islands, shade trees, and pedestrian-level lighting that provide residents and community members safer active transportation connections to schools, transit lines, and other key destinations in the neighborhood.	TBD		Los Angeles	Los Angeles	NA	NA	NA	NA / New	Pre-Implementation	Received ATP funding	Fully or mostly funded
Active Transportation / TDM	Pedestrian / First Last Mile	LB-ELA_9301	Walnut Park Pedestrian Plan Implementation	Begin implementation of the Walnut Park Pedestrian Plan	TBD		Walnut Park	Walnut Park	NA	NA	NA	NA / New	Implementation		Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	LB-ELA_9302	West Paramount Utility Easement Multi-use Path Phase I	Multi-use path in West Paramount along north-south utility easement	TBD		Paramount	Paramount	NA	NA	NA	NA / New	Implementation	Received ATP funding	Fully or mostly funded
Active Transportation / TDM	Bicycle Routes / Facilities	LB-ELA_9303	City of Carson Master Bicycle Plan	Update of City of Carson's Bicycle Master Plan	TBD		Carson	Carson	NA	NA	NA	NA / New	Development	Received ATP funding	Fully or mostly funded
~~Goods Movement~~	~~Truck Programs/ITS~~	LB-ELA_9304	~~FRATIS Phase 2~~	~~TBD~~	TBD		~~Multiple Jurisdictions~~	~~Metro~~	~~NA~~	~~NA~~	~~NA~~	~~NA / New~~	Pre-Implementation	Redudant with new ICM projects	Fully or mostly funded
Goods Movement	Truck Programs/ITS	LB-ELA_9305	Truck Safety and Truck Cut Through Study	This study would explore truck movement and safety in the LB-ELA study area in order to better understand critical locations for improved safety.	TBD		Multiple Jurisdictions	TBD	NA	NA	NA	NA / New	Development		Modal Program
Arterial Roadways/Complete Streets	Signal Coordination / TSM / ITS	LB-ELA_9306	ICM Phase 2: Arterial Signal Enhancements and Integration	Design and implement enhancements at intersections (i.e. new controllers, CCTV, detection, communications, pedestrian push buttons) and signal coordination along Santa Fe Ave, Long Beach Blvd, Magnolia Ave within I-710 (SR-91 to Ocean Blvd).	TBD		Multiple Jurisdictions	Metro, Long Beach, Los Angeles County	NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	LB-ELA_9307	ICM Phase 2: Freeway Corridor Enhancements	Design and implement enhancements on freeway mainline and freeway ramps (i.e. new controllers, ramp metering, CCTV, detection, fiber communications)along I-710 (SR-91 to Ocean Blvd).	TBD		Multiple Jurisdictions	Caltrans	NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Transit	First / Last Mile	LB-ELA_9308	MCP: A Line Willow Station Mobility Hub	To provide multimodal options at central locations where there is the greatest potential for public transit use and active mobility, Metro will implement a mobility hub at the A Line Willow Station. The mobility hub improvements will consist of bike and scooter share stations, public art, concessions, and vendor spaces, accessible parking, electric vehicle charging and green vehicle parking, safe storage for and rental of personal micro mobility devices, shade structures, solar panels, wi fi and device charging docks. While the areas immediately around the selected sites are non residential, nearby transit oriented communities will provide a steady and growing stream of foot traffic once investments facilitate growth in bicycling, walking, and transit use. MHs are crucial because they support safe and convenient transfers between transportation modes, supporting first/last mile connections to transit through multimodal options, especially for those with limited mobility choices.	TBD		Long Beach	Metro	NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Transit	Rail Line / Station Improvements	LB-ELA_9309	MCP: A Line Crossover at Long Beach Blvd and Anaheim St	The existing A Line between the downtown loop and Anaheim St Station is located within the City of Long Beach. It consists of two mainline tracks in the northbound and southbound directions in the middle of Long Beach Blvd. At a diamond crossing south of Anaheim St, A Line trains pass through downtown Long Beach in a clockwise loop, crossing over from right-hand running to left-hand running. Immediately south of Anaheim St Station, there is a hand-throw single crossover that allows for movements in one direction only) To allow movements in both directions, a power-operated double crossover is proposed to replace both the existing diamond crossing and the existing single crossover.	TBD		Long Beach	Metro	NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Transit	Bus Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements	The bus corridor enhancements on Florence Ave, Studebaker Rd, and Imperial Highway within the jurisdictions of Bell, Bell Gardens, Downey, Huntington Park, Norwalk, and the unincorporated community of Florence Firestone will tie into a fully funded 5.4 mile bus priority lanes project from the Metro K Line Fairview Heights Station to the Metro A Line Florence Station. These enhancements will extend improved transit connectivity and service frequency by another 9.4 miles from the Metro A Line Florence Station to Studebaker Rd and then south to Cecilia St. Enhancements will consist of bus bulbs (to increase bus speeds and reliability by reducing the need for weaving while improving safety for transit users), 38 bus shelters at existing bus stops, all door boarding, and TSP along the entire corridor to serve Metro Line 111, which has connections to 12 Metro and seven non Metro bus routes with a weekday average ridership of 13,000. Over half of Florence Ave is part of the NextGen Bus Plan, as a key rapid bus line corridor. The bus priority improvements on Studebaker Rd south of Cecilia St to Interstate I 105 in Norwalk will provide improved bus speeds by 30% on 1.4 miles of roadway to improve connectivity to the Metro C Line Norwalk Station. Studebaker Rd bus priority lane improvements will tie into the 2.1 miles of Imperial Hwy bus priority lane improvements from Studebaker Rd to the Metrolink Norwalk/Santa Fe Springs Station to improve connectivity between regional commuter rail service and Metro light rail service. The Metrolink station is a top five ridership station for the 91/Perris Valley and Orange County lines and connects to the Norwalk Entertainment District, Civic Center, and LA County government jobs.	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	LB-ELA_9311	Southern Connector Pedestrian Bridge	The purpose of the Southern Avenue Connector is to enable pedestrians to cross over the I-710 Freeway to connect to the South Gate Urban Orchard Park (in development).	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Active Transportation / TDM	Pedestrian / First Last Mile	LB-ELA_9312	SELA Bridge Park Connector Overcrossing	The purpose of this project is to allow pedestrians a safe place to cross over the L.A. Riverbed again 400-600 feet south of Imperial Highway Bridge. The SELA Bridge Park would feature a park built on top of it.	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	LB-ELA_9314	Compton Boulevard Bike Path	A two-mile bike path along Compton Boulevard in Compton connecting Martin Luther King Transit Center and the LA River	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	LB-ELA_9315	Terminal Island to Rio Hondo Bike Path	A seven-mile bike path from Terminal Island Freeway in Long Beach to the Rio Hondo Bike Trail at Garfield Avenue in South Gate	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program

Project Type	Project SubType	Project ID	Project Name	Project Description	Potential Metro Role*	Source	Jurisdiction(s)	Potential Sponsor	Draft Ranking Score (Nov 2023)	Draft Tier (Nov 2023)	Updated Ranking Score (Jan 2024)	Updated Tier (Jan 2024)	Updated Category (Jan 2024)	Prioritization Note	Final CMIP Investment Category
Arterial Roadways/Complete Streets	Complete Streets	LB-ELA_9316	Lomita Blvd Punchthrough	To fully improve Lomita Boulevard, from Eubank Avenue to Alameda Street (1.2 miles), in Wilmington with a grade separation over the Wilmington Branch rail lines.	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Freeway Safety and Interchange Improvements	Freeway Improvements	LB-ELA_9317	I-710 SB On-Ramp at Firestone	The project is located at Firestone Boulevard in the City of South Gate, at the I-710 Southbound On-Ramp, between Rayo Avenue and Garfield Avenue. The proposed project improvements include the reconstruction and Realignment of the I-710 Southbound On Ramp, from Rayo Avenue to the I-710 Northbound On Ramp at Garfield Avenue, provide a median island at the Western approach (from Garfield Avenue to the I-710 Northbound On Ramp) and Firestone Boulevard improvements, such as ADA ramps, High visibility crosswalks, new sidewalk and asphalt pavement. The Project features include but are not limited to, the following: Firestone Boulevard Southbound On Ramp, new Sidewalk, new ADA Ramps new Crosswalks safety Lighting over the newly constructed Bridge, pavement rehabilitation, Median island rehabilitation at the western approach, sidewalk repair, drainage inlets, water pollution control, striping.	TBD				NA	NA	NA	NA / New	Implementation		Modal program
Active Transportation / TDM	Complete Streets	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities	The proposed Plan for which Metro is seeking RCN funding will advance the work of the Task Force in collaboration with project partner METRANS to identify crossings of I-710 at which capital improvements are needed to reconnect communities on either side of the freeway. These crossing improvements will increase access to jobs, healthcare, education, grocery stores, and green space in this disadvantaged corridor that has long been deprived of quality connections to these necessities, especially by foot and bike. The Plan will identify which crossings are in highest need of improvements, and which specific capital improvements address those needs. To achieve this outcome, the Plan will advance the work of the Task Force and use METRANS research expertise to analyze existing travel patterns along the corridor and across the I-710 freeway. The analysis will also identify out-of-standard crossings and locations that would benefit the most from safety, active transportation, and transit improvements. The analysis will consider how to improve mobility, provide safe access to jobs, healthcare, and grocery stores, as well as green space and recreational areas such as the LA River Path. It will develop prioritization criteria to identify the most critically needed improvements in consultation with the community and Community Based Organizations (CBOs).	TBD				NA	NA	NA	NA / New	Development		Initial Investment
Goods movement	Truck Programs/ITS	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot	A pilot project to study and test technology tha twould allow on-road truck charging for zero emission trucks.	TBD				NA	NA	NA	NA / New	Development		Modal Program
Arterial Roadways/Complete Streets	Complete Streets	LB-ELA_9320	Terminal Island Freeway Decommissioning Project	A project that would replace part of the Terminal Island Freeway in West Long Beach with a local road and park features	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Active Transportation / TDM	Bicycle Routes / Facilities	LB-ELA_9321	Hamilton Loop	The Hamilton Loop Project (Project) will reconnect a community that has long been divided byState Route 91 (SR-91). The Project is a community-driven concept that will transform the SR-91 embankment, underpasses, and nearby streets into a thriving community park space along a two-mile loop that connects both sides of the freeway. The Hamilton Loop will likely include a pedestrian path, protected bike lane, community gardens, carbon-sequestering landscaping, play and fitness equipment, a dog park, picnic areas, and more.	TBD				NA	NA	NA	NA / New	Pre-Implementation		Modal Program
Freeway Safety and Interchange Improvements	Freeway Amenities / ITS	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program	Implement technology solutions on I-710 to manage freeway operations, including dynamic message signs, CCTV cameras, dynamic ramp metering and signals, and other solutions.	TBD				NA	NA	NA	NA / New	Implementation		Modal Program

*Lead: Metro plans, funds and implements
Partner: Metro is a partner and helps fund initiatives and major transportation projects but will rely on the partner to implement
Fund: Metro helps fund transportation projects that are led by other agencies
Support: Metro provides political and/or technical grant support for transportation projects led and funded by other agencies
Collaborate: Metro collaborates with other agencies and to help them identify, define and lead Community programs outside of Metro's purview and/or not eligible for measure funding

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0001	West Santa Ana Branch Transit Corridor (LRT)	Yes	High	12	3	1	16			
LB-ELA_0002	C Line (Green) Eastern Extension (Norwalk) (LRT)	No		9	3	1	13	No		
LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program	No		2	1	0	3	Yes	Establish incentives for small business owners and truck drivers to switch to Zero Emission vehicles	Incorporated in Draft Recommendations
LB-ELA_0006	Rail to River Active Transportation Corridor Segment B	Yes	Low	1	1	2	4	No		
LB-ELA_0007	LA River Path – Central LA	No		1	1	1	3	No		
LB-ELA_0008	Blue Line First Last Mile Plan Improvements	Yes	Moderate	5	1	0	6			
LB-ELA_0009	West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)	No		0	NA	0	0			
LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	Yes	Moderate	3	3	1	7	No		
LB-ELA_0012	Garfield Widening	Yes	High	7	3	4	14	Yes	Maintain or increase existing pedestrian and bike space	Preserve for Modal Program
LB-ELA_0013	Tweedy Blvd Signal Sync	Yes	Moderate	2	0	3	5	No		
LB-ELA_0016	Connecting C Line (Green) and Metrolink Norwalk Station	No		0	0	0	0			
LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan	No		5	1	0	6	Yes	Ensure that projects limit the amount of new impervious surface and/or ensure projects include additional porous surface and green space	
LB-ELA_0019	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)	Yes	High	7	3	2	12	Yes	Establish project specifications to minimize negative impacts on local businesses and support local businesses with technical assistance. Maintain existing parking where possible and facilitate alternative parking solutions where parking reductions are needed.	Incorporated in Draft Recommendations
LB-ELA_0020	Sports Park Transportation Performance Modeling Network	No		0	0	0	0			
LB-ELA_0021	Alameda Corridor Terminus Enhancements	No		3	1	0	4	No		
LB-ELA_0023	Clean Truck Infrastructure	No		4	1	0	5	No	Note: CIC Flag applied to LB-ELA_0004	
LB-ELA_0024	Pier 400 On Dock Rail Modernization	No		0	0	0	0	No		
LB-ELA_0025	Terminal Island Transfer Facility Modernization	No		0	0	0	0	No		
LB-ELA_0026	West Basin Container Terminal Railyard Modernization	No		0	0	0	0			
LB-ELA_0028	I-710/Willow Interchange Improvements	No		5	3	1	9	Yes	Concern about potential displacement.	

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0029	I-710/Del Amo Interchange Improvements	No		8	3	1	12	No		
LB-ELA_0030	I-710/Long Beach Blvd. Interchange Improvements	No		5	3	1	9	No		
LB-ELA_0031	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	Yes	High	8	3	1	12	Yes	Concern about potential displacement.	
LB-ELA_0032	I-710/Imperial Interchange Improvements	No		8	3	1	12			
LB-ELA_0033	I-710/Firestone Interchange Improvements	No		3	3	1	7			
LB-ELA_0034	I-710/Florence Interchange Improvements	Yes	High	7	3	1	11	Yes	Concern about potential displacement.	
LB-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow)	No		8	3	3	14	No		
LB-ELA_0036	I-710 / I-405 Connector Project Improvements	No		5	3	1	9	Yes	Concerns about potential displacements, reduced access, and increase in traffic for the local communities. Projects will require significant traffic and impact studies.	Incorporated in Draft Recommendations
LB-ELA_0037	I-710/I-105 Connector Project Improvements	Yes	Moderate	4	3	1	8	Yes	Concerns about potential displacements.	
LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	No		7	3	3	13			
LB-ELA_0039		No		0	1	0	1			
LB-ELA_0040		Yes	Low	0	1	0	1			
LB-ELA_0041		Yes	Moderate	2	2	1	5			
LB-ELA_0043	710 Commerce/Vernon Hobart Rail Yard Overhead	Yes	Low	0	1	0	1	Yes	Opposition to this project as it is written. Add a project to update the lower bridge crossing over I-5 to ensure accessibility, especially with regard to the stairs	Preserve for Modal Program
LB-ELA_0044		Yes	Low	0	1	0	1	No		
LB-ELA_0045		No		0	1	0	1	No		
LB-ELA_0046		No		2	1	0	3			
LB-ELA_0048		Yes	Low	0	1	0	1			
LB-ELA_0049		Yes	Low	0	1	0	1			
LB-ELA_0050		Yes	Low	0	1	0	1			
LB-ELA_0051		No		0	0	0	0			
LB-ELA_0052		No		0	1	0	1			
LB-ELA_0053		No		0	1	0	1			
LB-ELA_0054		Yes	Low	3	1	0	4			
LB-ELA_0055	I-710 LA River Bike Path	Yes	Low	2	1	1	4	No		

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0056	Artesia Complete Street Corridor	Yes	Moderate	4	3	0	7	Yes	Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may re-route truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where parking reductions are needed.	Preserve for Modal Program
LB-ELA_0057	Atlantic Complete Street Corridor	Yes	Moderate	3	3	0	6	Yes	Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may re-route truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where parking reductions are needed.	Incorporated in Draft Recommendations
LB-ELA_0058	Florence Complete Street Corridor	Yes	Moderate	3	3	0	6	Yes	Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may re-route truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where parking reductions are needed.	Incorporated in Draft Recommendations
LB-ELA_0059	Imperial Complete Street Corridor	Yes	Moderate	3	3	0	6	Yes	Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may re-route truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where parking reductions are needed.	Preserve for Modal Program
LB-ELA_0060	Alondra Complete Street Corridor	Yes	Moderate	3	3	0	6	Yes	Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may re-route truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where parking reductions are needed.	Incorporated in Draft Recommendations
LB-ELA_0061	Slauson Complete Street Corridor	Yes	Moderate	3	3	0	6			
LB-ELA_0062	Long Beach Complete Street Corridor	Yes	Moderate	3	3	0	6			
LB-ELA_0063	Gage Ave. Bridge	Yes	Low	1	2	0	3			
LB-ELA_0064	Gage Avenue Street Improvements	Yes	Moderate	3	2	0	5			
LB-ELA_0065	Slauson Ave. Bridge	Yes	Low	1	2	0	3			
LB-ELA_0066	Randolph Bike & Pedestrian Project	Yes	Low	2	1	0	3			
LB-ELA_0067	Florence Ave. Bridges	Yes	Low	1	3	0	4			
LB-ELA_0068	Systematic Safety Analysis Report Program (SSARP) Improvements	No		0	0	0	0			
LB-ELA_0069	Traffic / Ped Signal Upgrades	Yes	Low	0	0	3	3			
LB-ELA_0070	Pedestrian Bridge	Yes	Low	3	1	0	4			
LB-ELA_0071	Mixmaster Traffic signal Improvements (Telegraph/ Eastern/ Atlantic)	Yes	Low	1	0	0	1	Yes	Improve traffic signals, re-stripe to direct traffic, and enhance pedestrian safety overall Include design provisions to move existing merge striping back to improve safety and clarity for drivers	Preserve for Modal Program

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0072	Traffic Signal Coordination Projects	Yes	Moderate	2	0	3	5	Yes	Support if includes analysis for localized emissions.	
LB-ELA_0073	Telegraph Road Improvements	Yes	Moderate	5	1	0	6			
LB-ELA_0074	Traffic Signal Upgrades	Yes	Low	0	0	3	3			
LB-ELA_0075	Video Camera installation	Yes	Low	0	0	2	2	Yes	Ensure that video cameras are not used for surveillance	
LB-ELA_0076	Pedestrian and Bike Facilities	Yes	Low	2	1	0	3			
LB-ELA_0077	Bus Stop Improvements	No		0	0	0	0	Yes	Add design specification for paving materials to ensure bus stop accessibility for mobility devices	Incorporated in Draft Recommendations
LB-ELA_0078	Randolph Street Gap Closure	Yes	Moderate	5	3	0	8	No		
LB-ELA_0079	Florence Avenue Bridge Rehabilitation	No		0	2	0	2			
LB-ELA_0080	Florence Ave. & Paramount Blvd. Intersection Improvement	No		1	1	0	2			
LB-ELA_0081	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements	No		0	0	3	3			
LB-ELA_0082	Enhanced Pedestrian Crosswalk (Rives Ave. & Adwen St.)	No		0	0	0	0			
LB-ELA_0083	Traffic Signal Upgrades	No		0	0	0	0			
LB-ELA_0084	Video Detection Upgrades	No		0	0	3	3	Yes	Ensure that video cameras are not used for surveillance	
LB-ELA_0085	Intersection Improvements (Huntington Park)	Yes	Moderate	5	1	1	7	No		
LB-ELA_0086	Gage Avenue Operational and Safety Improvements	Yes	High	7	2	1	10			
LB-ELA_0087	Traffic Signal Equipment Improvements	No		0	0	3	3	No		
LB-ELA_0088	Protected Left Turns at Signals	No		3	1	0	4			
LB-ELA_0089	Emergency Vehicle Pre-Emption	No		0	0	2	2			
LB-ELA_0090	Rectangular Rapid Flashing Beacons at Pedestrian Crossings	No		0	0	0	0			
LB-ELA_0091	I-710/Anaheim Interchange Improvement	No		8	3	0	11	Yes	Concern about potential displacement. Add specifications that are inclusive of and emhpasize safety for cyclists and pedestrians Update design specifications to emphasize connection to west Long Beach	Incorporated in Draft Recommendations
LB-ELA_0092	I-710/PCH Interchange Improvement	Yes	High	8	3	1	12	Yes	Concern about potential displacement. Add specifications that are inclusive of and emhpasize safety for cyclists and pedestrians Update design specifications to emphasize connection to west Long Beach Updates to the PCH interchange are highly necessary and beneficial	Incorporated in Draft Recommendations

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0093	I-710/Wardlow Interchange Improvement	No		6	3	1	10	Yes	Concern about potential displacement. Add specifications that are inclusive of and emhpasize safety for cyclists and pedestrians Update design specifications to emphasize connection to west Long Beach	Incorporated in Draft Recommendations
LB-ELA_0094	Hill Street Pedestrian Bridge Overcrossing	Yes	Moderate	5	1	0	6	Yes	A bridge for cyclists is necessary and desired	Preserve for Modal Program
LB-ELA_0095	Pedestrian Crosswalk Improvements	No		0	0	0	0			
LB-ELA_0096	Traffic Signal Improvements	No		0	0	3	3			
LB-ELA_0097	Traffic Signal Improvements	Yes	Low	0	0	3	3			
LB-ELA_0098	City Re-Striping Projects	No		0	0	0	0	No		
LB-ELA_0099	Traffic Signal Synchronization Projects	Yes	Moderate	2	0	3	5	Yes	Support if includes analysis for localized emissions.	
LB-ELA_0100	Traffic Signal Upgrade Projects	Yes	Low	0	0	3	3			
LB-ELA_0101	Video Camera installation	Yes	Low	0	0	2	2	Yes	Ensure that video cameras are not used for surveillance	
LB-ELA_0102	Pedestrian and Bicycle Master Plan improvements	Yes	Low	2	1	0	3			
LB-ELA_0103	Bus Stop Improvements	No		0	0	0	0	Yes	Add design specification for paving materials to ensure bus stop accessibility for mobility devices	Incorporated in Draft Recommendations
LB-ELA_0104	Rosecrans Ave. Bridge	Yes	Low	1	2	0	3			
LB-ELA_0105	Garfield Avenue Improvement Project	Yes	Moderate	4	2	1	7			
LB-ELA_0107	Alondra Blvd. Bridges	Yes	Moderate	3	3	1	7			
LB-ELA_0108	Garfield Ave. Intersection Improvements	Yes	Moderate	3	2	0	5			
LB-ELA_0109	Alondra Blvd. Intersection Improvements	Yes	Moderate	3	2	0	5			
LB-ELA_0110	Rosecrans Intersection Improvements	Yes	Moderate	3	2	0	5			
LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail	Yes	Low	1	1	1	3			
LB-ELA_0112	Signal Coordination/ITS Projects	No		2	0	3	5	Yes	Support if includes analysis for localized emissions.	
LB-ELA_0113	Orange Avenue Improvement Project	No		3	1	0	4			
LB-ELA_0114	Walnut Pedestrian Pathway	No		2	1	0	3			
LB-ELA_0115	California Ave. Improvement Project	No		3	1	0	4			
LB-ELA_0116	Traffic Signal Operational Upgrade	No		0	0	1	1			
LB-ELA_0117	Burnett Street/Skyline Drive Improvement Project	No		4	1	0	5			
LB-ELA_0118	Bus Shelter Upgrades	No		0	0	0	0			
LB-ELA_0119	Wright Road Improvement Project	No		3	1	0	4			

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0120	Safety-Related Road Improvement Projects	No		5	2	0	7			
LB-ELA_0121	Pier D Street Realignment	No		4	2	0	6			
LB-ELA_0122	Harbor Scenic Drive Roadway & Infrastructure Improvements	No		1	1	0	2			
LB-ELA_0123	Pico Avenue Street Improvement	No		1	1	0	2			
LB-ELA_0124	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	No		0	0	0	0	No		
LB-ELA_0127	Lakewood Boulevard Improvement Project	No		3	2	0	5			
LB-ELA_0128	Randolph Street Bike and Pedestrian Facilities Project	Yes	Low	3	1	0	4	Yes	Ensure that projects limit the amount of new impervious surface and/or ensure projects include additional porous surface and green space	
LB-ELA_0129	Garfield Avenue Improvement Project	Yes	Moderate	3	2	0	5			
LB-ELA_0130	Long Beach Transit (LBT) Solar Charging Electrification Project	No		0	0	0	0			
LB-ELA_0132	Pier 300 Wharf Expansion/Vessel Emission Reduction Project	No		0	0	0	0	Yes	A standard should be set to include emission reduction requirements for each project instead of having only one single related project (0132).	Preserve for Modal Program
LB-ELA_0133	LB-ELA Corridor Community Health Benefit Program	No		0	NA	0	0			
LB-ELA_0134	LB-ELA Corridor Energy Reduction / Greenhouse Gas Emissions Reduction Program	No		0	NA	0	0			
LB-ELA_0135	Housing Stabilization Policies	No		0	NA	0	0			
LB-ELA_0136	Enhanced Transit Security	No		0	NA	0	0			
LB-ELA_0137	Freeway Soundwalls	No		2	2	0	4	Yes	Include design specifications to ensure that the sound walls are designed to absorb and dissipate sound	Preserve for Modal Program
LB-ELA_0138	Spring Avenue Pedestrian/Bicycle Overcrossing	No		5	2	0	7			
LB-ELA_0139	Humphreys Avenue Pedestrian/Bicycle Overcrossing	Yes	Moderate	4	2	0	6	No		
LB-ELA_0140	Metro Micro Transit Zone(s)	No		0	NA	0	0			
LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	Yes	Moderate	4	2	2	8	No		
LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	Yes	High	4	2	3	9			
LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)	Yes	High	4	2	3	9			

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)	Yes	High	4	2	3	9			
LB-ELA_0145	Metro Bus Priority Lane Corridor along Line 115 (Firestone)	Yes	Moderate	4	2	2	8			
LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	Yes	High	4	2	3	9			
LB-ELA_0147	Transit Traveler Information System Application (ITS)	No		0	NA	0	0			
LB-ELA_0148	Transit Fare Discount Program	No		0	NA	0	0			
LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations	No		0	0	0	0	Yes	Concern about inequitable enforcement, policing, and surveillance. Projects that Increase Policing and Surveillance Should not be Prioritized.	
LB-ELA_0151	Goods Movement Freight Rail Study	Yes	Low	1	NA	0	1	Yes	Concern to the extent it fails to study the breadth of potential impacts on communities. The study should focus on the potential for pollution reduction, and impacts on local communities. Study should include assessment of long-term funding needed to maintain environmental sustainability.	Incorporated in Draft Recommendations
LB-ELA_0152	Transit Marketing and Education Program	No		0	NA	0	0			
LB-ELA_0153	Congestion Pricing	Yes	High	0	1	10	11	Yes	Many concerns about the impact of pricing on I-710	
LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction	Yes	Low	0	0	1	1	Yes	Concerns about legality of this and the technological and economic implications of this	
LB-ELA_0155	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Yes	Low	1	0	0	1			
LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps	Yes	Low	1	1	0	2	Yes	Concerns about potential displacements	
LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project	No		0	0	0	0	Yes	Concerns about potential displacements	
LB-ELA_0158	Del Amo Pedestrian Gap Closure Project	No		3	1	0	4			
LB-ELA_0159	Southern Ave. Pedestrian Connector Project	No		2	1	0	3			
LB-ELA_0160	Line A (Blue Line) Transit Priority/Signal Synchronization	Yes	Low	1	0	1	2			
LB-ELA_0161	Transit Ambassador Program	No		0	NA	0	0			
LB-ELA_0162	City of Long Beach 8-to-80 Bikeways	No		5	1	0	6			
LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects	No		5	1	0	6			
LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area	No		2	NA	0	2			

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0165	Compton Creek Bike Underpasses	Yes	Low	2	2	0	4	No	Include design specifications to improve lighting, landscaping, and walkways	Incorporated in Draft Recommendations
LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment	No		0	1	5	6			
LB-ELA_0167	I-710 Arterial Signal Performance Measurement	No		2	NA	5	7	Yes	Support if includes analysis for localized emissions.	
LB-ELA_0168	Compton Transit Management Operations Center Enhancements	No		2	0	0	2			
LB-ELA_0169	Southeast LA Transit Improvement Program	No		0	1	0	1			
LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects	No		0	0	0	0			
LB-ELA_0172	Commerce Metrolink Station Improvements	Yes	Low	1	1	0	2			
LB-ELA_0173	Grade Separation(s) of the A Line [Blue Line] at Washington Street	Yes	Moderate	5	3	0	8			
LB-ELA_0174	New Metrolink Station at planned Commerce/Citadel Station	Yes	Moderate	3	2	1	6			
LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings	No		0	0	0	0			
LB-ELA_0176	Install Supervisory Control and Data Acquisition System for A Line [Blue Line]	Yes	Low	1	NA	0	1			
LB-ELA_0177	Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations	No		0	0	0	0			
LB-ELA_0178	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)	Yes	Moderate	4	2	2	8			
LB-ELA_0179	Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd.)	Yes	High	4	2	4	10			
LB-ELA_0180	I-710 Truck Bypass Lanes	No		9	3	2	14			
LB-ELA_0181	Freeway Lids, Caps, and Widened Bridge Decks	No		4	3	0	7			
LB-ELA_0182	Express Lanes Strategic Initiative	Yes	High	1	NA	8	9	Yes	Concerns about pricing of freeways	
LB-ELA_0183	Zero Emissions Truck Lane	Yes	Low	0	0	1	1	Yes	Concerns about legality of this and the technological and economic implications of this	
LB-ELA_0186	Economic Stabilization Policies	No		0	NA	0	0			
LB-ELA_0187	LB-ELA Corridor “Urban Greening” Initiative	No		0	NA	0	0	No	Add design and implementation specifications to ensure that water capture is included	Incorporated in Draft Recommendations
LB-ELA_0188	Freeway Landscaping / Maintenance	No		0	0	0	0			

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0189	Transit System Cleanliness/Maintenance	No		0	NA	0	0			
LB-ELA_0190	Public Art / Aesthetics	No		1	NA	0	1	No		
LB-ELA_0191	Zero Emission Infrastructure for Autos	No		6	1	0	7			
LB-ELA_0192	Bus Electrification Projects	No		1	0	0	1			
LB-ELA_0193	Transit Oriented Communities /Land Use	No		0	NA	0	0	Yes	Skepticism of transit-oriented development initiatives that lack the necessary guardrails to ensure they do not lead to gentrification and other displacement pressures on existing Corridor residents. We, therefore, also urge Metro to consult with mission-driven affordable housing providers and tenant advocates in designing Transit Oriented Development initiatives	
LB-ELA_0194	Homeless Programs	No		0	NA	0	0			
LB-ELA_0195	Targeted Hire Programs	No		0	NA	0	0	Yes	Set a minimum residency length requirement that workers must meet to qualify for local hire benefits	Incorporated in Draft Recommendations
LB-ELA_0196	Employment/Recruitment Initiatives	No		0	NA	0	0			
LB-ELA_0197	Vocational Educational Programs	No		0	NA	0	0			
LB-ELA_0198	Carpool/Vanpool Programs	No		0	NA	0	0			
LB-ELA_0199	Telecommuting Programs	No		0	NA	0	0			
LB-ELA_0200	Bike Share Programs and Bicycle Amenities	No		0	NA	0	0	Yes	Add a local resident discount for bike share to ensure access for the community	Preserve for Modal Program
LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features	No		1	1	0	2	No		
LB-ELA_0202	Traffic Calming	No		1	2	1	4	Yes	Add design specifications to ensure visibility for drivers, pedestrians, and cyclists at roundabouts Do not include speed enforcement cameras as an allowable traffic calming measure, as these have inequitable impacts, especially on non-English speaking residents	Preserve for Modal Program
LB-ELA_0203	Bus Stop Improvements	No		0	0	0	0	Yes	Add design specification for paving materials to ensure bus stop accessibility for mobility devices	Incorporated in Draft Recommendations
LB-ELA_0204	Pedestrian Gap Closure Projects	No		5	1	0	6			
LB-ELA_0205	Arterial/General Roadway Improvements Program	No		5	2	1	8	Yes	Include requirements to maintain or incease street trees Add a specification to only widen streets that are dangerously narrow Update and maintain traffic signals	Preserve for Modal Program
LB-ELA_0206	City of Bell Gardens Pedestrian and Bicycle Improvements	Yes	Low	3	1	0	4			
LB-ELA_0207	City of Carson Citywide Community Safety Improvements	No		3	1	0	4	No		

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_0208	Salt Lake Avenue Pedestrian Accessibility Project	Yes	Low	2	1	0	3			
LB-ELA_0210	Greenway Traffic Circle Improvement Project	No		1	1	0	2			
LB-ELA_0211	City of Long Beach Mid-City Pedestrian and Bicycle Connections	Yes	Low	2	1	1	4	Yes	Include a solution that will improve safety for cyclists more than bike boulevards. Study and describe any potential unintended traffic diversions that may result from this project.	Preserve for Modal Program
LB-ELA_0212	Tweedy Boulevard Active Transportation Improvements	Yes	Low	3	1	0	4	No		
LB-ELA_0213	West Santa Ana Branch [WSAB} Light Rail Station First-Last Mile Bikeway Safety and Access Project	Yes	Moderate	4	1	0	5			
LB-ELA_0214	I-710 Livability Initiative	No		1	1	0	2	No		
LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades	No		1	0	5	6	Yes	Support if includes analysis for localized emissions.	
LB-ELA_0216	Bicycle Safety and Education Program (BEST)	No		0	NA	0	0			
LB-ELA_0217	Freight Rail Electrification Pilot Project	No		0	NA	0	0	Yes	Concern to the extent the project serves only private industries that should fund electrification directly.	Incorporated in Draft Recommendations
LB-ELA_0218	Air Quality Monitoring Stations	No		0	0	0	0			
LB-ELA_0219	Metrolink Regional Rail Line between Union Station and Long Beach	Yes	High	15	3	1	19			
LB-ELA_0220	Micromobility Pilot Project	Yes	Low	2	NA	0	2			
LB-ELA_0221	Atlantic Blvd. widening Over I-5 at Mixmaster Intersection	Yes	High	5	3	1	9			
LB-ELA_9300	Wilmington Safe Streets - A People First Approach	Not evaluated								
LB-ELA_9301	Walnut Park Pedestrian Plan Implementation	Not evaluated								
LB-ELA_9302	West Paramount Utility Easement Multi-use Path Phase I	Not evaluated								
LB-ELA_9303	City of Carson Master Bicycle Plan	Not evaluated								
LB-ELA_9304	~~FRATIS Phase 2~~	Not evaluated								
LB-ELA_9305	Truck Safety and Truck Cut Through Study	Not evaluated								
LB-ELA_9306	ICM Phase 2: Arterial Signal Enhancements and Integration	Not evaluated								
LB-ELA_9307	ICM Phase 2: Freeway Corridor Enhancements	Not evaluated								

Project ID	Name (if applicable)	Equity Flag	Equity Flag Level	Design Concerns	Construction Concerns	Outcome Concerns	Total Concerns	CIC Flag	CIC Flag - Comment Synthesis	CIC Flag Status
LB-ELA_9308	MCP: A Line Willow Station Mobility Hub	Not evaluated								
LB-ELA_9309	MCP: A Line Crossover at Long Beach Blvd and Anaheim St	Not evaluated								
LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements	Not evaluated								
LB-ELA_9311	Southern Connector Pedestrian Bridge	Not evaluated								
LB-ELA_9312	SELA Bridge Park Connector Overcrossing	Not evaluated								
LB-ELA_9314	Compton Boulevard Bike Path	Not evaluated								
LB-ELA_9315	Terminal Island to Rio Hondo Bike Path	Not evaluated								
LB-ELA_9316	Lomita Blvd Punchthrough	Not evaluated								
LB-ELA_9317	I-710 SB On-Ramp at Firestone	Not evaluated								
LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities	Not evaluated								
LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot	Not evaluated						Yes	Concern about the feasibility of this technology and whether it would take away from more established zero emission technologies that need investment to advance.	
LB-ELA_9320	Terminal Island Freeway Decommissioning Project	Not evaluated						Yes	Concern about Metro's role on this project. This is a City of Long Beach project that will need to be further developed to determine the scope and scale of this proejct	
LB-ELA_9321	Hamilton Loop	Not evaluated								
LB-ELA_9322	I-710 Active Traffic Management (ATM) Program	Not evaluated								

Appendix 7-A Full List of Investment Plan Projects and Potential Funding

Project Type	Project SubType	Project ID	Project Name	Project Description	Fed Programs	State Programs	Minimum local match	Funding Pool	Max grant amount	Typical grant success %	Expected funding round	Frequency
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0006**	Rail to River Active Transportation Corridor Segment B	An approximate 4.5-mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.		ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	Low - SCCP 21% - ATP	Q3 2024 - SCCP March 2024 - ATP	Biennial - ATP, SCCP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0008**	Blue Line First Last Mile Plan Improvements	Implement projects identified in the Blue Line First/Last Mile Plan within the LB-ELA Corridor, with an emphasis on Del Amo Station. Projects to include ramp reconfigurations, sidewalk and bike lane improvements, and crossing improvements, among others. The First/Last Mile (FLM) Plan for the Blue Line was adopted in April 2018 and represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line. The Plan covered all 22 stations on the Metro A (Blue) Line and piloted an inclusive, equity focused community engagement process. The Plan included planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each A Line station.	Station TOD	ATP, SCCP	0% - ATP, SCCP 20% - TOD	$14M - TOD $100M - $178M - ATP $250M - SCCP	No maximum	Low - TOD, SCCP 21% - ATP	Q3 2024 - TOD, SCCP March 2024 - ATP	Annual - TOD Biennial - ATP, SCCP
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0017**	Regionally significant bike projects from the Metro Active Transportation Plan	Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Plan (over 40 projects throughout the study area). See Attachment A for more detail.		ATP, SCCP, TCC	0% - ATP, SCCP, TCC (dev) 50% - TCC (imp)	$100M - $178M - ATP $250M - SCCP	No maximum	Low - SCCP 21% - ATP	Q3 2024 - SCCP March 2024 - ATP	Biennial - ATP, SCCP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0102**	Pedestrian and Bicycle Master Plan improvements	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Maywood per the city's master plan)	SS4A (planning)	ATP	0% - ATP 20% - SS4A	$100M - $178M - ATP	No maximum	High - SS4A 21% - ATP	Q2 2024 - SS4A March 2024 - ATP	Annual - SSFA Biennial - ATP
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0111**	West Santa Ana Branch Bike & Pedestrian Trail	Implement Phases 1-4 of Bike & Pedestrian Trail (Class I) along RR ROW between LA River and Sommerset. Includes lighting, fencing, landscaping, flashing beacons, decomposed granite, ADA curb ramps and street furniture.		ATP, Rails to Trails, TCC, Urban Greening	UGG 20% - Rails to Trails 50% - TCC	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0162**	City of Long Beach 8-to-80 Bikeways	Implement planned 8-to-80 bikeway projects adopted as part of the City of Long Beach Bicycle Master Plan within the LB-ELA Corridor, including gap closure projects, backbone facilities, and pipeline bikeways (over 40 projects within the study area). See Attachment A for more detail.		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0163**	LB-ELA Corridor Bicycle Gap Closure Projects	Implement regionally significant bicycle projects in areas with insufficient existing and planned bicycle infrastructure within the LB-ELA Corridor (several projects within the study area). See Attachment A for more detail. Would include potential routes identified by the community, but which will require further planning and design in cooperation with the local jurisdictions (Cities, County of Los Angeles).		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0165**	Compton Creek Bike Underpasses	Along Compton Creek Bike Path, between 120th Street and Greenleaf Blvd., construct bike path under-crossings at 120th Street, El Segundo Ave., Rosecrans Ave., Compton Ave., and Alondra Ave. Add lighting, landscaping, benches, and shade to the existing path.	Reconnecting Communities	ATP, TCC, Urban Greening	0% - ATP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $3.2 billion - RCN	No maximum	Low - RCN 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - RCN Biennial - ATP
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0170**	Huntington Park Safe Routes for Seniors & Students	Project will construct curb ramps, crossing improvements, sidewalks, wayfinding, speed-calming, and other active transportation improvements for pedestrians on segments of Belgrave Ave., Clarendon Ave., E. 61st St., Randolph St., Seville St., Zoe Ave., State St., Yahualica Place, and walking/biking paths adjacent to Veteran's Park. Includes 130 curb ramps and high-visibility crosswalks, 3 raised islands, 1 HAWK beacon, 3,266 linear feet of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins, and shade trees.	SS4A	Complete Streets	20% - SS4A	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual - SSFA
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0200**	Bike Share Programs and Bicycle Amenities	This initiative would build upon Metro's existing Bike Share Program framework, focusing on the LB-ELA Corridor. This involves collaboration with local jurisdictions (Cities, County of Los Angeles), non-profit organizations, and/or creating public-private partnerships for purpose of expanding access to bike share programs and for the provision of key amenities for bicycle users within the LB-ELA Corridor Study Area. Financial support would be provided to help leverage local funding for small scale capital projects such as: bicycle parking and storage lockers; lighting for bike paths; bicycle repair/maintenance stations; signage and wayfinding; electric bicycle charging stations; and safety features.		SCCP, TCC	0% - SCCP	$250M	No maximum	Low	Q3 2024	Biennial
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0201**	Pedestrian / Bicycle Enhancements and Safety Features	Work with the local jurisdictions (Cities, unincorporated areas of Los Angeles County) to improve safety and enhance the walking/biking environment throughout the LB-ELA Corridor. Active transportation measures and features would include items such as: - Shade structures, trees, benches, and trash cans; - Wider sidewalks, bulb outs, upgrades to crosswalks, and ADA accessibility improvements (including repositioning utility boxes on sidewalks); - Stop signs, traffic signals, pedestrian/bicycle signal phases, colored pavement markings, signage and striping; - Alternative traffic signal phasing options, such as "scramble" pedestrian crossings; - Flashing crosswalks, and other traffic controls such as pedestrian flashing beacons; - Lighting along pedestrian/bicycle paths, including under-crossings; - Landscaping, hardscaping, and other aesthetic features; - Protection buffers and barriers, improved fencing Provide technical and grant writing assistance to local jurisdictions, if requested, to define and develop potential projects. Provide financial support in order to help leverage local funds for project construction and implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.	Safe Streets and Roads for All (SS4A)	ATP	0% - ATP 20% - SS4A	$100M - $178M - ATP $1 billion - SS4A	No maximum	High - SS4A 21% - ATP	Q2 2024 - SS4A March 2024 - ATP	Annual - SSFA Biennial - ATP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0204**	Pedestrian Gap Closure Projects	Close gaps within the pedestrian circulation network in communities within the LB-ELA Corridor through the implementation of new pedestrian facilities. A funding program would be made available to award financial resources to local jurisdictions (Cities, unincorporated areas of Los Angeles County) on a competitive basis to design and construct new pedestrian facilities in areas where this infrastructure is currently missing. Projects would include: - New sidewalks and pedestrian paths - Extensions of existing pedestrian paths/trails - Pedestrian/bicycle overpasses - New Crosswalks/Signals for Pedestrians - Provision of connections and access to existing trails (for example, greater access to Los Angeles/Rio Hondo River Trail) - Provision of pedestrian access/connections to existing and planned Metro transit stations/stops - Implementation of Safe School Pedestrian/Biking Zones	Reconnecting Communities, RAISE	Complete Streets, ATP	0% - RAISE (Rural, HDC, APP), ATP 20% - RAISE (Urban), RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $1.5 billion RAISE $3.2 billion - RCN	$25M-$45M - RAISE No maximum - Others	Low - RCN, RAISE 21% - ATP	Q4 2023 - RAISE Q3 2024 - RCN March 2024 - ATP	Annual - RCN, RAISE Biennial - ATP
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0206**	City of Bell Gardens Pedestrian and Bicycle Improvements	Citywide pedestrian, bike and traffic calming improvements to create a complete streets environment – cross walks, mini traffic circles, HAWK pedestrian signals, curb extensions, Class 3 bike routes, ADA ramps, Leading Pedestrian Interval [LBI] signal timing, and striping improvements. Would be applied to various locations within the City of Bell Gardens, including: Sprecht Ave., Live Oak St., Priority St., Purdy Ave., Gephart Ave., Perry Rd., and Hannon St.		Complete Streets, ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0211**	City of Long Beach Mid-City Pedestrian and Bicycle Connections	Create an interconnected network of walking and bicycle routes including creation of bicycle boulevards along 8th and 11th Streets. Includes active transportation network south of Anaheim Street, north of 7th Street, east of Long Beach Boulevard, and west of Cherry Avenue within the City of Long Beach.	Reconnecting Communities	ATP, TCC	0% - ATP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $3.2 billion - RCN	No maximum	Low - RCN 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - RCN Biennial - ATP
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0212**	Tweedy Boulevard Active Transportation Improvements	Install improvements on Tweedy Boulevard to improve non-motorized user safety and promote walking, biking, and use of local transit. Tweedy Boulevard, between Alameda Street and Dearborn Avenue and between Dorothy Avenue and the Los Angeles River Bicycle Trail, within the City of South Gate.	SS4A	ATP, TCC, Urban Greening	0% - ATP 20% - SS4A	$100M - $178M - ATP $1 billion - SS4A	No maximum	High - SS4A 21% - ATP	Q2 2024 - SS4A March 2024 - ATP	Annual - SSFA Biennial - ATP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0213**	West Santa Ana Branch [WSAB} Light Rail Station First-Last Mile Bikeway Safety and Access Project	Install 0.3 miles of sidewalk, 1.5 miles of bicycle lanes (Class II), 2 miles of bike route sharrows (Class III), street lighting, center median islands, curb ramps, and a rest area near the LA River Bike Path. Located in the eastern quadrant of the City of South Gate, along the existing Union Pacific Railroad /future West Santa Ana Branch Transit Corridor.	SS4A	ATP	0% - ATP 20% - SS4A	$100M - $178M - ATP $1 billion - SS4A	No maximum	High - SS4A 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - SSFA Biennial - ATP
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0214**	I-710 Livability Initiative	A compendium of proposed projects and improvements as outlined in the I-710 Livability Initiative conceptual plan. Proposed projects include improvements such as: - Lighting for people walking/biking. - New/improved bike lanes and bike amenities. - New improved sidewalks and cross walks. - Landscaping and shade. Public art. - Improved bus stops. Improved curbs. Street furniture. - Traffic calming to slow speeds. - New connections and crossings. Improve under/overpasses. Proposals address improvements along a network of 21 east-west and 6 north-south roadway segments located within one-mile of I-710.	Reconnecting Communites and Neighborhoods (RCN)	ATP, Urban Greening, TCC	0% - ATP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $3.2 billion - RCN	No maximum	Low - RCN 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - RCN Biennial - ATP
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0007**	LA River Path – Central LA	An eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.	Reconnecting Communites and Neighborhoods (RCN)	ATP, Urban Greening, TCC	0% - ATP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $3.2 billion - RCN	No maximum	Low - RCN 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - RCN Biennial - ATP
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0055**	I-710 LA River Bike Path	Proposed walking/bicycling path along the LA River, specifically along I-710, which connects Maywood to Long Beach.	Reconnecting Communites and Neighborhoods (RCN)	ATP, Urban Greening, TCC	0% - ATP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $3.2 billion - RCN	No maximum	Low - RCN 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - RCN Biennial - ATP
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0066**	Randolph Bike & Pedestrian Project	Randolph, from Bell western city limit to eastern city limit. Complete Phase 2 of the Randolph Metro Active Transportation (MAT) Corridor.		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0070**	Pedestrian Bridge	Construct Pedestrian Bridge (Connecting Asmus Park to planned West Santa Ana Branch LRT Station)		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0076**	Pedestrian and Bike Facilities	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Commerce)		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0082**	Enhanced Pedestrian Crosswalk (Rives Ave. & Adwen St.)	Enhance pedestrian cross walk at Rives Ave. & Adwen St.		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0090**	Rectangular Rapid Flashing Beacons at Pedestrian Crossings	Install rectangular rapid flashing beacons (RRFBs) at Pedestrian Crossings at various locations within the City of Long Beach.	SS4A		0.2	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0094**	Hill Street Pedestrian Bridge Overcrossing	Construct bridge over the I-710 and Los Angeles River at Hill Street for pedestrians and bicyclists.	SS4A	ATP	0% - ATP 20% - SS4A	$100M - $178M - ATP $1 billion - SS4A	No maximum	High - SS4A 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - SSFA Biennial - ATP

Active Transportation / TDM	Safety and Amenities	**LB-ELA_0095**	Pedestrian Crosswalk Improvements	Provide pedestrian crosswalk improvements (pedestrian buttons, signage, and electrical infrastructure) at Rosewood/Abbott, Mallison/Abbott, Long Beach/Tecumseh, Imperial/Ruth & Atlantic/Brewster intersections. (Phase 1)	Reconnecting Communities, RAISE	Complete Streets, ATP	0% - RAISE (Rural, HDC, APP), ATP 20% - RAISE (Urban), RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $1.5 billion RAISE $3.2 billion - RCN	$25M-$45M - RAISE No maximum - Others	Low - RCN, RAISE 21% - ATP	Q4 2023 - RAISE Q3 2024 - RCN March 2024 - ATP	Annual - RCN, RAISE Biennial - ATP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0114**	Walnut Pedestrian Pathway	Provide pedestrian pathway along 25th Street, from west of Walnut Avenue to Gundry Avenue		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Bicycle Routes / Facilities	**LB-ELA_0128**	Randolph Street Bike and Pedestrian Facilities Project	This project would involve the construction of bike and pedestrian facilities on Randolph St from District Blvd to the Los Angeles River Trail System.		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0138**	Spring Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over the I-710 and Los Angeles River at Spring Street for pedestrians and bicyclists.	SS4A	ATP	0% - ATP 20% - SS4A	$100M - $178M - ATP $1 billion - SS4A	No maximum	High - SS4A 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - SSFA Biennial - ATP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0139**	Humphreys Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over I-710 along Humphreys Avenue for pedestrians and bicyclists.	SS4A	ATP	0% - ATP 20% - SS4A	$100M - $178M - ATP $1 billion - SS4A	No maximum	High - SS4A 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - SSFA Biennial - ATP
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0158**	Del Amo Pedestrian Gap Closure Project	Provide sidewalks and lighting at Del Amo undercrossing at the I-710 freeway. Currently there are no existing sidewalks. Would also help those seeking walk access to Del Amo LRT Station.		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0159**	Southern Ave. Pedestrian Connector Project	New pedestrian path along Southern Ave./East Frontage Rd./Miller Way/West Frontage Road to connect Garfield Ave. with Urban Orchard Park	Reconnecting Communities	ATP, Urban Greening	0% - ATP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $3.2 billion - RCN	No maximum	Low - RCN 21% - ATP	Q3 2024 - RCN March 2024 - ATP	Annual - RCN Biennial - ATP
Active Transportation / TDM	Travel Demand Management (TDM) Strategies	**LB-ELA_0198**	Carpool/Vanpool Programs	Extend Metro's carpool and vanpool programs by focusing on the LB-ELA Study Area. Carpooling is an inexpensive and effective travel option that involves finding nearby commuters to share the ride. Provide access to ride-matching services to find nearby residents looking to carpool. In addition, promote vanpool services, including coordination, administration support, and financial subsidies for commuters especially in areas less served by transit operators.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Active Transportation / TDM	Travel Demand Management (TDM) Strategies	**LB-ELA_0199**	Telecommuting Programs	Building upon "lessons learned" during the COVID pandemic, encourage employers to modify their work policies to retain hybrid work schedules, flexible work hours, and "work from home" options. Coordinate with public agencies and large employers. Share research/promote studies on the effectiveness of telecommuting. In addition, identify supportive infrastructure for telecommuting. Expand broadband capacity and internet service provider (ISP) capabilities within the LB-ELA Corridor by co-locating digital communications infrastructure (such as fiber optic cable) with major public works projects and infrastructure.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0207**	City of Carson Citywide Community Safety Improvements	Improve bicycle and pedestrian infrastructure and safety with Class 2 bike lanes, bike racks, crosswalk improvements, Accessible Pedestrian Signal push buttons, countdown pedestrian signals, and curb ramps. Various locations within the City of Carson and Santa Fe Avenue between 218th Place and Del Amo Boulevard.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0208**	Salt Lake Avenue Pedestrian Accessibility Project	East side of Salt Lake Avenue within the City of Cudahy. Widen sidewalk, install pedestrian lighting, signage, curb extensions, and ADA compliant wheelchair ramps.		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0210**	Greenway Traffic Circle Improvement Project	At the intersection of Rives Avenue / Phlox Street in the City of Downey, construct traffic circle, bulb outs with directional curb ramps, enhanced crosswalks, signage, landscaping, shade, and bioswales.	RAISE, SS4A		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban), SS4A	$1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A	Annual
Active Transportation / TDM	Safety and Amenities	**LB-ELA_0216**	Bicycle Safety and Education Program (BEST)	Expand Metro's efforts to promote bicycle safety and improve roadway awareness for bicyclists, pedestrians, bus operators, and motorists within the Long Beach-East Los Angeles Corridor communities. This program includes: - Education and encouragement campaigns to promote a shift from driving to more walking, bicycling, and the use of public transit. - Bicycle skills and traffic safety classes. - Community rides. Safe Routes to Schools rides. - Collaboration with key stakeholders in the development of campaigns and printed materials such as safe riding kits for bicycle safety class participants.		ATP	0	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Active Transportation / TDM	Pedestrian / First Last Mile	**LB-ELA_0220**	Micromobility Pilot Project	Develop a pilot project along Long Beach Boulevard/Pacific Boulevard between Ocean Boulevard [Long Beach] and East. 57th Street [Vernon] in order to evaluate the design and implementation of Micromobility features along this planned Complete Streets Corridor. Micromobility is defined as any small, low-speed, human or electric-powered device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility devices help to close first- and last-mile gaps to transit and can offer individuals greater access to jobs, health care, and other services. Powered and adaptive micromobility devices may also increase mobility for older adults or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters. The Micromobility Pilot Project would test and evaluate various concepts, including but not limited to: - Protected Bicycle Lanes. These lanes physically separate micromobility users from vehicles and pedestrians. These should be designed to accommodate electric and non-electric modes. Streets with speed limits above 30 miles per hour should include a protected lane. - Speed Limits. For example, micromobility devices should self-regulate their speeds below 15 miles/hour to use the protected lane or should ride in the road. - Enforcement / Signage. Motorcycles and other high-speed devices not permitted in the protected lanes. - Designated Parking Stations. Provide designated parking areas for all types of micromobility devices and keep devices out of pedestrian rights of way. - Examine policies and regulations that would permit private companies to operate shared micromobility services, including e-scooters and e-bicycles, to the communities.	RAISE	ATP, TCC	0% - RAISE (Rural, HDC, APP), ATP 20% - RAISE (Urban)	$100M - $178M - ATP $1.5 billion RAISE	$25M-$45M - RAISE No maximum - ATP	Low - RAISE 21% - ATP	Q4 2023 - RAISE March 2024 - ATP	Annual - RAISE Biennial - ATP
Active Transportation / TDM		NA - New	Wilmington Safe Streets - A People First Approach	The **Wilmington Safe Streets Project** will transform eight key corridors in the Wilmington Community, near the Port of Los Angeles, into people-focused streets with safer pedestrian, bicycle, and transit rider improvements. Project elements include roadway lane changes, protected bikeways (Class IV bike facilities), bike lanes (Class II bike facilities), bicycle routes (Class III bike facilities), bike medians, widened sidewalks, curb extensions, ADA ramps, high-visibility crosswalks, pedestrian refuge islands, neighborhood traffic circles, bus islands, shade trees, and pedestrian-level lighting that provide residents and community members safer active transportation connections to schools, transit lines, and other key destinations in the neighborhood.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Active Transportation / TDM		NA - New	Walnut Park Pedestrian Plan Implementation	Begin implementation of the Walnut Park Pedestrian Plan	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Active Transportation / TDM		NA - New	West Paramount Utility Easement Multi-use Path Phase I	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Active Transportation / TDM		NA - New	City of Carson Master Bicycle Plan	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Arterial		NA - New	ICM Phase 2: Arterial Signal Enhancements and Integration	Design and implement enhancements at intersections (i.e. new controllers, CCTV, detection, communications, pedestrian push buttons) and signal coordination along Santa Fe Ave, Long Beach Blvd, Magnolia Ave within I-710 (SR-91 to Ocean Blvd).	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Arterial Roadway	Complete Streets	**LB-ELA_0010**	Shoemaker Bridge/Shoreline Drive	I-710 Improvements/Shoemaker Bridge Replacement: Replace the Existing Shoemaker Bridge with a New Bridge. The New Bridge Will Be Reduced to Have Two Mixed-Flow Lanes in the NB and in the SB Directions to Tie the Flow into I-710. The New Bridge Will Also Include Pedestrian and Bicycle Access. Additionally, Bicycle, Pedestrian, and Street Enhancements Will Be Provided on Adjacent Thoroughfares.	BIP, RAISE, TCEP, INFRA		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban), BIP (Planning, non-large bridge) 30% - TCEP 40% - INFRA 50% - BIP (large bridge)	$2.4 billion - BIP $1.5 billion - RAISE, INFRA $500M - TCEP	$25M-$45M - RAISE No maximum - BIP, INFRA, TCEP	Low - BIP (<5%), RAISE, TCEP, INFRA	Q4 2024 - RAISE Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0041**		Route 1. In Long Beach, from Temple Avenue to De Forest Avenue. Upgrade traffic signals, crosswalks, curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to Americans with Disabilities Act (ADA) standards.	SS4A		20% - SS4A	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0044**		Route 1, MP 7.0-7.2. In Long Beach, at Los Angeles River Bridge No. 53-0341 and De Forest Avenue Undercrossing No. 53-1047. Seismic retrofit, upgrade bridge rails, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low (<5%)	Q4 2024 - BIP	Annual
Arterial Roadway	Complete Streets	**LB-ELA_0056**	Artesia Complete Street Corridor	Artesia Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Artesia Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.		ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial
Arterial Roadway	Complete Streets	**LB-ELA_0057**	Atlantic Complete Street Corridor	Atlantic Ave./Blvd., between Ocean Blvd. and SR-60. Reconstruct Atlantic Ave./Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.		ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial
Arterial Roadway	Complete Streets	**LB-ELA_0058**	Florence Complete Street Corridor	Florence Ave., between Alameda St. and Lakewood Blvd. Reconstruct Florence Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.		ATP, SCCP, TCC, UGG	0% - ATP, SCCP, UGG, TCC (development) 50% - TCC (implementation)	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial
Arterial Roadway	Complete Streets	**LB-ELA_0059**	Imperial Complete Street Corridor	Imperial Hwy., between Alameda St. and Lakewood Blvd. Reconstruct Imperial Hwy. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.		ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial

Arterial Roadway	Complete Streets	**LB-ELA_0060**	Alondra Complete Street Corridor	Alondra Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Alondra Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Reconnecting Communites and Neighborhoods (RCN)	ATP, SCCP	0% - ATP, SCCP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $250M - SCCP $3.2 billion - RCN	No maximum	21% - ATP Low - SCCP, RCN	March 2024 - ATP Q3 2024 - SCCP, RCN	Annual - RCN Biennial - ATP, SCCP
Arterial Roadway	Complete Streets	**LB-ELA_0061**	Slauson Complete Street Corridor	Slauson Ave., between Alameda St. and Lakewood Blvd. Reconstruct Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.		ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial
Arterial Roadway	Complete Streets	**LB-ELA_0062**	Long Beach Complete Street Corridor	Long Beach Blvd./Pacific Blvd. Reconstruct Long Beach Blvd./Pacific Blvd., between Ocean Blvd. and Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	SS4A	ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial
Arterial Roadway	Complete Streets	**LB-ELA_0064**	Gage Avenue Street Improvements	Gage Ave., from Bell western city limit to eastern city limit. Upgrade Gage Ave. to provide safety and aesthetic features (drought tolerant landscaping, hardscaping). Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway landscaping, monument entry signs, and drainage enhancements with the installation of curb drains and drywells in the project site.		ATP, SCCP	0% - ATP, SCCP	$100M - $178M - ATP $250M - SCCP	No maximum	21% - ATP Low - SCCP	March 2024 - ATP Q3 2024 - SCCP	Biennial
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0119**	Wright Road Improvement Project	Improve Wright Road, including the addition of Bike Lanes, between Imperial Hwy. and Atlantic Ave.		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0120**	Safety-Related Road Improvement Projects	Within the East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard	SS4A		20% - SS4A	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Arterial Roadway	Complete Streets	**LB-ELA_0127**	Lakewood Boulevard Improvement Project	Lakewood Blvd., between Del Amo Blvd. and Ashworth Street. The project would install a Class I Bike Path and pedestrian sidewalk in the parkway area and will construct minor roadway capacity enhancements on Lakewood Boulevard. Project includes 1.5 miles of new bicycle and pedestrian facilities, utility undergrounding, traffic signal improvements, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention.		Complete Streets, ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Arterial Roadway	Complete Streets	**LB-ELA_0129**	Garfield Avenue Improvement Project	Garfield Avenue, between Century Boulevard and Firestone. The project would transform the corridor to a more attractive and pedestrian and bike friendly environment. Improvements include: (a) implementing new bicycle facilities including bike racks, Class II Bike Lanes and Class III Bike Routes, (b) pedestrian improvements including flashing beacons, curb extensions and sidewalks, (c) raised, landscape center road medians, (d) enhancing the bus shelters, and (e) adding roadway signing and striping.		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Arterial Roadway	Traffic Calming	**LB-ELA_0202**	Traffic Calming	Implement Traffic Calming Features within the LB-ELA Corridor to slow traffic on local streets or near schools. Collaborate with local jurisdictions (Cities, unincorporated areas of Los Angeles County) to design, construct, and implement traffic calming features in areas that experience frequent speed violations and/or high levels of accident rates. Based on available funding, provide financial support in order to help leverage local funds for project construction and implementation. Traffic calming features could include: - Speed limit reductions, signage, variable speed signs, and enforcement devices - Speed bumps - Truck restrictions (trucks over a certain weight) on non-designated truck routes, including signage and geofencing alerts - Roundabouts - Trees, vegetation, landscaping features to help direct and slow traffic - Bulb outs - Stop signs, traffic signals, striping, raised decorative pavement, and other traffic controls - Road diets - Speed enforcement cameras - Enhanced use of signage, striping, flashing crosswalks, other pedestrian warning devices in school zones	SS4A, SMART		0% - SMART 20% - SS4A	$100M - SMART $1 billion - SS4A	No maximum	High - SS4A Low - SMART	Q2 2024 - SS4A Q3 2024 - SMART	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0205**	Arterial/General Roadway Improvements Program	Implement local roadway projects within the local jurisdictions and communities (cities, unincorporated areas of Los Angeles County) which comprise the LB-ELA Corridor. The objective of these projects will be to improve mobility, safety, and the travel experience for all users of the roadways (pedestrians, bicyclists, transit, and vehicles). This program would help fund projects such as: - Intersection improvements - Bridge replacements - Street widenings and enhancements including lighting, safety features, landscaped medians, and parkways - Complete Streets projects and features, including active transportation (bicycle, pedestrian), and transit stop improvements - Traffic controls (traffic signals, stop signs), signal coordination, and Intelligent Transportation	BIP, SMART, SS4A	Complete Streets, ATP	0% - SMART. ATP 20% - SS4A, BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP $100M - SMART $1 billion - SS4A $100M - $178M - ATP	No maximum	High - SS4A Low - SMART, BIP 21% - ATP	Q4 2023 - RAISE Q3 2024 - RCN, SMART Q4 2024 - BIP March 2024 - ATP	Annual - SSFA, BIP, SMART Biennial - ATP
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0012**	Garfield Widening	Garfield Avenue Improvements, from 70th Street to Howery Street. Widen Street 1 to 4 Feet for 2 Miles to Accommodate a Third Lane in Each Direction during Peak Hours. Add Medians, Narrow Existing Medians, Add Second Left Turn Lane in All Directions at Two Intersections, (Rosecrans Ave. And Alondra Blvd.), Resurface Street, Concrete Intersections, and add Traffic Signal Improvements, Street Lights, Underground Utilities, Green Street Improvements, and Stormwater and Watershed BMPs.	SS4A	SCCP	0% - SCCP 20% - SS4A	$250N - SCCP $1 billion - SS4A	No maximum	Low - SCCP SS4A - High	Q2 2024 - SS4A Q3 2024 - SCCP	Annual - SS4A Biennial - SCCP
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0013**	Tweedy Blvd Signal Sync	Tweedy Boulevard Signal Synchronization Project: (1) Interconnects 18 Traffic Signals Using Fiber Optic Cable And Wireless Communications (2) Synchronizes Signal Timing To Improve Traffic Flow, And Reduces Delays Along The 2.7-Mile Arterial and (3) Install A Closed Circuit Television Camera (CCTV) At The Intersection Of Long Beach Bl., to Support the Advance Transportation Management Systems (ATMS).	ITS, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0020**	Sports Park Transportation Performance Modeling Network	Traffic signal controller and cabinets upgrades and the installation of fiber optic communication infrastructure to provide redundant high bandwidth network in Long Beach within the LB-ELA Corridor. The purpose of these equipment upgrades is to improve traffic signal coordination and strengthen data connections among traffic management systems.	SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0040**		Route 1, In the cities of Long Beach and Los Angeles, install stormwater treatment Best Management Practices (BMPs), including bioswales and Design Pollution Prevention Infiltration Areas (DPPIAs).	BRIC		0	$1 billion	No maximum	Low	Q1 2024	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0051**		Route 1. In Los Angeles County, on various routes at various locations. Upgrade existing fiber communication system and rehabilitate Transportation Management System (TMS) elements, including video cameras, ramp meters, and Changeable Message Signs (CMS).	ITS Program, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0063**	Gage Ave. Bridge	Rehabilitate/replace Gage Avenue Bridge over the LA River	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0065**	Slauson Ave. Bridge	Rehabilitate/replace Slauson Avenue Bridge over the LA River	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0067**	Florence Ave. Bridges	Replace Florence Ave. Bridges over LA River & I-710	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0068**	Systematic Safety Analysis Report Program (SSARP) Improvements	Targeted safety improvements to 38 intersections, citywide, in the City of Bell Gardens. Includes installing signs; changing pavement markings; adding protected turn phasing; installing channelization; parking restrictions; and signal timing adjustments.	ITS Program, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0069**	Traffic / Ped Signal Upgrades	Targeted upgrades to 38 intersections, citywide, in the City of Bell Gardens. Would replace outdated infrastructure such as signal poles, cabinets, pedestrian poles, and vehicle detection systems.	ITS							
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0071**	Mixmaster Traffic signal Improvements (Telegraph/ Eastern/ Atlantic)	Traffic signal upgrade at Telegraph / Eastern / Atlantic. Also consider improvements such as turning lane pavement markings, striping, and enhanced signage so that approaching traffic can get properly aligned well in advance of this intersection.	ITS, SS4A		20% - SS4A	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0072**	Traffic Signal Coordination Projects	Various arterials within the City of Commerce	ITS							
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0073**	Telegraph Road Improvements	Improve Telegraph Road between Marianna Ave. and Atlantic Blvd (safety features and pedestrian circulation)	SS4A	ATP	0% - ATP 20% - SS4A	$1 billion - SS4A $100M - $178M - ATP	No maximum	High - SS4A 21% - ATP	Q2 2024 - SS4A March 2024 - ATP	Annual - SSFA Biennial - ATP
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0074**	Traffic Signal Upgrades	Upgrade various signals within the City of Commerce	ITS							
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0075**	Video Camera installation	Video Camera installation on all Signalized intersections within the City of Commerce	ITS							
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0078**	Randolph Street Gap Closure	Provide arterial roadway bridge over LA River and I-710 to connect Randolph Street west and east of the LA River/I-710	Reconnecting Communites and Neighborhoods (RCN)		20% - RCN (Planning) 50% - RCN (Capital)	$3.2 billion - RCN	No maximum	Low - RCN	Q3 2024 - RCN	Annual - RCN
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0079**	Florence Avenue Bridge Rehabilitation	Rehabilitate arterial bridge over the Rio Hondo River Channel	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0080**	Florence Ave. & Paramount Blvd. Intersection Improvement	Improve the intersection at Florence Ave. & Paramount Blvd. by adding turn lanes to reduce congestion and enhance safety.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0081**	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements	Along Firestone Boulevard between Downey West City Limit and Lakewood Boulevard, provide traffic signal updates and safety enhancements.	ITS, SS4A		20% - SS4A	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0083**	Traffic Signal Upgrades	Along Florence Ave., between Downey Ave. & Brookshire Ave., upgrade traffic signals	ITS							
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0084**	Video Detection Upgrades	At 25 intersections in various locations within the City of Downey, provide video detection upgrades.	ITS							

Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0085**	Intersection Improvements (Huntington Park)	Provide intersection improvements at various locations within the City of Huntington Park	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Arterial Roadway	Complete Streets	**LB-ELA_0086**	Gage Avenue Operational and Safety Improvements	Between Alameda Street and Atlantic Blvd., upgrade Gage Avenue to provide operational and safety improvements.	SS4A		0.2	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0087**	Traffic Signal Equipment Improvements	Upgrade traffic signal equipment at various locations within the City of Long Beach	ITS							
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0088**	Protected Left Turns at Signals	Implement protected left-turns along major arterials at various locations with the City of Long Beach.	SS4A		20% - SS4A	$1 billion - SS4A	No maximum	High - SS4A	Q2 2024 - SS4A	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0089**	Emergency Vehicle Pre-Emption	Install emergency vehicle pre-emption (EMVE) for traffic signals at various locations within the City of Long Beach.	ITS, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0096**	Traffic Signal Improvements	Install new traffic signals and signage at the following locations: 1) Martin Luther King Jr. Blvd./Abbott Rd., 2) Arlington and Atlantic Ave., 3) El Segundo and State St., 4) Carlin and Bullis Rd., 5) Alameda St. and Industry Way, 6) Alameda St. and Lynwood Rd., 7) Martin Luther King Bvd/ Norton Ave., 8) Martin Luther King Blvd/Bullis Rd., 9) Martin Luther King Blvd/Ernestine St., 10) Martin Luther King Blvd and California, 11) State Street and Fernwood. (Phase 1)	ITS							
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0097**	Traffic Signal Improvements	Provide traffic signal upgrades at the following locations: 1) Long Beach Blvd/Carlin, 2) Long Beach Blvd/El Segundo, 3) Long Beach Blvd and Sanborn, 4) Long Beach Blvd./Euclid, 5) Long Beach Blvd/Imperial Hwy, 6) Atlantic Ave/Cortland, 7) Atlantic Ave./Abbott Rd, 8) Alameda/Deputy Blaire. (Phase 2)	ITS							
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0098**	City Re-Striping Projects	Replace striping on major arterials (lane striping, school zone striping) at various locations within the City of Lynwood.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0099**	Traffic Signal Synchronization Projects	Various arterials within the City of Maywood	ITS, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0100**	Traffic Signal Upgrade Projects	Upgrade traffic signal equipment at various locations within the City of Maywood	ITS							
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0101**	Video Camera installation	Video Camera installation at all Signalized intersections within the City of Maywood	ITS							
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0104**	Rosecrans Ave. Bridge	Replace/rehabilitate Rosecrans Ave. Bridge over the LA River	BIP		20% - RAISE (Urban), BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0105**	Garfield Avenue Improvement Project	Improve Garfield Avenue from South City Limit to North City Limit [City of Paramount]	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0107**	Alondra Blvd. Bridges	Replace Alondra Blvd. Bridges over the LA River and I-710	BIP		20% - RAISE (Urban), BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0108**	Garfield Ave. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Garfield Avenue: 1) Rosecrans, 2) Somerset, and 3) Alondra.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0109**	Alondra Blvd. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Alondra Blvd: 1) Garfield, 2) Paramount, and 3) Downey.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0110**	Rosecrans Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Rosecrans Ave: 1) Garfield, 2) Paramount, and 3) Downey.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0112**	Signal Coordination/ITS Projects	Implement signal coordination and ITS projects at various locations within the City of Signal Hill.	ITS							
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0113**	Orange Avenue Improvement Project	Improve Orange Avenue, including the addition of Bike Lanes, between 25th Street and Spring Street		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0115**	California Ave. Improvement Project	Improve California Avenue, including the addition of Bike Lanes, between Willow Street and Spring Street		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0116**	Traffic Signal Operational Upgrade	Upgrade the traffic signal at Willow Street & Temple Avenue	ITS							
Arterial Roadway	Complete Streets	**LB-ELA_0117**	Burnett Street/Skyline Drive Improvement Project	Improve Burnett Street/Skyline Drive, including the addition of Bike Lanes, between East Walnut Avenue and Dawson Avenue. Installation of sidewalks between Gaviota Avenue and Cherry Avenue, Class 2 bike lanes between Walnut Avenue and Dawson Avenue, and related roadway amenities/improvements.		ATP	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0166**	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment	Design and Implementation of Connected Vehicle Infrastructure to improve vulnerable road user safety within the LB-ELA Corridor. This would allow units in vehicles to communicate with units built into transportation infrastructure. Additional technology applications would allow vehicles to communicate with other vehicles, data networks, or pedestrians. The main purpose of this technology is to share information related to items such as safety warnings, roadway hazards, routing information, truck route restrictions, and pedestrian safety zones.	ITS, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0167**	I-710 Arterial Signal Performance Measurement	Deploy arterial signal performance measures at all signalized intersection within the LB-ELA Corridor to allow for the optimization of traffic signal operation to improve arterial corridor mobility.	ITS, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	Signal Coordination / TSM / ITS	**LB-ELA_0215**	I-710 Arterial Traffic Signal Control Communication Upgrades	Design and implement upgraded arterial traffic signal control interconnect and central traffic management communications to elevate subregional traffic system management and operations.	ITS, SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Arterial Roadway	General Local / Regional Roadway	**LB-ELA_0221**	Atlantic Blvd. widening Over I-5 at Mixmaster Intersection	Would widen Atlantic Avenue bridge structure over I-5 at intersection of Telegraph Road, Eastern Avenue, and Atlantic Boulevard in the City of Commerce. Would help relieve traffic congestion and provide a safer roadway for all modes of transportation.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0009**	West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)	The TOD SIP provides an overarching vision and strategic guidance for local West Santa Ana Branch (WSAB) jurisdictions to use as a resource as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 WSAB station areas along the alignment. Additionally, in 2019, the Metro Board approved a $1M implementation program to fund WSAB jurisdictions to implement TOD SIP recommendations.	TOD		0.2	$14M	No maximum	Low	Q3 2024	Annual
Community Programs	Air Quality / Community Health	**LB-ELA_0133**	LB-ELA Corridor Community Health Benefit Program	Under this program, funding would be made available to implement air quality projects to reduce exposure to air pollution as well as health education and screening programs in areas adversely affected by existing and proposed transportation infrastructure projects. The LB-ELA Community Health Benefit Program would serve the communities within the LB-ELA Corridor Study Area. This program would provide subsidy funding to implement projects and outreach activities to improve air quality and public health, including but not limited to: - Air Quality Projects for Schools and Community Facilities: air filtration, HVAC upgrades, replacement/sealing of windows and doors, vegetation barriers or buffer landscaping. - Health Education and Screening: community health screening and diagnosis, health education, training for community health workers, outreach programs.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Environment	**LB-ELA_0134**	LB-ELA Corridor Energy Reduction / Greenhouse Gas Emissions Reduction Program	Under the Energy Reduction / Greenhouse Gas Reduction (GHG) Program, funding would be made available to implement energy reduction as well as greenhouse gas reduction projects in areas impacted by transportation projects within the LB-ELA Corridor. This program would be an important element of any major transportation initiative that takes place within the LB-ELA Corridor. The program would provide subsidy funding to implement projects and educational activities targeted to reducing greenhouse gas emissions. Examples of these projects include: renewable energy projects, solar-power generation, energy efficient lighting, and tree planting, among others.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Community Programs	Housing Stabilization / Land Use	**LB-ELA_0135**	Housing Stabilization Policies	Applying an integrated approach, work with cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor, improve their resilience, and address the social determinants of health. Provide grant writing assistance to secure needed funding. Housing stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community benefits: establish a framework/menu/equitable development scorecard for new development projects; - Develop community land trusts/land banks: for new housing and/or to support naturally occurring affordable housing; - Local wealth creation: encourage production of local for sale affordable housing, down payment assistance programs, homeowner maintenance assistance programs; - Inclusionary housing policies with or without option of in lieu fees; - Housing Trust Fund to support and increase funding for affordable housing production; - Density bonus programs to incentivize affordable and mixed income housing production; - Affordable accessory dwelling unit (ADU) programs and ADU amnesty programs; - Policies to reduce housing costs, such as parking reduction/unbundling, innovative construction techniques, fee waivers, permit streamlining; - Anti-displacement programs for tenants: tenant rights programs including anti-harassment policies/ just cause eviction policies, legal assistance for tenants, no net loss housing policies for new development, limits on residential demolition & conversion, tenant right-to-return policies, local resident preference programs for new housing; - Rent stabilization policies; - Low-income rental assistance programs, low interest loan programs for maintenance and improvement in rent stabilized units; - Anti-displacement programs for homeowners: tax relief/loans/grants for maintenance/foreclosure assistance; - Basic Income Program	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0186**	Economic Stabilization Policies	Work with Cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor. Provide grant writing assistance to secure needed funding. Economic stabilization policies and incentives include measures such as: - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community financial empowerment programs: local hire agreements, workforce education & development, credit improvement programs; - Locally owned business support – small business interruption fund and loan funds during construction, guide for business support services, zoning to encourage small businesses, lease to own programs for businesses and housing; - Identify, protect and encourage legacy and culturally significant businesses, and historical and cultural landmarks, mandate inclusion of arts and culture spaces in new development	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Environment	**LB-ELA_0187**	LB-ELA Corridor "Urban Greening" Initiative	Under this initiative, proposed projects implemented through the LB-ELA Corridor Investment Plan must consider context sensitive solutions as part of the project design as well as "urban greening" elements that foster environmental resilience. These "urban greening" elements may include items such as: provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure, among others. Through the LB-ELA Urban Greening Initiative, project proponents may also partner with other localities, non-profit organizations, or communities in order to plan, design, and implement "green" projects that demonstrate that they provide publicly accessible open-space and ecosystem benefits such as urban heat island reduction within the LB-ELA Corridor.		Urban Greening, AHSC	0					
Community Programs	Environment	**LB-ELA_0190**	Public Art / Aesthetics	Policy initiative that would require that a percentage of transportation construction funds for major public work projects be earmarked for public art, landscaping, urban design elements, and other aesthetic features for the projects.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Air Quality / Community Health	**LB-ELA_0191**	Zero Emission Infrastructure for Autos	Work with local jurisdictions (Cities, County of Los Angeles), public agencies, and private-public partners to develop and site additional charging stations for zero emissions vehicles within the LB-ELA Corridor. Provide grant writing assistance in order to help secure funding. In addition, provide technical support to share best practices such as: identification of incentives and/or policy requirements for new development.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Air Quality / Community Health	**LB-ELA_0192**	Bus Electrification Projects	Seek incentives to accelerate the deployment of zero emissions vehicles within the LB-ELA Corridor. Projects could include bus electrification (public transit buses, school buses) as well as zero emissions charging infrastructure. Provide technical and grant writing assistance to define and develop potential projects.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0193**	Transit Oriented Communities /Land Use	Work with the local jurisdictions (Cities, County of Los Angeles) to apply best practices and design guidelines to encourage transit-oriented development near rail stations and heavily utilized bus routes within the LB-ELA Corridor. Provide technical resources such as grant writing assistance and technical assistance for community development and land use planning. Assist local jurisdictions in coordination with property owners and developers to ensure safe construction and strengthen connections to transit.	TOD		0.2	$14M	No maximum	Low	Q3 2024	Annual
Community Programs	Housing Stabilization / Land Use	**LB-ELA_0194**	Homeless Programs	Support homeless initiatives within the LB-ELA Corridor and efforts and recommendations that have emerged from Metro's Homeless Task Force, Reimagining Public Safety Initiatives, and other County initiatives and studies to address homelessness in and around the transit system including provisions to: enhance the customer experience; maintain a safe and secure system; and connect homeless persons in the transit system to services and resources.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0195**	Targeted Hire Programs	Support the development of targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs for community residents within the LB-ELA Study Area. Include measures such as the establishment of Project Labor Agreements (PLAs) that specify local and targeted hire goals for specific construction projects as well as first source hire requirements. Collaborate with local jurisdictions and public agencies to align local and targeted hire policies, thresholds, and requirements.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0196**	Employment/Recruitment Initiatives	Partner with public agencies, large employers, and local businesses to conduct recruitment drives at locations within the LB-ELA Corridor (both virtual and in person.) This initiative would also include job fairs and workshops at community facilities and community colleges to provide information to local residents regarding work opportunities as well as networking resources. Conduct promotional campaigns to actively publicize these events within the LB-ELA Corridor communities.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Job Creation / Work Opportunities	**LB-ELA_0197**	Vocational Educational Programs	Partner with public agencies, private-sector employers, community colleges, labor organizations and non-profit organizations to expand vocational and educational programs for community residents within the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service zero emissions vehicles. These programs would provide opportunities to establish a career pathway to work in key economic sectors and move up through the ranks by focusing on workforce development and skills training.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Community Programs	Air Quality / Community Health	**LB-ELA_0218**	Air Quality Monitoring Stations	Add four, new air quality monitoring stations within the LB-ELA Study Area. Sites to be identified in cooperation with the South Coast Air Quality Management District.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Improvements	**LB-ELA_0028**	I-710/Willow Interchange Improvements	Reconfiguration of I-710/Willow Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	INFRA, RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban) 40% - INFRA	$1.5 billion - RAISE $1.5 billion - INFRA	$25M-$45M - RAISE No maximum - INFRA	Low	Q4 2023 - RAISE Q2-Q3 2024 - INFRA	Annual
Freeway	Freeway Improvements	**LB-ELA_0029**	I-710/Del Amo Interchange Improvements	Reconfiguration of I-710/Del Amo Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	INFRA, RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban) 40% - INFRA	$1.5 billion - RAISE $1.5 billion - INFRA	$25M-$45M - RAISE No maximum - INFRA	Low	Q4 2023 - RAISE Q2-Q3 2024 - INFRA	Annual
Freeway	Freeway Improvements	**LB-ELA_0030**	I-710/Long Beach Blvd. Interchange Improvements	Upgrade of I-710/Long Beach Blvd. Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	INFRA, RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban) 40% - INFRA	$1.5 billion - RAISE $1.5 billion - INFRA	$25M-$45M - RAISE No maximum - INFRA	Low	Q4 2023 - RAISE Q2-Q3 2024 - INFRA	Annual
Freeway	Freeway Improvements	**LB-ELA_0031**	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	Reconfiguration of I-710/Alondra Interchange to improve operations, and safety for traffic entering and exiting the freeway. Improve, relocate SB I-710 to SR-91 Connectors to reduce weaving movements. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	INFRA, RAISE	RIP	0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban) 40% - INFRA	$1.5 billion - RAISE $1.5 billion - INFRA	$25M-$45M - RAISE No maximum - INFRA	Low	Q4 2023 - RAISE Q2-Q3 2024 - INFRA	Annual
Freeway	Freeway Improvements	**LB-ELA_0032**	I-710/Imperial Interchange Improvements	Reconfiguration of I-710/Imperial Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	INFRA, RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban) 40% - INFRA	$1.5 billion - RAISE $1.5 billion - INFRA	$25M-$45M - RAISE No maximum - INFRA	Low	Q4 2023 - RAISE Q2-Q3 2024 - INFRA	Annual
Freeway	Freeway Improvements	**LB-ELA_0033**	I-710/Firestone Interchange Improvements	Upgrade of I-710/Firestone Blvd. Interchange to improve operations and safety for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban)	$1.5 billion RAISE	$25M-$45M	Low	Q4 2023 - RAISE	Annual
Freeway	Freeway Improvements	**LB-ELA_0034**	I-710/Florence Interchange Improvements	Reconfiguration of I-710/Florence Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban)	$1.5 billion RAISE	$25M-$45M	Low	Q4 2023 - RAISE	Annual
Freeway	Freeway Improvements	**LB-ELA_0037**	I-710/I-105 Connector Project Improvements	Modify and relocate I-710 / I-105 Connectors along I-710 between I-105 and Imperial Highway in both directions to resolve weaving issues and related congestion on I-710 between I-105 and Imperial Highway.	SS4A, RAISE, Reconnecting Communities		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban) 50% - RCN (Capital)	$1 billion - SS4A $3.2 billion - RCN	$25M-$45M - RAISE No maximum - others	Low - RAISE, RCN SS4A - High	0	Annual
Freeway	Freeway Amenities / ITS	**LB-ELA_0046**		I-405. In and near the cities of Long Beach, Signal Hill, Los Angeles, and Carson, rehabilitate pavement, upgrade signs, rehabilitate bridge, upgrade lighting, improve safety, rehabilitate Transportation Management System (TMS) elements and replace copper cabling with fiber, rehabilitate culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Reconnecting Communities, SMART		0% - SMART 20% - RCN (Planning) 50% - RCN (Capital)	$100M - SMART $3.2 billion - RCN	No maximum	Low	Q3 2024	Annual - RCN, SMART

Freeway	Freeway Improvements	**LB-ELA_0091**	I-710/Anaheim Interchange Improvement	Reconstruct I-710/Anaheim Interchange to provide operational and safety improvements.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Freeway	Freeway Improvements	**LB-ELA_0092**	I-710/PCH Interchange Improvement	Reconstruct I-710/Pacific Coast Highway (PCH) Interchange to provide operational and safety improvements.	INFRA		0.4	$1.5 billion - INFRA	No maximum	Low	Q2-Q3 2024 - INFRA	Annual
Freeway	Congestion Pricing	**LB-ELA_0153**	Congestion Pricing	Implement congestion pricing strategy for the I-710 freeway. No new lanes would be added to the existing footprint of I-710. Rather single occupant vehicles and trucks entering and exiting the freeway would be tolled by deploying an automated readers and electronic toll collection system that allows users to conveniently pay tolls using a toll tag that is mounted on the interior of their vehicle. Carpools, zero emission trucks, and zero emission autos would travel for free.	RAISE, INFRA	SCCP, RIP	0% - RAISE (Rural, HDC, APP). SCCP 20% - RAISE (Urban) 40% - INFRA	$1.5 billion - RAISE $1.5 billion - INFRA $250M - SCCP	$25M-$45M - RAISE No maximum - others	Low	Q4 2023 - RAISE Q2-Q3 2024 - INFRA Q3 2024 - SCCP	Annual - RAISE, INFRA Biennial - SCCP
Freeway	Freeway Improvements	**LB-ELA_0156**	Traffic Controls at I-710 Freeway Ramps	Add traffic signals with protected pedestrian/bicycle phase(s), crosswalks, lighting, landscaping, signing and striping, and other safety-related pedestrian features at the ramp termini of I-710.	SS4A		20% - SS4A	$1 billion	No maximum	Relatively High	Q2 2024 - SS4A	Annual
Freeway	Freeway Improvements	**LB-ELA_0181**	Freeway Lids, Caps, and Widened Bridge Decks	Widen arterial bridge decks at key locations over the I-710 Freeway/LA River Channel to provide "land islands," "urban parklets," and "green belt" connections over I-710 and the LA River. Include pedestrian / bicycle pathways.	Reconnecting Communites and Neighborhoods (RCN)	ATP, SCCP	0% - ATP, SCCP 20% - RCN (Planning) 50% - RCN (Capital)	$100M - $178M - ATP $250M - SCCP $3.2 billion - RCN	No maximum	21% - ATP Low - SCCP, RCN	March 2024 - ATP Q3 2024 - SCCP, RCN	Annual - RCN Biennial - ATP, SCCP
Freeway	Congestion Pricing	**LB-ELA_0182**	Express Lanes Strategic Initiative	Advance planning studies to implement express lanes on key freeways in the study area, including I-405, I-105, and SR-91.	INFRA (Planning)	SCCP	0% - SCCP 40% - INFRA	$1.5 billion - INFRA $250M - SCCP	No maximum	Low	Q2-Q3 2024 - INFRA Q3 2024 - SCCP	Annual - INFRA Biennial - SCCP
Freeway	Freeway Improvements	**LB-ELA_0035**	I-710 Auxiliary Lanes (Willow to Wardlow)	Provide auxiliary lanes in the NB and SB directions of I-710, between Willow St. and I-405 Connectors at Wardlow Road to better manage traffic weaving conflicts and related congestion.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Freeway	Freeway Improvements	**LB-ELA_0036**	I-710 / I-405 Connector Project Improvements	Modify SB I-710 Collector Distributor Road/Eliminate SB I-710 to EB Wardlow Boulevard exit at Wardlow Road. Modify NB I-710 to SB I-405 Connector/Eliminate WB Wardlow Boulevard on ramp to NB I-710/I-405 Connectors.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Improvements	**LB-ELA_0038**	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	Provide auxiliary lanes in the NB and SB directions of I-710, between Del Amo Boulevard and Long Beach Boulevard to better manage traffic weaving conflicts and related congestion.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Freeway	Freeway Amenities / ITS	**LB-ELA_0039**		I-710, MP R6.0-14.1. In Long Beach and Compton, from Shoreline Drive to north of Alondra Boulevard. Enhance highway worker safety by constructing Maintenance Vehicle Pullouts (MVPs), upgrading guardrail and end treatments, paving beyond the gore, installing erosion control and replacing pull boxes.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Improvements	**LB-ELA_0043**		I-710, MP 22.2. In Commerce and Vernon, at Hobart Rail Yard Overhead No. 53-0840. Rehabilitate, clean, and paint bridge.	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Freeway	Freeway Improvements	**LB-ELA_0045**		Route 91, MP R11.7. In Long Beach, at LA River (W91 -N710 & S710) Bridge No. 53-2143F. Replace portions of the bridge deck and apply polyester concrete overlay.	BIP		20% - BIP (Planning, non-large bridge) 50% - BIP (large bridge)	$2.4 billion - BIP	No maximum	Low	Q4 2024 - BIP	Annual
Freeway	Freeway Amenities / ITS	**LB-ELA_0048**		I-105, MP R14.3. In Paramount, at Grove Street at the Garfield Avenue Pump Station. Replace pumps, add lighting, construct Maintenance Vehicle Pullouts (MVPs), and provide a fiber optic connection to the pump house.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Amenities / ITS	**LB-ELA_0049**		I-710, MP 18.7-19.6. In South Gate and Bell Gardens, at the South Gate Pump Plant and the Florence Avenue Pump Plant; also in Downey on Route 105 at the Ardis Avenue Pump Plant (PM R16.48). Upgrade pump plants.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Amenities / ITS	**LB-ELA_0050**		Route 91. In the cities of Carson, Compton, Long Beach, and Bellflower. Upgrade overhead signs and sign structures, rehabilitate landscaping, and enhance highway worker safety.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Amenities / ITS	**LB-ELA_0052**		Route 47. In Long Beach from Route 710 to north of Route 710 (PM 3.497/3.58). Upgrade Transportation Management System (TMS) elements, replace fiber optic cable, and connect upgraded equipment to communication hubs.	SMART		0% - SMART	$100M - SMART	No maximum	Low - SMART	Q3 2024 - SMART	Annual
Freeway	Freeway Improvements	**LB-ELA_0053**		I-405, MP 7.2. In Long Beach, at the Pacific Place Maintenance Station at 3725 Pacific Place. Replace a deteriorated building with a new building at the maintenance station.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Amenities / ITS	**LB-ELA_0054**		I-710, MP 24.7. Near the neighborhood of East Los Angeles, at Humphrey Maintenance Station at 102 South Humphreys Avenue. Construct a new office building, an equipment storage building, and a Zero Emission Vehicle (ZEV) charging station and demolish an existing building.	Charging and Fueling Infrastructure Grants (Community Charging)		0.2	$700M	$15M	TBD	Q2 2024	Annual
Freeway	Freeway Improvements	**LB-ELA_0093**	I-710/Wardlow Interchange Improvement	Reconstruct I-710/Wardlow Interchange to provide operational and safety improvements.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Freeway	Freeway Amenities / ITS	**LB-ELA_0137**	Freeway Soundwalls	Build higher soundwalls to protect residents from air pollution, noise, and other impacts (Design Package 2, Design Package 3). Perform noise studies for all remaining walls along I-710 that are less than 16 feet high to identify additional, feasible soundwall projects that would realize the greatest benefits for impacted residents and other sensitive receivers.	RAISE		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban)	$1.5 billion RAISE	$25M-$45M	Low	Q4 2023 - RAISE	Annual
Freeway	Zero Emissions Lanes on I-710	**LB-ELA_0154**	I-710 Zero-Emission Truck Travel Zone Restriction	Establish a zero-emission truck-only travel zone on I-710. Only zero emissions trucks would be able to travel on I-710, while diesel and near-zero emissions heavy duty trucks would be excluded. No new lanes would be added to the existing footprint of I-710. No restrictions would be placed on autos.	Reduction of Truck Emissions at Port Facilities Program	Trade Corridor Enhancement Program (TCEP)	0% - TCEP 20% - Reduction of Truck Emissions at Port Facilities	$160M - Reduction of Truck Emissions at Port Facilities Program $500M - TCEP	No maximum	Low	Q3 2024 - TCEP	Annual - Truck Emissions at Ports Biennial - TCEP
Freeway	Freeway Amenities / ITS	**LB-ELA_0155**	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Provide drought tolerant landscaping within existing, available right-of-way along I-710. Where needed, add context sensitive lighting features and additional signage to improve safety. Include hardscaping and other aesthetic features to improve the attractiveness of the freeway for users and for adjacent land uses/communities.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway	Freeway Amenities / ITS	**LB-ELA_0157**	I-710 Particulate Matter (PM) Reduction Pilot Project	Implement a pilot project on I-710 to deploy and evaluate measures to reduce exposure of nearby populations to particulate matter, specifically localized sources of entrained/fugitive dust, tire wear, and brake wear associated with traffic on the freeway. These measures may include roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, frequent street-sweeping, and deployment of air quality monitoring systems, among others. In addition, include options to examine the effectiveness of "cool pavement" applications to reduce heat island effects. As part of the work plan, the pilot project would include a study element to assess and document the efficacy of the various measures.		CMAQ	11.50%					
Freeway	Freeway Improvements	**LB-ELA_0180**	I-710 Truck Bypass Lanes	Construct truck bypass lanes on I-710 between Willow Street and Del Amo Boulevard. The purpose of the improvement would be to separate cars from trucks through the congested I-710/I-405 interchange for purposes of safety and mobility.		Trade Corridor Enhancement Program (TCEP)	0% - TCEP	$500M - TCEP	No maximum	Low	Q3 2024 - TCEP	Biennial - TCEP
Freeway	Zero Emissions Lanes on I-710	**LB-ELA_0183**	Zero Emissions Truck Lane	Explore options and assess the feasibility of converting the right-hand lane on I-710 to create a Zero Emissions Truck Lane. Only zero emissions trucks would be able to travel in this lane, while fossil fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710.		Trade Corridor Enhancement Program (TCEP)	0% - TCEP	$500M - TCEP	No maximum	Low	Q3 2024 - TCEP	Biennial - TCEP
Freeway	Freeway Amenities / ITS	**LB-ELA_0188**	Freeway Landscaping / Maintenance	Ongoing Caltrans Program that ensures that maintenance projects and activities such as trash removal, landscaping, provision of drought-resistant vegetation, and graffiti removal take place on a regular basis within state, public rights of way in the LB-ELA Corridor. Ensure that the agency dedicates sufficient resources for this effort.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Freeway		NA - New	ICM Phase 2: Freeway Corridor Enhancements	Design and implement enhancements on freeway mainline and freeway ramps (i.e. new controllers, ramp metering, CCTV, detection, fiber communications)along I-710 (SR-91 to Ocean Blvd).	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Goods Movement	Truck Programs/ITS	**LB-ELA_0004**	Long Beach-East Los Angeles Corridor Clean Truck Program	In January 2021, the Metro Board approved the 2021 Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority. At its October 2021 meeting, the Metro Board acted to recommit $50 million from Measure R I-710 South Corridor funds as seed funding for the 710 South Clean Truck Program, which has been subsequently renamed the LB-ELA Zero Emissions Truck Program. The objective of this program is to turn over diesel trucks in favor of zero emissions trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of zero emissions trucks on I-710 as well as seed funding to develop electric charging/refueling stations for zero emissions trucks.	Reduction of Truck Emissions at Port Facilities Program	Trade Corridor Enhancement Program (TCEP)	0% - TCEP 20% - Reduction of Truck Emissions at Port Facilities 30% - TCEP	$160M - Reduction of Truck Emissions at Port Facilities Program $500M - TCEP	No maximum	Low	Q3 2024 - TCEP	Annual - Truck Emissions at Ports Biennial - TCEP
Goods Movement	Truck Programs/ITS	**LB-ELA_0023**	Clean Truck Infrastructure	Install charging infrastructure for zero emissions trucks.	CFI (AFC category). PIDP, Reduction of Truck Emissions at Port Facilities Program		10% - CFI 20% - PIDP, Reduction of Truck Emissions at Port Facilities	$450M - PIDP $160M - Reduction of Truck Emissions at Port Facilities Program	No maximum	Low		Annual
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0024**	Pier 400 On Dock Rail Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	PIDP		0.2	$450M	No maximum	Low	Q4 2023	Annual
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0025**	Terminal Island Transfer Facility Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	PIDP		0.2	$450M	No maximum	Low	Q4 2023	Annual
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0026**	West Basin Container Terminal Railyard Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	PIDP		0.2	$450M	No maximum	Low	Q4 2023	Annual
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0132b**	Pier 300 On Dock Rail	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	PIDP		0.2	$450M	No maximum	Low	Q4 2023	Annual
Goods Movement	Ports	**LB-ELA_0021**	Alameda Corridor Terminus Enhancements	New Cerritos channel rail bridge and supporting connections throughout Port of LA.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Goods Movement	Ports	**LB-ELA_0121**	Pier D Street Realignment	Realign Pier D Street, from Middle Harbor Exit gate to Pico Avenue. Currently Pier D Street has sight distance issues, inadequate curve radii, and drainage/flooding issues at the low point. The Pier D Realignment project will provide redundancy through Pier D thereby improving safety and traffic flows. The scope of the project is to widen & reconstruct Pier D Street between the Middle Harbor Exit Gate and Pico Avenue and to reconfigure West Broadway. Additional scope items includes construction of a new pump station, retaining walls, utility upgrades, striping, signage and traffic signal work.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Goods Movement	Ports	**LB-ELA_0122**	Harbor Scenic Drive Roadway & Infrastructure Improvements	Improve Harbor Scenic Drive, from Harbor Plaza to Ocean Boulevard. The project would: increase the roadway pavement structural section to replace the existing aged pavement; provide horizontal and vertical alignments improvements for enhanced safety; improve striping, traffic signage and way-finding signage; improve highway lighting; enhance drainage facilities (including the introduction of permanent water quality enhancements such as bio-swales and catch basin inlet/pipe screens); revamp the parkway and median landscaping and irrigation; and provide utility improvements and enhancements.	RAISE, SS4A	SCCP	0% - RAISE (Rural, HDC, APP), SCCP 20% - RAISE (Urban), SS4A	$250N - SCCP $1 billion - SS4A $1.5 billion - RAISE	$25M-$45M - RAISE No maximum - SS4A, SCCP	Low - RAISE SS4A - High	Q4 2023 - RAISE Q2 2024 - SS4A Q3 2024 - SCCP	Annual - RAISE, SS4A Biennial - SCCP
Goods Movement	Ports	**LB-ELA_0123**	Pico Avenue Street Improvement	Improve Pico Avenue, between Pier D Street and Pier E Street. This roadway improvement project would: widen a short segment of roadway; improve truck congestion and truck safety; reconstruct the pavement, improve the existing surface drainage and upgrade the storm drain inlets; upsize the sewer line; provide continuous sidewalks with ADA accessible features; upgrade street lighting; and extend landscaping and hardscape features.	PIDP, Reduction of Truck Emissions at Port Facilities Program		0.2	$450M $160M - Reduction of Truck Emissions at Port Facilities Program	No maximum	Low	Q4 2023	Annual
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0124**	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0151**	Goods Movement Freight Rail Study	Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips within the Southern California subregion. This assessment would include options such as: opportunities to increase on-dock freight rail mode share; implementation of short-haul, freight rail shuttle service to new inland rail facilities; and increased use/improved operational efficiencies of existing near dock and off dock intermodal facilities. This evaluation would take into account updated cargo forecasts, economic factors and projections, current trends associated with the goods movement logistics chain including transload truck trips, and railroad and intermodal capacity constraints in the Southern California region. The Goods Movement Freight Rail Study would assess options from a systemwide perspective and would include factors such as changes in truck trip travel patterns, land use implications, and the potential for environmental impacts as well as institutional constraints.	INFRA, PIDP	TCEP	0% - TCEP 20% - PIDP 40% - INFRA	$500M - TCEP $660m - PIDP $1.5 billion - INFRA	No maximum	Low	Q2 2024 - PIDP, INFRA Q3 2024 - TCEP	Annual - INFRA, PIDP Biennial - TCEP
Goods Movement	Freight Rail / Goods Movement TDM	**LB-ELA_0217**	Freight Rail Electrification Pilot Project	Work with the Union Pacific (UP) and BNSF railroads to develop and test battery electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor with an ultimate goal of advancing a zero-emissions technology capable of entering commercial, revenue service operation.	FRA pilot programs, RAISE, INFRA	LCTOP, TIRCP	0% - LCTOP, TIRCP 20% - RAISE, INFRA, FRA	$1.5 billion - RAISE	$25M-$45M - RAISE No max - others	Low	Various	Annual
Goods Movement		NA - New	Truck Safety and Truck Cut Through Study	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0001**	West Santa Ana Branch Transit Corridor (LRT)	The Project consists of 12 stations and is a 19-mile light rail transit corridor that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community of LA County and downtown Los Angeles. Complete 4.5-mile section between Slauson A Line and Union Station.	FTA (CIG New Starts), RAISE, TOD Grants	TIRCP	0% - RAISE (Rural, HDC, APP), TIRCP 20% - RAISE (Urban)	$1.5 billion - RAISE	$25M-$45M - RAISE No maximum - others	Low		Annual
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0019**	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)	BRT project along Atlantic to provide improved speed, reliability, and frequency.	FTA Grants		40% - CIG New Starts	TBD	No maximum	Low		Annual
Transit	Transit Amenities	**LB-ELA_0136**	Enhanced Transit Security	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, improved incident response, and additional security officers and/or plainclothes staff.	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2024	Annual
Transit	Bus Transit	**LB-ELA_0140**	Metro Micro Transit Zone(s)	Implementation of new Metro on-demand, flexible transit service for the northern section of the I-710 Study Area between Lynwood and Commerce. - Rides can be booked online, by app, or by phone. Rides are prescheduled, same day/multiple days. - Uses small capacity vans (seats 7-10 riders). - Pick-up/drop-off where safe (virtual stops). Targeted maximum wait time is 15 minutes.	FTA Grants		40% - CIG New Starts	Dependent on specific grant	No maximum	Low		Annual
Transit	Bus Transit	**LB-ELA_0141**	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	Improve bus times, speeds, and reliability along Line 60 (Long Beach Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	FTA Grants		40% - CIG New Starts	TBD	No maximum	Low		Annual
Transit	Bus Transit	**LB-ELA_0144**	Metro Bus Priority Lane Corridor along Line 111 (Florence)	Improve bus times, speeds, and reliability along Line 111 (Florence). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	RAISE, FTA grants		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban)	$1.5 billion - RAISE	$25M-$45M - RAISE No maximum - others	Low	Q4 2023 - RAISE	Annual
Transit	Bus Transit	**LB-ELA_0146**	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	Improve bus times, speeds, and reliability along Line 260 (Atlantic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	RAISE, FTA grants		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban)	$1.5 billion - RAISE	$25M-$45M - RAISE No maximum - others	Low	Q4 2023 - RAISE	Annual
Transit	Transit Amenities	**LB-ELA_0149**	Increased Security Features at Metro's Existing and Planned Light Rail Stations	Lighting, security cameras, improved line of sight, incident/emergency response plans, and other safety features at Metro stations/parking structures.	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2024	Annual
Transit	Transit Amenities	**LB-ELA_0161**	Transit Ambassador Program	Enhance Metro's Transit Ambassador Program within the LB-ELA Corridor to bring non-law enforcement representatives to improve the customer experience, reinforce public safety, and increase ridership on the transit system.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Bus Transit	**LB-ELA_0164**	Improved Frequency of Metro Buses in the LB-ELA Study Area	Provide a 50 percent improvement on all Metro fixed bus routes greater than 10 minutes in the AM and PM peak periods. And, provide a 50 percent improvement on all Metro fixed bus routes greater than 15 minutes in the Midday and Evening periods. [For example, a bus route that has as frequency of a bus every 30 minutes would improve to a bus arriving every 15 minutes.]	FTA Grants (CIG Grants and 7300 series)		20% - CIG New Starts	Dependent on specific grant	No maximum	Low		Annual
Transit	Transit Amenities	**LB-ELA_0168**	Compton Transit Management Operations Center Enhancements	Project improvements would include: beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths (Phases 1 -5). Location: Compton Transit Management Operations Center: 275 N. Willowbrook Ave., Compton.		ATP, TCC	0% - ATP	$100M - $178M - ATP	No maximum	21% - ATP	March 2024 - ATP	Biennial
Transit	Transit Amenities	**LB-ELA_0169**	Southeast LA Transit Improvement Program	Pending stakeholder input and local jurisdiction approval, this project could include a "cloud-based" Countywide Signal Priority upgrade, 100 bus stop shelters at existing bus stops with over 50 daily boardings but without an existing shelter, 100-solar powered real-time arrival displays, 100 bus stop solar light upgrades for stops without shelters that have lighting, terminal/layover expansion improvements at the Norwalk, Artesia, and Compton Stations, and 100 Zero-Emissions Bus charging masts.	SMART, other ITS, Transit Facilities Grants		0% - SMART 20% - Transit Facilities	$100M - SMART $1.7 billion - Transit Facilities	No maximum	Low	Q3 2024 - SMART	Annual
Transit	Rail Line / Station Improvements	**LB-ELA_0175**	Install Quad Safety Gates at all A Line [Blue Line] Crossings	Install Quad Safety Gates at all A Line [Blue Line] Crossings for safety and increased speed/safety zones	RCE, CRISI		20% - CRISI	$1.4 billion - CRISI	No maximum	Low		Annual
Transit	Bus Transit	**LB-ELA_0178**	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)	Improve bus times, speeds, and reliability along Line 18 (Whittier Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	RAISE, FTA grants		0% - RAISE (Rural, HDC, APP) 20% - RAISE (Urban)	$1.5 billion - RAISE	$25M-$45M - RAISE No maximum - others	Low	Q4 2023 - RAISE	Annual
Transit	Transit Amenities	**LB-ELA_0203**	Bus Stop Improvements	Collaborate with the local jurisdictions (cities, unincorporated areas of Los Angeles County) to implement bus stop improvements within the LB-ELA Corridor. Bus stop improvements would include items such as: - Lighting - Security Features - Benches - Shade and shelters - Drinking Fountains - Solar-powered arrival displays - Trashcans - Landscaping - Signage - Crosswalks - Improved ADA accessibility, including repositioning of utility boxes on the sidewalk Provide financial support in order to help leverage local funds for project implementation. Funds would be made available based on criteria such as: project need, project readiness, and project	FTA (7300 series)			TBD	No maximum	Low		Annual
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0219**	Metrolink Regional Rail Line between Union Station and Long Beach	Construct a new Metrolink regional rail line between Union Station and downtown Long Beach. Trains would be powered using electrical multiple unit (EMU) traction motors, which are anticipated to be required by the California Air Resources Board after 2030. Specific EMU technology has yet to be determined, but could be powered by overhead catenary, hydrogen fuel cell, or catenary/battery electric. Trains would operate along the existing SCRRA Metrolink line between Los Angeles and Commerce and then transition into Union Pacific (UP) railroad right of way (potentially along the San Pedro Subdivision Corridor) for the segment between Commerce and Lakewood. However, sections of a second track would likely need to be constructed in this middle section in order to operate up to four trains per hour in each direction in the peak period. In addition, substantial portions of the southern section of the alignment, between Lakewood and downtown Long Beach, would require new right-of way to provide needed trackage to connect to the downtown Long Beach area. New stations would be constructed and spaced every 1 to 3 miles depending upon the location. It is anticipated that these Metrolink trains would interline through Link US (at Union Station) with the Antelope Valley Line to the north.	FTA (CIG New Starts)	TIRCP	0% - TIRCP 20% - CIG New Starts	$331.5 million to $931.5 million (New Projects in Southern California) - $690m in 2023 - TIRCP	No maximum	Low		Annual
Transit	High Capacity Transit (Rail & BRT)	**LB-ELA_0002**	C Line (Green) Eastern Extension (Norwalk) (LRT)	Extends the C Line (Green) 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Bus Transit	**LB-ELA_0016**	Connecting C Line (Green) and Metrolink Norwalk Station	New express shuttle service between C Line Norwalk Station and Metrolink Norwalk Station to close existing transit gap. Near term solution until C Line is extended eastward.	CIG, Reconnecting Communities		20% - RCN (Planning), CIG 50% - RCN (Capital)	$3.2 billion - RCN	No maximum	Low - RCN	Q3 2024 - RCN	Annual - RCN
Transit	Transit Amenities	**LB-ELA_0077**	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Commerce Transit Stop (Various locations within the City of Commerce)	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2024	Annual
Transit	Transit Amenities	**LB-ELA_0103**	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Maywood Transit Stop (Various locations within the City of Maywood)	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2024	Annual
Transit	Transit Amenities	**LB-ELA_0118**	Bus Shelter Upgrades	Upgrade bus shelters at various locations within the City of Signal Hill.	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2024	Annual

Transit	Bus Transit	**LB-ELA_0130**	Long Beach Transit (LBT) Solar Charging Electrification Project	The project would convert the current bus parking area, at the agency's main operating base, into a facility for charging Battery Electric Buses (BEBs) through the erection of solar-powered parking canopies, to enable Long Beach Transit to transition to 100% emission bus fleet by 2030.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Bus Transit	**LB-ELA_0142**	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	Improve bus times, speeds, and reliability along Line 108 (Slauson). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Bus Transit	**LB-ELA_0143**	Metro Bus Priority Lane Corridor along Line 110 (Gage)	Improve bus times, speeds, and reliability along Line 110 (Gage). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Bus Transit	**LB-ELA_0145**	Metro Bus Priority Lane Corridor along Line 115 (Firestone)	Improve bus times, speeds, and reliability along Line 115 (Firestone). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Transit Amenities	**LB-ELA_0147**	Transit Traveler Information System Application (ITS)	Integrated system and web-based application to provide real-time information to users on optimal transit routes and transit options based on time of day as well as estimated arrival times of buses under real time travel conditions.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Transit Amenities	**LB-ELA_0148**	Transit Fare Discount Program	Expand Metro's program to provide increased transit fare discounts for low-income riders, students, and seniors. Target low income or disadvantaged communities within the LB-ELA Corridor Study Area.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Transit Amenities	**LB-ELA_0152**	Transit Marketing and Education Program	Expansion of Metro's collaborative effort with Metrolink, Long Beach Transit, and city municipal bus lines to promote transit and alternative modes of transportation to the single occupant vehicle. Include features such as "free transit" day and transit passes to employees or students to encourage transit use.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Rail Line / Station Improvements	**LB-ELA_0160**	Line A (Blue Line) Transit Priority/Signal Synchronization	Enhanced signal prioritization/synchronization so that the A Line (Blue Line) has higher priority in areas where the LRT trains operate in mixed flow traffic	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Rail Line / Station Improvements	**LB-ELA_0171**	Commuter Rail Maintenance, Repair, and Safety Projects	Implement planned repair, maintenance, and safety projects to Metro-owned railroad infrastructure along the Los Angeles/Orange County commuter rail line within the LB-ELA Corridor study area.	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2024	Annual
Transit	Rail Line / Station Improvements	**LB-ELA_0172**	Commerce Metrolink Station Improvements	Improve train platforms, shift tracks, install pedestrian barriers and pedestrian crossing safety features, extend and widen sidewalks and walkways, add lighting, install new ADA accessibility features, replace equipment, provide bike path striping, add wayfinding signage, and provide new landscaping.	Transit facilities grants		10-20%	$1.7 billion	No maximum	TBD	Q1 2025	Annual
Transit	Rail Line / Station Improvements	**LB-ELA_0173**	Grade Separation(s) of the A Line [Blue Line] at Washington Street	Provide grade separation of the A Line [Blue Line] at the Washington St./Flower St. junction and at Washington Street.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Rail Line / Station Improvements	**LB-ELA_0174**	New Metrolink Station at planned Commerce/Citadel Station	Construct a new Metrolink Station on the Los Angeles – Riverside Metrolink Commuter Rail Line at the planned Eastside Transit Corridor station at Commerce/Citadel.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Rail Line / Station Improvements	**LB-ELA_0176**	Install Supervisory Control and Data Acquisition System for A Line [Blue Line]	Install Supervisory Control and Data Acquisition System [SCADA] along the A Line {Blue Line] in the downtown area of Long Beach. This technology would allow Metro to better operate and manage the rail transit line to improve train reliability	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Rail Line / Station Improvements	**LB-ELA_0177**	Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations	Add second elevator to Firestone and Slauson A Line [Blue Line] Stations for improved access and reliability	TOD		0.2	$14M	No maximum	Low	Q3 2024	Annual
Transit	Bus Transit	**LB-ELA_0179**	Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd.)	Improve bus times, speeds, and reliability along Line 66 (Olympic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit	Transit Amenities	**LB-ELA_0189**	Transit System Cleanliness/Maintenance	Strengthen policies committing Metro to regular cleaning and maintenance activities on all transit vehicles and at bus and rail stations within the LB-ELA Corridor. These activities consist of cleaning and disinfection of high touchpoint surfaces, graffiti removal, cleanup of spills and biohazards, and trash removal. Maintain station landscaping. Provide high-efficiency air filters on bus and rail transit vehicles. Ensure that the agency dedicates sufficient resources for this effort.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit		**NA - New**	MCP: Willow Station (A Line) Mobility Hub	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Transit		**NA - New**	MCP: Rail cross-over for the A line near the Anaheim station	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Appendix 7-B Summary of Federal Discretionary Grant Programs Identified for Investment Plan Projects and Programs

Prioritized Programs: State and Federal Discretionary Funding Programs

Table 1. Federal Discretionary Funding Programs

Federal Discretionary Program:	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Reconnecting Communities and Neighborhoods (RCN)	Safe Streets and Roads for All (SS4A)	Bridge Investment Program	Infrastructure for Rebuilding America (INFRA)
Issuing Agency	U.S. Department of Transportation	U.S. Department of Transportation	U.S. Department of Transportation	Federal Highway Administration (FHWA)	U.S. Department of Transportation
Applicable Transportation Infrastructure Type	Roads, Bridges, Transit, Rail, Ports, and Intermodal Transportation	Highways and other dividing or burdening transportation facilities	Roads, Active Transportation	Bridges	Highways, Bridges, Freight, Railway-Highway Grade Separation/Crossing, Marine Highway
Key Program Objectives	State of repair, efficient mobility and economic competitiveness, safety, and equity.	Safety, Climate and Sustainability, Equity and Justice, Workforce Development, Transformation	Safety	To improve the safety, efficiency, and reliability of the movement of people and freight over bridges	Safety, economic benefits, reduce congestion, enhance resiliency, improve freight movements
Type of Program Funding	Planning and capital	Planning and capital	Planning and capital	Planning and capital	Planning and capital
Annual Funding Pool	$1.5 billion	$3.2 billion ($198m for RCP, $3.1b for NAE)	$1 billion	$2.4 billion	$1.5 billion
Maximum Funding Amount	$45 million in 2023 $25 million other years	$2M for RCP Planning Grants. No maximum for NAE planning or capital grants	No statutory maximum, but award sized expected to be between $100K and $25M	No maximum	No maximum
Typical Award Size	$17 million	$~25M (Capital)	$16M (Capital) $430k (Planning)	$830k (Planning) $33M (Bridge Category) $520M (Large Bridge Category)	$55 million
Success % (qualitative)	Low	Low	Medium	Less than 5% (capital)	10%
Minimum Match Requirement	20% (Urban Areas), 0% (Rural, HDC*, or APP**)	20% (RCP Planning and NAE Capital/Planning), 50% (RCP Capital)	20%	Planning: 10% Construction: 20%/50% (<$100M/>$100M Categories)	40%,
Anticipated funding round announcement	Q4 2024	Q3 2024	Q2 2024	Q4 2024	Q2 – Q3 2024
Frequency	Annual	Annual	Annual	Annual	Annual
Duration	TBD	Until 2026 (BIL)	Until 2026 (BIL)	Until 2026 (BIL)	TBD

*HDC: Historically Disadvantaged Communities

**APP: Areas of Persistent Poverty

Table 1. Federal Discretionary Funding Programs (continued)

Discretionary Program:	Strengthening Mobility and Revolutionizing Transportation (SMART)	Transit oriented development (TOD) planning grants	Capital Investment Grants Program (New Starts and Small Starts)	Port Infrastructure Development Program (PIDP)	Reduction of Truck Emissions at Port Facilities
Issuing Agency	U.S. Department of Transportation	USDOT	Federal Transit Administration (FTA)	USDOT Maritime Administration	U.S. Department of Transportation
Applicable Transportation Infrastructure Type	Intelligent Transportation Systems, including: connected vehicles; smart grid;	The TOD Pilot Program grants target local communities to integrate land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project	heavy rail, commuter rail, light rail, streetcars, and bus rapid transit	Coastal seaports, inland river ports, and Great Lakes ports	Port facilities and/or intermodal port transfer facilities
Key Program Objectives	Efficient mobility	Policy development which fosters integration of transit and land use planning. Objectives of this integrated planning are to improve accessibility, equity, and development of affordable housing.	Enhance Safety, Build Resiliency, Increase Sustainability, Improve Equity, Connect Communities	Improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port	Reduced port-related emissions from idling trucks, including through port operations efficiency improvements
Type of Program Funding	Planning and capital	Planning	Capital	Planning and Capital	Planning and capital
Annual Funding Pool	$100 million	$14 million	$4.6 billion	$662 million	$160 million
Maximum Funding Amount	No maximum	No maximum	$150 million for Small Starts	No maximum	No maximum
Typical Award Size	$1.6M (Planning – Phase 1)	$700k (Planning)	$20-$100m Small Starts >$1 billion New Starts	$2 million - $70 million	$5 million
Success % (qualitative)	Low	Low	Low	Low	Low
Minimum Match Requirement	No match requirement for planning grants; 20% for capital projects	20%	20% Small Starts 40% New Starts	20%	20%
Anticipated funding round announcement	Q3 2024	Q3 2024 https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning	2024	Q1 2024	Q2 2024
Frequency	Annual	Annual	Annual	Annual	Annual
Duration	Until 2026 (BIL)	2026 (BIL)	2026 (BIL)	2026 (BIL)	2026 (BIL)

Table 1. Federal Discretionary Funding Programs (continued)

Discretionary Program:	Building Resilient Infrastructure and Communities (BRIC)	Charging and Fueling Infrastructure Grant Program	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Railroad Crossing Elimination Grant Program
Issuing Agency	FEMA	U.S. Department of Transportation	USDOT Federal Railroad Administration	USDOT Federal Railroad Administration
Applicable Transportation Infrastructure Type	Roads, highways, bridges; public transportation; dams, ports, harbors, and other maritime facilities; railroads; airports; water systems; electrical transmission facilities; buildings and property	Roads, Highways, Interstates, Transit	Heavy rail, commuter rail, light rail, rail facilities, grade crossing, rolling stock	Grade separation or closure, bridge, embankment, tunnel, Track relocation. protective devices, signals, signs
Key Program Objectives	Hazard mitigation, including climate adaptation and resilience	To strategically deploy electric vehicle (EV) charging infrastructure, hydrogen/ propane/natural gas fuelling infrastructure, in other publicly accessible locations	improve railroad safety, efficiency, and reliability; mitigate congestion; support more efficient travel and goods movement; enhance multi-modal connections; lead to new or substantially improved Intercity Passenger Rail Transportation corridors.	Improving the safety and mobility of people and goods
Type of Program Funding	Planning and capital	Planning and implementation	Planning and capital	Planning and capital
Annual Funding Pool	$1 billion	$700 million	$1.5 billion	$600 million
Maximum Funding Amount	No maximum	Maximum award of $15 million for community grants	No maximum	No maximum
Typical Award Size	$5 million – $20 million	TBD	$2 million - $50 million	$1 million - $20 million
Success % (qualitative)	15%	Low	Low	Low
Minimum Match Requirement	25%	20%	20%	20%
Anticipated funding round announcement	Q3 2024	Q2 2024	TBD	TBD
Frequency	Annual	Annual	Annual	Annual
Duration	TBD	2026 (BIL)	TBD	TBD

Table 2. State Discretionary Funding Programs

Discretionary Program:	Solutions for Congested Corridors Program (SCCP)	Active Transportation Program (ATP)	Low carbon transit operations program (LCTOP)	Transit and Intercity Rail Capital Program (TIRCP)	SB1 - Trade Corridor Enhancement Program (TCEP)
Issuing Agency	California Transportation Commission	California Transportation Commission	Caltrans	California State Transportation Agency	California Transportation Commission
Applicable Transportation Infrastructure Type	Zero emission vehicles, Active Transportation, Transit, Highway lane capacity increases	Active Transportation	Transit (expansions, improvements, electric buses)	Transit and Intercity Rail (expansions, improvements, integrations)	Freight infrastructure (federally designated Trade Corridors of National and Regional Significance, National Highway Freight Network, and other corridors with high freight volumes)
Key Program Objectives	Reduced congestion. Transportation, environmental and community access improvements	Increasing walking and biking, increasing safety of non-motorized users, reducing GHG emissions	Reduced greenhouse gas (GHG) emissions, improved mobility, and a priority to serving disadvantaged communities	Reduced emissions through reduced vehicle miles and congestion	Multimodal mobility, Economic prosperity, environmental stewardship, healthy communities, safety and resiliency, asset management, connectivity and accessibility
Type of Program Funding	Capital only	Planning and Capital	Operation and Capital	Capital	Capital
Annual Funding Pool	$250 million	$100 million (2025-27) to $178 million (2027 - 29)	$140 million	$331.5 million to $931.5 million (New Projects in Southern California) - $690m in 2023	$500 million ($1.05 billion over two years)
Maximum Funding Amount	No maximum	No maximum	No maximum	No maximum, although geographic equity practically reduces expectations	No maximum
Typical Award Size	$20 million (high variance)	$4.3M	$1 million	$25 million in 2023 (high variance)	$31 million in 2022, split across 2 years
Success % (qualitative)	Low	21%	Low	Low	Low
Minimum Match Requirement	No match required	No match required	No local match required	While there is no minimum match requirement, funding leverage is desirable and will be considered in the evaluation	No match required if nominated by Caltrans. 30% local match required if nominated by regions.
Anticipated funding round announcement	Q3 2024	March 2024	Q2 2024	Q2 2024	Q3 2024
Frequency	Biennial	Biennial	Annual	Annual - Biennial	Biennial
Duration	Until 2027 (SB1)	Until 2027 (SB1)	TBD	TBD	2027 (SB1)

Table 2. State Discretionary Funding Programs (continued)

Discretionary Program:	Local Partnership Program Competitive (LPP-C)	Transformative Climate Communities	Urban Greening Grant Program	Affordable Housing and Sustainable Communities Program (AHSC)
Issuing Agency	California Transportation Commission	California Strategic Growth Council	California Natural Resources Agency	California Strategic Growth Council
Applicable Transportation Infrastructure Type	Improvements to highway/local roads; transit facilities; transit equipment/vehicles; active transportation; road maintenance	Bicycle and pedestrian Facilities; Bike share programs; urban greening initiatives	Bicycle paths; bicycle lanes; pedestrian facilities; tree planting	Affordable housing developments (new construction or renovation) and transportation infrastructure including new transit vehicles, sidewalks, and bike lanes; bus shelters, benches, or shade trees
Key Program Objectives	Transportation improvements while fairly distributing the economic impact of increased funding	Projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	Reduction of GHG emissions; mitigate the effects of extreme heat; improved climate resiliency and adaptation; improved equity	Support infill and compact development that reduce greenhouse gas emissions
Type of Program Funding	Capital	Planning, Project Development and Implementation	Implementation	Planning and capital
Annual Funding Pool	$72 million	$100 million	$25 million	$750 million
Maximum Funding Amount	$25 million	$29.5 million for implementation	No maximum	$50 million
Typical Award Size	TBD	$300k – planning $30M- implementation	TBD	$1 million - $50 million
Success % (qualitative)	TBD	Medium	TBD	Medium to High
Minimum Match Requirement	50%	50% for implementation	No match required	10%
Anticipated funding round announcement	Q2/Q3 2024	Q1 2024	Q2/Q3 2024	Q4 2024
Frequency	Biennial	Annual	TBD	Annual
Duration	TBD	TBD	TBD	TBD

Appendix 8-A Investment Plan Projects and Programs by Location and Goal Focus Area

APPENDIX 8-A: INVESTMENT PLAN LOCATION AND GOALS PROGRAMS

1 LOCATION PROGRAMS

The Investment Plan's projects/programs can be grouped by location, including corridors, cities and neighborhoods. These classifications can facilitate the effective advancement of the projects/programs in pursuit of funding and implementation. This section describes those groups. The projects/programs sorted by location show how the proposed area can be improved, invested, and developed. By grouping the projects/programs into the same jurisdiction, readers can quickly identify the projects/programs that are most pertinent to them in terms of where they live within the Study Area. It also helps users of the plan to focus on the areas each jurisdiction is working on to advance.

1.1 Corridors

Users of the network often travel significant distances along each corridor, covering large portions or the entire length of the corridor. Corridors identified in the Investment Plan for multiple improvements include Atlantic Boulevard, Florence Avenue, Slauson Avenue, Alondra Boulevard, and Long Beach Boulevard. When planning for an individual corridor, looking at all proposed improvements holistically can streamline the user experience.

1.1.1 Atlantic Blvd

Atlantic Boulevard is a major North-South corridor within the Study Area. It passes through the cities of Alhambra, Monterey Park, East Los Angeles, Eastside Los Angeles, Commerce, Vernon, Maywood, Bell, Cudahy, South Gate, Lynwood, Compton, and Long Beach. The vision for this corridor is to promote a balanced, comprehensive multimodal transportation system to enhance the sustainability of communities within the corridor. Metro Local bus line 260 runs along Atlantic Boulevard between Huntington Drive and Artesia Boulevard. Long Beach Transit line 61 serves Atlantic Boulevard south of Artesia Boulevard. At the intersection of Atlantic Boulevard and Pomona Boulevard in East Los Angeles is the Los Angeles Metro Rail's Atlantic station, the current eastern terminus of the E Line. This station provides the East Los Angeles community with transit service to Downtown Los Angeles, Santa Monica, and other Metro Rail lines. The efforts to achieve this vision include a series of projects and programs with a diverse range of project types such as, active transportation/TDM, Arterial Roadway, and Transit. Tables 8-A-1 and 8-A-2 display Atlantic Boulevard's projects/programs, sorted to distinguish between those recommended for Initial investment and those recommended for inclusion in Modal Programs.

Table 8-A-1 Initial Investment

Project ID	Project Name	Description
LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard	Atlantic Ave/Blvd, between Ocean Blvd. and SR-60. Reconstruct Atlantic Ave/Blvd to establish a Complete Street Corridor, including bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.

LB-ELA_0146	Atlantic Boulevard Bus Priority Lane Corridor	BRT project along Atlantic to provide improved speed, reliability, and frequency.
LB-ELA_0017	Regionally Significant Bicycle Projects from the Metro Active Transportation Strategic Plan	Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Strategic Plan including several bikeways serving Atlantic Blvd.

Table 8-A-2 Modal Program

Project ID	Project Name	Description
LB-ELA_0019	Bus Only Lane and TSP	Improve bus times, speeds, and reliability along Line 260 (Atlantic Blvd.). Proposed improvements would include transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, and bus stop and layover improvements.
LB-ELA_0071	Traffic Signal Upgrades	Traffic signal upgrade at Telegraph / Eastern / Atlantic. Also consider improvements such as turning lane pavement markings, striping, and enhanced signage so that approaching traffic can get properly aligned well in advance of this intersection.
LB-ELA_0095	Crosswalk Improvements	Provide pedestrian crosswalk improvements (pedestrian buttons, signage, and electrical infrastructure) at Rosewood/Abbott, Mallison/Abbott, Long Beach/Tecumseh, Imperial/Ruth & **Atlantic/Brewster** intersections. (Phase 1)
LB-ELA_0120	Safety Improvements	Within East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard.
LB-ELA_0221	Atlantic Avenue Bridge Widening	This would widen the Atlantic Avenue bridge structure over I-5 at the intersection of Telegraph Road, Eastern Avenue, and Atlantic Boulevard in the City of Commerce. It would help relieve traffic congestion and provide a safer roadway for all modes of transportation.

1.1.2 Florence Ave

Florence Avenue is an East-West corridor within the Study Area. Florence Avenue runs through the cities of Inglewood, Los Angeles, Huntington Park (where it intersects Pacific Boulevard), Bell, Bell Gardens, Downey, Santa Fe Springs, and unincorporated Los Angeles County bordering the City of Whittier. The vision for this corridor is similar to the vision of Atlantic Boulevard – to create a multimodal transportation system to strengthen the sustainability of the community along the corridor. The efforts to achieve this vision include a series of projects and programs, mostly Arterial Roadway and Freeway projects/programs. Florence Avenue also crosses some high equity need areas with Equity Focus

Communities (EFCs) designation and some Gateway Cities Council of Governments (GCCOG) priority areas. Tables 8-A-3 and 8-A-4 display these projects/programs, sorted to distinguish between those recommended for Initial investment and those recommended for inclusion in Modal Programs.

Table 8-A-3 Initial Investment

Project ID	Project Name	Description
LB-ELA_0034	I-710/Florence Interchange Improvements (I-710 MOSAIC Program)	Reconfiguration of I-710/Florence Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists and pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and the LA River Channel.
LB-ELA_0058	Complete Streets Corridor: Florence Avenue	Florence Ave., between Alameda St. and Lakewood Blvd. Reconstruct Florence Ave. to establish a Complete Street Corridor, including bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.
LB-ELA_0144	Florence Avenue Bus Priority Lane Corridor	Improve bus times, speeds, and reliability along Line 111 (Florence). Proposed improvements would include transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.

Table 8-A-4 Modal Program

Project ID	Project Name	Description
LB-ELA_0049	Upgrade Pump Plant Florence Avenue Bridges	I-710, MP 18.7-19.6. In South Gate and Bell Gardens, at the South Gate Pump Plant and **the Florence Avenue Pump Plant**; also, in Downey on Route 105 at the Ardis Avenue Pump Plant (PM R16.48). Upgrade pump plants.
LB-ELA_0067	Florence Avenue Bridges	Replace Florence Ave. Bridges over LA River & I-710
LB-ELA_0079	Florence Avenue Bridge Rehabilitation	Rehabilitate arterial bridge over the Rio Hondo River Channel
LB-ELA_0080	Intersection Improvements	Improve the intersection at Florence Ave. & Paramount Blvd. by adding turn lanes to reduce congestion and enhance safety.
LB-ELA_0083	Traffic Signal Improvements	Along Florence Ave., between Downey Ave. & Brookshire Ave., upgrade traffic signals

1.1.3 Slauson Ave

Slauson Ave is an East-West corridor within the Study Area. The street runs 20.9 miles (33.6 km) from McDonald Street in Culver City to Santa Fe Springs Road, where it becomes Mulberry Drive in Whittier.

Mulberry Drive ends at Scott Avenue in South Whittier. The corridor aims to explore land use regulations to meet community needs, maximize connections to active transportation networks and Metro transit, and preserve industrial land. Tables 8-A-5 and 8-A-6 display these projects/programs, sorted to distinguish between those recommended for initial investment and those recommended for inclusion in Modal Programs.

Table 8-A-5 Initial Investment

Project ID	Project Name	Description
LB-ELA_0006	Rail to River Active Transportation Corridor Segment B	An approximate 4.5-mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.
LB-ELA_0061	Complete Streets Corridor: Slauson Avenue	Slauson Ave., between Alameda St. and Lakewood Blvd. Reconstruct Slauson Ave. to establish a Complete Street Corridor, including bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.
LB-ELA_0142	Slauson Avenue Bus Priority Lane Corridor	Improve bus times, speeds, and reliability along Line 108 (Slauson). Proposed improvements would include transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.

Table 8-A-6 Modal Program

Project ID	Project Name	Description
LB-ELA_0065	Slauson Bridges	Rehabilitate/replace Slauson Avenue Bridge over the LA River
LB-ELA_0126	Pedestrian, bike and transit safety measures	The project focuses on pedestrian, bike, & transit safety improvements along Slauson Avenue, between I-710 and I-5, as well as ten other unsignalized intersections or midblock crossings citywide. The project location includes the 2.6-mile Slauson Avenue corridor between I-710 and I-5 freeways and ten citywide unsignalized intersections or midblock crossings.
LB-ELA_0177	Second Elevator to Slauson station	Add a second elevator to Firestone and Slauson A Line Blue Line Stations for improved access and reliability

1.1.4 Alondra Blvd

Alondra Blvd is an East-West corridor within the Study Area. It extends from the western part of Los Angeles County, near the city of Hawthorne, through areas such as Compton and Paramount, and continues into the eastern part of the county. Tables 8-A-7 and 8-A-8 display these projects/programs, sorted to distinguish between those recommended for Initial investment and those recommended for inclusion in Modal Programs. The MSPP projects related to Alondra Boulevard corridor prioritize

complete street concept, safety, and I-710 interchange improvements, and local intersection improvements.

Table 8-A-7 Initial Investment

Project ID	Project Name	Description
LB-ELA_0031	I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors (I-710 MOSAIC Program)	Reconfiguration of I-710/Alondra Interchange to improve operations and safety for traffic entering and exiting the freeway. Improve and relocate SB I-710 to SR-91 Connectors to reduce weaving movements. Improve traffic controls to address safety concerns of bicyclists and pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and the LA River Channel.
LB-ELA_0060	Complete Streets Corridor: Alondra Boulevard	Alondra Boulevard, between Central Avenue and Lakewood Boulevard. Reconstruct Alondra Boulevard to establish a Complete Street Corridor, including bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.

Table 8-A-8 Modal Program

Project ID	Project Name	Description
LB-ELA_0107	Alondra Bridges	Replace Alondra Boulevard Bridges over the LA River and I-710.
LB-ELA_0109	Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Alondra Boulevard: 1) Garfield, 2) Paramount and 3) Downey.
LB-ELA_0120	Safety-related Road Improvements	Within East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard.

1.1.5 Long Beach Blvd

Long Beach Boulevard is a north-south corridor within the Study Area. The boulevard passes through areas such as Lynwood, Compton, and Paramount and continues south into the city of Long Beach. The surroundings along Long Beach Boulevard include a mix of residential, commercial, and industrial zones. The MSPP projects related to the Long Beach Blvd corridor prioritize complete street, I-710 interchange improvement, and BRT. Additional resources will be allocated to traffic signal enhancements. Tables 8-A-9 and 8-A-10 display these projects/programs, sorted to distinguish between those recommended for Initial investment and those recommended for inclusion in Modal Programs.

Table 8-A-9 Initial Investment

Project ID	Project Name	Description

LB-ELA_0030	I-710/Long Beach Boulevard Interchange Improvements (I-710 MOSAIC Program)	Upgrade I-710/Long Beach Boulevard Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists and pedestrians at the ramp terminal. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and the LA River Channel.
LB-ELA_0062	Complete Streets Corridor: Long Beach Boulevard	Long Beach Boulevard/Pacific Boulevard. Reconstruct Long Beach Boulevard/Pacific Boulevard, between Ocean Boulevard and Slauson Avenue, to establish a Complete Street Corridor, including bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.
LB-ELA_0141	Long Beach Boulevard Bus Priority Lane Corridor	Improve bus times, speeds, and reliability along Line 60 (Long Beach Boulevard). Proposed improvements would include transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.

Table 8-A-10 Modal Program

Project ID	Project Type	Description
LB-ELA_0097	Traffic Signal Improvements	Provide traffic signal upgrades at the following locations: 1) Long Beach Boulevard/Carlin, 2) Long Beach Boulevard/El Segundo, 3) Long Beach Boulevard and Sanborn, 4) Long Beach Boulevard/Euclid, 5) Long Beach Boulevard/Imperial Hwy, 6) Atlantic Ave/Cortland, 7) Atlantic Boulevard/Abbott Road, 8) Alameda/Deputy Blaire (Phase 2).

1.2 Cities

The LB-ELA corridor includes 18 cities. Each city will play a key role in the implementation of projects/programs within its boundaries. This section itemizes projects/programs by city.

1.2.1 City of Bell

Table 8-A-11 summarizes all projects/programs recommended for initial investment within the jurisdiction of the City of Bell.

Table 8-A-11 Initial Investment

Project Type	Project ID	Project/Program Name

Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0006	Rail to River Active Transportation Corridor Segment B
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Freeway	LB-ELA_0034	I-710/Florence Interchange Improvements (I-710 MOSAIC Program)
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Arterial Roadway	LB-ELA_0061	Complete Streets Corridor: Slauson Avenue
Active Transportation	LB-ELA_0066	Randolph Bike and Pedestrian Project
Transit	LB-ELA_0142	Slauson Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0146	Atlantic Boulevard Bus Priority Lane Corridor
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Bell is located in the northern portion of the Study Area. 17 projects/programs are recommended for Initial Investment within the City of Bell. Four Transit projects, four Freeway projects, three Arterial Roadway projects, four Active Transportation projects, and two study-area-wide Goods Movement projects. The City of Bell is one of the most invested jurisdictions within the Study Area in terms of dollar amount in projects and programs. Among all the projects/programs recommended for initial investment, transit projects serve as the backbone of the investment, supplemented with balanced Arterial Freeway and Active Transportation improvements. With a balanced investment in different project types, travel the City of Bell's multimodal traveling of residents and visitors can be expected to increase. Modal Program Projects for the City of Bell are summarized in Table 8-A-12.

Table 8-A-12 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0063	Gage Avenue Bridge
Arterial Roadway	LB-ELA_0065	Slauson Avenue Bridge
Arterial Roadway	LB-ELA_0067	Florence Avenue Bridges

Arterial Roadway	LB-ELA_0086	Gage Avenue Operational and Safety Improvements
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot

1.2.2 City of Bell Gardens

Table 8-A-13 summarizes all projects/programs recommended for initial investment within the City of Bell Gardens.

Table 8-A-13 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program

Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Bell Gardens is located in the northern portion of the Study Area. Seven projects/programs are recommended for Initial Investment within the City of Bell Gardens, consisting of two Transit projects, two Goods Movement projects, two Active Transportation projects, and one Arterial Roadway project. Over half of the initial investment for the City of Bell Garden is Transit, study-area-wide Goods Movement, and Active Transportation projects/programs. Modal Program Projects for the City of Bell Gardens are summarized in Table 8-A-14.

8-A-14 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0068	Systematic Safety Analysis Report Program Improvements
Arterial Roadway	LB-ELA_0069	Traffic/Pedestrian Signal Upgrades
Active Transportation	LB-ELA_0070	Pedestrian Bridge
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades

Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements

1.2.3 City of Bellflower

Table 8-A-15 summarizes all projects/programs recommended for initial investment within the City of Bellflower.

Table 8-A-15 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Bellflower is located in the northern portion of the Study Area. Seven Projects/programs are recommended for initial investment within the City of Bellflower, consisting of two Transit projects, two Goods Movement projects, two Active Transportation, and one Arterial Roadway project. Over half of the Initial Investment for the City of Bellflower is Transit, study-area-wide Goods Movement, and Active Transportation projects/programs. Modal Program Projects for the City of Bellflower are summarized in Table 8-A-16.

Table 8-A-16 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance

Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.4 City of Carson

Table 8-A-17 summarizes all projects/programs recommended for initial investment within the City of Carson.

Table 8-A-17 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Transit	LB-ELA_0175	Install Quad Safety Gates at all A Line Blue Line Crossings
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Carson is located in the southern portion of the Study Area. Seven projects/programs are recommended for initial investment within the City of Carson, consisting of three study-area-wide Goods Movement, two Transit, and two Active Transportation projects. The investment focus for this city is enhancing its existing transit service and first/last mile access to improve transit service quality further. Modal Program Projects for the City of Carson are summarized in Table 8-A-18.

Table 8-A-18 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program

Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0207	City of Carson Citywide Community Safety Improvements
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_9303	City of Carson Master Bicycle Plan
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Arterial Roadway	LB-ELA_9306	ICM Phase 2: Arterial Signal Enhancements and Integration

1.2.5 City of Commerce

Table 8-A-19 summarizes all projects/programs recommended for initial investment within the City of Commerce.

Table 8-A-19 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0061	Complete Streets Corridor: Slauson Avenue
Transit	LB-ELA_0146	Atlantic Boulevard Bus Priority Lane Corridor
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Commerce is located in the northern portion of the Study Area. Nine projects/programs are recommended for initial investment within the City of Commerce, consisting of two transit projects, two study-area-wide goods movement projects, two arterial roadway projects, two active transportation, and one Freeway project. Modal Program Projects for the City of Commerce are summarized in Table 8-A-20.

Table 8-A-20 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0071	Mixmaster Traffic Signal Improvements (Telegraph/Eastern/Atlantic)
Arterial Roadway	LB-ELA_0072	Traffic Signal Coordination Projects
Arterial Roadway	LB-ELA_0073	Telegraph Road Improvements
Arterial Roadway	LB-ELA_0074	Traffic Signal Upgrades
Arterial Roadway	LB-ELA_0075	Video Camera installation
Active Transportation	LB-ELA_0076	Pedestrian and Bike Facilities
Arterial Roadway	LB-ELA_0078	Randolph Street Gap Closure
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program

Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.6 City of Compton

Table 8-A-21 summarizes all projects/programs recommended for initial investment within the City of Compton.

Table 8-A-21 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0008	A Line First/Last Mile Improvements
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Freeway	LB-ELA_0031	I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors (I-710 MOSAIC Program)
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0060	Alondra Complete Streets Corridor
Arterial Roadway	LB-ELA_0062	Long Beach Complete Street Corridor
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Active Transportation	LB-ELA_0165	Compton Creek Bike Underpasses
Transit	LB-ELA_0168	Compton Transit Management Operations Center Enhancements
Transit	LB-ELA_0175	Install Quad Safety Gates at all A Line Blue Line Crossings
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Compton is located centrally in the Study Area. 19 projects/programs are recommended for initial investment within the City of Compton, consisting of four Transit projects, four Goods Movement projects, four Freeway projects, four Active Transportation, and three projects for each of the other project types. Among all the projects/programs recommended for initial investment, Transit, study-area-wide Goods Movement, and Active Transportation projects serve as the backbone of the investment, supplemented with balanced Arterial Roadway and Freeway improvements. The City of Compton, with comparable investment value to the City of Bell, holds a greater regional significance in the movement of goods. Modal Program Projects for the City of Compton are summarized in Table 8-A-22.

Table 8-A-22 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_0220	Micromobility Pilot Project
Active Transportation	NA/New	Compton Boulevard Bike Path
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Active Transportation	LB-ELA_9314	Compton Boulevard Bike Path
Active Transportation	LB-ELA_9315	Terminal Island to Rio Hondo Bike Path
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot

1.2.7 City of Cudahy

Table 8-A-23 summarizes all projects/programs recommended for initial investment within the City of Cudahy.

Table 8-A-23 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Cudahy is located within the central-northern portion of the Study Area. Nine projects/programs are recommended for initial investment within the City of Cudahy, consisting the of three Freeway projects, two study-area-wide Goods Movement projects, two Active Transportation, and one Arterial Roadway project. Modal Program Projects for the City of Cudahy are summarized in Table 8-A-24.

Table 8-A-24 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program

Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.8 City of Downey

Table 8-A-25 summarizes all projects/programs recommended for initial investment within the City of Downey.

Table 8-A-25 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Active Transportation	LB-ELA_0111	West Santa Ana Branch Bike and Pedestrian Trail
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Downey is located to the east of the Study Area. Eight projects/programs are recommended for initial investment within the City of Downey. The list includes three Active Transportation, two Transit projects, two Goods Movement projects, and one Arterial Roadway project. Freeway improvement is not a priority for the future development of the City of Downey based on the CMIP evaluation. Among all the projects/programs recommended for initial investment, Transit, study-area-wide Goods Movement, and Active Transportation projects constitute the largest share of the investment by project type. An Arterial Roadway project rounds out the remaining investment in the City of Downey. Modal Program Projects for the City of Downey are summarized in Table 8-A-26 Modal Program.

Table 8-A-26 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0081	Firestone Boulevard Traffic Signal Upgrades and Safety Enhancements
Active Transportation	LB-ELA_0082	Enhanced Pedestrian Crosswalk (Rives Avenue and Adwen Street)

Arterial Roadway	LB-ELA_0083	Traffic Signal Upgrades
Arterial Roadway	LB-ELA_0084	Video Detection Upgrades
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0145	Metro Bus Priority Lane Corridor along Line 115 (Firestone)
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0210	Greenway Traffic Circle Improvement Project
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements

1.2.9 City of Huntington Park

Table 8-A-27 summarizes all projects/programs recommended for initial investment within the City of Huntington Park.

Table 8-A-27 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0006	Rail to River Active Transportation Corridor Segment B

Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Arterial Roadway	LB-ELA_0061	Complete Streets Corridor: Slauson Avenue
Arterial Roadway	LB-ELA_0062	Long Beach Complete Street Corridor
Transit	LB-ELA_0142	Slauson Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The city of Huntington Park is located in the northern portion of the Study Area. There are 13 projects/programs recommended for initial investment within the City of Huntington Park, consisting of four Goods Movement, three Transit, three Arterial Roadway, and three Active Transportation projects. Modal Program Projects for the City of Huntington Park are summarized in Table 8-A-28.

Table 8-A-28 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0085	Intersection Improvements (Huntington Park)
Arterial Roadway	LB-ELA_0086	Gage Avenue Operational and Safety Improvements
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects

Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_0220	Micromobility Pilot Project
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements

1.2.10 City of Lakewood

Table 8-A-29 summarizes all projects/programs recommended for initial investment within the City of Lakewood.

Table 8-A-29 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Lakewood is located in the southern portion of the Study Area. Five projects/programs are recommended for initial investment within the City of Lakewood, consisting of two Goods Movement projects, two Active Transportation projects, and one Transit project. Among all the projects/programs recommended for initial investment, study-area-wide Goods Movement and Active Transportation projects constitute the largest share of the investment by project type, supplemented with improvements in one Transit project. Modal Program Projects for the City of Lakewood are summarized in Table 8-A-30.

Table 8-A-30 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0127	Lakewood Boulevard Improvement Project
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program

Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.11 City of Long Beach

Table 8-A-31 summarizes all projects/programs recommended for initial investment within the City of Long Beach.

Table 8-A-31 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0008	A Line First/Last Mile Improvements
Arterial Roadway	LB-ELA_0010	Shoemaker Bridge/Shoreline Drive
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Freeway	LB-ELA_0028	I-710/Willow Interchange Improvements (I-710 MOSAIC Program)
Freeway	LB-ELA_0029	I-710/Del Amo Interchange Improvements (I-710 MOSAIC Program)
Freeway	LB-ELA_0030	I-710/Long Beach Boulevard Interchange Improvements (I-710 MOSAIC Program)
Freeway	LB-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow)
Freeway	LB-ELA_0036	I-710/I-405 Connector Project Improvements
Freeway	LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)
Freeway	LB-ELA_0091	I-710/Anaheim Interchange Improvements (I-710 MOSAIC Program)

Freeway	LB-ELA_0092	I-710/PCH Interchange Improvements (I-710 MOSAIC Program)
Freeway	LB-ELA_0093	I-710/Wardlow Interchange Improvements (I-710 MOSAIC Program)
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0062	Long Beach Complete Street Corridor
Transit	LB-ELA_0141	Long Beach Boulevard Bus Priority Lane Corridor
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Transit	LB-ELA_0175	Install Quad Safety Gates at all A Line Blue Line Crossings
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Long Beach is located in the southern portion of the Study Area. There are 23 Projects/programs recommended for initial investment within the City of Long Beach. The list of projects includes 12 Freeway, three Transit, three Arterial Roadway, three Goods Movement, and three Active Transportation projects. The City of Long Beach is the most invested-in jurisdiction within the Study Area in terms of number of projects/programs recommended for initial investment and their dollar amounts. Modal Program Projects for the City of Long Beach are summarized in Table 8-A-32.

Table 8-A-32 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0020	Sports Park Transportation Performance Modeling Network
Arterial Roadway	LB-ELA_0087	Traffic Signal Equipment Improvements
Arterial Roadway	LB-ELA_0088	Protected Left Turns at Signals
Arterial Roadway	LB-ELA_0089	Emergency Vehicle Pre-Emption
Active Transportation	LB-ELA_0090	Rectangular Rapid Flashing Beacons at Pedestrian Crossings
Active Transportation	LB-ELA_0094	Hill Street Pedestrian Bridge Overcrossing
Goods Movement	LB-ELA_0123	Pico Avenue Street Improvement
Transit	LB-ELA_0136	Enhanced Transit Security
Active Transportation	LB-ELA_0138	Spring Avenue Pedestrian/Bicycle Overcrossing
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program

Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_0220	Micromobility Pilot Project
Active Transportation	LB-ELA_9303	City of Carson Master Bicycle Plan
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Arterial Roadway	LB-ELA_9320	Terminal Island Freeway Decommissioning
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program
Transit	LB-ELA_9308	MCP: A Line Willow Station (A Line) Mobility Hub
Transit	LB-ELA_9309	MCP: A Line cross over at Long Beach Blvd and Anaheim St
Arterial Roadway	LB-ELA_9306	ICM Phase 2: Arterial Signal Enhancements and Integration
Freeway	LB-ELA_9307	ICM Phase 2: Freeway Corridor Enhancements
Active Transportation	LB-ELA_9315	Terminal Island to Rio Hondo Bike Path
Active Transportation	LB-ELA_9321	Hamilton Loop

1.2.12 City of Los Angeles

Table 8-A-33 summarizes all projects/programs recommended for initial investment within the City of Los Angeles.

Table 8-A-33 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan

Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Transit	LB-ELA_0142	Slauson Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0144	Florence Avenue Bus Priority Lane Corridors
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Transit	LB-ELA_0175	Install Quad Safety Gates at all A Line Blue Line Crossings
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

Portions of the City of Los Angeles are located in both the northern and southern ends of the Study Area. There are 12 projects/programs recommended for initial investment within the City of Los Angeles. The list of projects includes four Transit, four Goods Movement, two Freeway projects, and two Active Transportation projects. Arterial Roadway improvement is not a priority for the future development of the City of Los Angeles within the scope of the LB-ELA project. Among all the projects/programs recommended for initial investment, Transit and study-area-wide Goods Movement projects constitute the largest share of the investment by project type, supplemented by Active Transportation and Arterial Roadway improvement projects. Modal Program Projects for the City of Los Angeles are summarized in Table 8-A-34.

Table 8-A-34 Modal Program

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0024	Pier 400 On Dock Rail Modernization
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)
Transit	LB-ELA_0145	Metro Bus Priority Lane Corridor along Line 115 (Firestone)
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects
Transit	LB-ELA_0179	Metro Bus Priority Lane Corridor along Line 66 (Olympic Boulevard)
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs

Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_9300	Wilmington Safe Streets – A People First Approach
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements
Arterial Roadway	LB-ELA_9316	Lomita Blvd. Punchthrough
Arterial Roadway	LB-ELA_9320	Terminal Island Freeway Decommissioning Project
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.13 City of Lynwood

Table 8-A-35 summarizes all projects/programs recommended for initial investment within the City of Lynwood.

Table 8-A-35 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Freeway	LB-ELA_0032	I-710/Imperial Interchange Improvements (I-710 MOSAIC Program)
Freeway	LB-ELA_0037	I-710/I-105 Connector Project Improvements
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0062	Long Beach Complete Street Corridor
Transit	LB-ELA_0141	Long Beach Boulevard Bus Priority Lane Corridors
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Lynwood is located in the center of the Study Area. There are 15 projects/programs recommended for initial investment within the City of Lynwood. The list of projects includes five Freeway, four Goods Movement, two Arterial Roadway, two Transit, and two Active Transportation projects. The City of Lynwood is one of the most invested jurisdictions within the Study Area in terms of dollar amounts for projects and programs. Among all the projects/programs recommended for initial investment, Freeway projects constitute the largest share of the investment by project type, supplemented with study-area-wide Goods Movement projects, Arterial Roadway projects, and Active Transportation improvements. Modal Program Projects for the City of Lynwood are summarized in Table 8-A-36.

Table 8-A-36 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0013	Tweedy Blvd Signal Sync
Active Transportation	LB-ELA_0095	Pedestrian Crosswalk Improvements
Arterial Roadway	LB-ELA_0096	Traffic Signal Improvements
Arterial Roadway	LB-ELA_0097	Traffic Signal Improvements
Arterial Roadway	LB-ELA_0098	City Re-Striping Projects
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative

Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_0220	Micromobility Pilot Project
Active Transportation	LB-ELA_9312	SELA Bridge Park Connector Overcrossing
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.14 City of Maywood

Table 8-A-37 summarizes all projects/programs recommended for initial investment within the City of Maywood.

Table 8-A-37 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0061	Complete Streets Corridor: Slauson Avenue
Transit	LB-ELA_0142	Slauson Avenue Bus Priority Lane Corridors
Transit	LB-ELA_0146	Atlantic Boulevard Bus Priority Lane Corridor
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Maywood is located in the northern portion of the Study Area. Nine projects/programs are recommended for initial investment within the City of Maywood. The list of projects includes three Transit, two Goods Movement, two Arterial Roadway projects, and two Active Transportation projects. Among all the projects/programs recommended for initial investment, Transit projects constitute the largest share of the investment by project type, supplemented with improvements in study-area-wide Goods Movement, Arterial Roadway, and Active Transportation projects. Modal Program Projects for the City of Maywood are summarized in Table 8-A-38.

Table 8-A-38 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0099	Traffic Signal Synchronization Projects
Arterial Roadway	LB-ELA_0100	Traffic Signal Upgrade Projects

Arterial Roadway	LB-ELA_0101	Video Camera installation
Active Transportation	LB-ELA_0102	Pedestrian and Bicycle Master Plan improvements
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.15 City of Paramount

Table 8-A-39 summarizes all projects/programs recommended for initial investment within the City of Paramount.

Table 8-A-39 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0060	Alondra Complete Streets Corridor
Active Transportation	LB-ELA_0111	West Santa Ana Branch Bike and Pedestrian Trail
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps

Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Paramount is located in the center of the Study Area. Ten projects/programs are recommended for initial investment within the City of Paramount. The list of projects includes three Freeway, three Active Transportation, two Goods Movement, and one each for Transit and Arterial Roadway projects. The City of Paramount is one of the most invested jurisdictions within the Study Area in terms of dollar amounts in projects and programs. Among all the projects/programs recommended for initial investment, Freeway and Active Transportation projects constitute the largest share of the investment by project type, supplemented with improvements in study-area-wide Goods Movement and Arterial Roadway projects. Modal Program Projects for the City of Paramount are summarized in Table 8-A-40.

Table 8-A-40 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0107	Alondra Boulevard Bridges
Arterial Roadway	LB-ELA_0109	Alondra Boulevard Intersection Improvements
Arterial Roadway	LB-ELA_0110	Rosecrans Intersection Improvements
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming

Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_9302	West Paramount Utility Easement Multi-use Path Phase I
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Active Transportation	LB-ELA_9315	Terminal Island to Rio Hondo Bike Path
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.16 City of Signal Hill

Table 8-A-41 summarizes all projects/programs recommended for initial investment within the City of Signal Hills.

Table 8-A-41 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Signal Hill is located in the southern portion of the Study Area. Five projects/programs are recommended for initial investment within the City of Signal Hill. The list includes two Goods Movement projects, two Active Transportation projects, and one Transit project. Among the few projects/programs recommended for initial investment, study-area-wide Good Movement and Active Transportation projects constitute the largest share of the investment by project type, supplemented with one Transit improvement. Modal Program Projects for the City of Signal Hill are summarized in Table 8-A-42.

Table 8-A-42 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0112	Signal Coordination/ITS Projects
Active Transportation	LB-ELA_0114	Walnut Pedestrian Pathway
Arterial Roadway	LB-ELA_0115	California Avenue Improvement Project
Arterial Roadway	LB-ELA_0116	Traffic Signal Operational Upgrade
Arterial Roadway	LB-ELA_0117	Burnett Street/Skyline Drive Improvement Project

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.17 City of South Gate

Table 8-A-43 summarizes all projects/programs recommended for initial investment within the City of South Gate.

Table 8-A-43 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Freeway	LB-ELA_0032	I-710/Imperial Interchange Improvements (I-710 MOSAIC Program)
Freeway	LB-ELA_0033	I-710/Firestone Interchange Improvements (I-710 MOSAIC Program)
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard

Arterial Roadway	LB-ELA_0062	Long Beach Complete Street Corridor
Active Transportation	LB-ELA_0111	West Santa Ana Branch Bike and Pedestrian Trail
Transit	LB-ELA_0141	Long Beach Boulevard Bus Priority Lane Corridors
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Freeway	LB-ELA_0181	I-710 Freeway Lids, Caps and Widened Bridge Decks
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Freeway	LB-ELA_9317	I-710 SB On-Ramp at Firestone
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of South Gate is located in the center of the Study Area. 16 Projects/programs are recommended for initial investment within the City of South Gate. The list of projects includes five Freeway, three Goods Movement, three Active Transportation, two Transit, and two Arterial Roadway projects. The City of South Gate is one of the most invested jurisdictions within the Study Area in terms of dollar amounts in projects and programs. Among all the projects/programs recommended for initial investment, Freeway projects along the I-710 are the most in number, followed by study-area-wide Goods Movement and Active Transportation projects. Transit and Arterial Roadway improvements round out the remaining types of projects in the City of South Gate. Modal Program Projects for the City of South Gate are summarized in Table 8-A-44.

Table 8-A-44 Modal Program

Project Type	Project ID	Project/Program Name
Arterial Roadway	LB-ELA_0013	Tweedy Blvd Signal Sync
Arterial Roadway	LB-ELA_0119	Wright Road Improvement Project
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0145	Metro Bus Priority Lane Corridor along Line 115 (Firestone)
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Active Transportation	LB-ELA_0159	Southern Avenue Pedestrian Connector Project
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative

Project Type	Project ID	Project/Program Name
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_0220	Micromobility Pilot Project
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Active Transportation	LB-ELA_9311	Southern Connector Pedestrian Bridge
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.2.18 City of Vernon

Table 8-A-45 summarizes all projects/programs recommended for initial investment within the City of Vernon.

Table 8-A-45 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadway	LB-ELA_0057	Complete Streets Corridor: Atlantic Boulevard
Arterial Roadway	LB-ELA_0061	Complete Streets Corridor: Slauson Avenue
Transit	LB-ELA_0146	Atlantic Boulevard Bus Priority Lane Corridor
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs
Goods Movement	LB-ELA_0217	Freight Rail Electrification Pilot Project
Active Transportation	LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities

The City of Vernon is located in the northern portion of the Study Area. There are 12 Projects/programs recommended for initial investment within the City of Vernon. The list of projects includes four Goods Movement, two Transit, two Arterial Roadway, two Freeway, and two Active Transportation projects. The City of Vernon is one of the most invested jurisdictions within the Study Area in terms of dollar amounts for projects and programs. Among all the Projects/programs recommended for initial investment, study-area-wide Goods Movement projects constitute the largest share of the investment by project type, supplemented with improvements in Transit, Freeway, Arterial Roadway, and Active Transportation improvements that round out the remaining types of projects in the City of Vernon. Modal Program Projects for the City of Vernon are summarized below in Table 8-A-46.

Table 8-A-46 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0155	Drought-Tolerant Landscaping, Hardscaping, and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Goods Movement	LB-ELA_9319	Zero Emission Truck Inductive Roadway Charging Pilot
Arterial Roadway	LB-ELA_9322	I-710 Active Traffic Management (ATM) Program

1.3 Neighborhoods (City of Los Angeles)

1.3.1 Boyle Heights

Table 8-A-47 summarizes all projects/programs recommended for initial investment within the neighborhood of Boyle Heights.

Table 8-A-47 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs

Boyle Heights is a neighborhood located in the northern portion of the Study Area. Four projects/programs are recommended for initial investment within the Boyle Heights neighborhood. The list includes two Goods Movement projects and one each for Active Transportation and Transit projects. Among all the projects/programs recommended for initial investment, study-area-wide Goods Movement projects constitute the largest share of the investment by project type, supplemented with improvements in Transit and Active Transportation improvements that round out the remaining types of projects in the Boyle Heights neighborhood. Modal Program Projects for Boyle Heights are summarized in Table 8-A-48.

Table 8-A-48 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects
Transit	LB-ELA_0179	Metro Bus Priority Lane Corridor along Line 66 (Olympic Boulevard)
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study

1.3.2 San Pedro

Table 8-A-49 summarizes all projects/programs recommended for initial investment within the neighborhood of San Pedro.

Table 8-A-49 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs

San Pedro is a neighborhood located in the southern portion of the Study Area. Four projects/programs are recommended for initial investment within the San Pedro neighborhood. The list includes two Goods Movement projects and one each for Transit and Active Transportation projects. Among all the projects/programs recommended for initial investment, study-area-wide Goods Movement projects constitute the largest share of the investment by project type. This is supplemented with improvements in Transit and Active Transportation, rounding out the remaining types of projects in the San Pedro neighborhood. Modal Program Projects for San Pedro are summarized below in Table 8-A-50.

Table 8-A-50 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study

1.3.3 Wilmington

Table 8-A-51 summarizes all projects/programs recommended for initial investment within the neighborhood of Wilmington.

Table 8-A-51 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Zero-Emission Truck Program

Active Transportation	LB-ELA_0017	Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Goods Movement	LB-ELA_0151	Goods Movement Freight Rail Study
Transit	LB-ELA_0203	Bus Stop Improvement Projects/Programs

Wilmington is a neighborhood located in the southern portion of the Study Area. Five projects/programs are recommended for initial investment within the Wilmington neighborhood. The list includes three Goods Movement projects, one for Transit and one for Active Transportation.. Among all the projects/programs recommended for initial investment, study-area-wide Goods Movement projects constitute the largest share of the investment by project type. This is supplemented with Transit and Active Transportation improvements, rounding out the remaining types of projects in the Wilmington neighborhood. Modal Program Projects for Wilmington are summarized below in Table 8-A-52.

Table 8-A-52 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler ITS
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Arterial Roadway	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadway	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0182	Express Lanes Strategic Initiative
Freeway	LB-ELA_0188	Freeway Landscaping/Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian/Bicycle Enhancements and Safety Features
Arterial Roadway	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program
Active Transportation	LB-ELA_9300	Wilmington Safe Streets - A People First Approach
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Arterial Roadways/Complete Streets	LB-ELA_9316	Lomita Blvd Punchthrough
Arterial Roadway	LB-ELA_9320	Terminal Island Freeway Decommissioning Project

1.4 Unincorporated Area

1.4.1 East Los Angeles

Table 8-A-53 summarizes all projects/programs recommended for initial investment within East Los Angeles.

Table 8-A-53 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadways/Complete Streets	LB-ELA_0057	Atlantic Complete Street Corridor
Active Transportation	LB-ELA_0139	Humphreys Avenue Pedestrian/Bicycle Overcrossing
Transit	LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Freeway	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Transit	LB-ELA_0178	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)
Transit	LB-ELA_0203	Bus Stop Improvements

East Los Angeles is an unincorporated area located in the northern portion of the Study Area. Ten projects/programs are recommended for initial investment within the unincorporated area of East Los Angeles. The list of projects includes three Transit, two Goods Movement projects, two Active Transportation, two Freeway, and one Arterial Roadways/Complete Streets project. Among all the projects/programs recommended for initial investment, study-area-wide Transit projects constitute the largest share of the investment by project type, demonstrating the priority of this unincorporated area. This mode priority of investment is supplemented with improvements in Goods Movement, Active Transportation, Freeway, and Arterial Roadways/Complete Streets improvements that round out the remaining types of projects in the unincorporated area of East Los Angeles. Modal Program Projects for East Los Angeles are summarized below in Table 8-A-54.

Table 8-A-54 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0019	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)
Freeway	LB-ELA_0054	Humphrey Maintenance Station Upgrades East Los Angeles (SHOPP)
Transit	LB-ELA_0136	Enhanced Transit Security
Freeway	LB-ELA_0137	Freeway Soundwalls
Transit	LB-ELA_0147	Transit Traveler Information System Application (ITS)
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0153	Congestion Pricing
Freeway	LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction
Freeway	LB-ELA_0155	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Active Transportation	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area
Arterial Roadways/Complete Streets	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadways/Complete Streets	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Freeway	LB-ELA_0183	Zero Emissions Truck Lane
Freeway	LB-ELA_0188	Freeway Landscaping / Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Arterial Roadways/Complete Streets	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadways/Complete Streets	LB-ELA_0205	Arterial/General Roadway Improvements Program
Active Transportation	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadways/Complete Streets	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program (BEST)
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study

1.4.2 East Rancho Dominguez

Table 8-A-55 summarizes all projects/programs recommended for initial investment within the East Rancho Dominguez.

Table 8-A-55 Initial Investment

Project Type	Project ID	Project/Program Name
Goods Movement	LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program
Active Transportation	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Goods Movement	LB-ELA_0023	Clean Truck Infrastructure
Arterial Roadways/Complete Streets	LB-ELA_0057	Atlantic Complete Street Corridor
Freeway	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Transit	LB-ELA_0203	Bus Stop Improvements

East Rancho Dominguez is an unincorporated area located centrally in the Study Area. There are six projects/programs recommended for initial investment within the unincorporated area of East Rancho Dominguez. The list includes two Goods Movement projects, one Active Transportation, one Transit,

one Freeway, and one Arterial Roadways/Complete Streets project. Among all the projects/programs recommended for initial investment, study-area-wide Goods Movement projects constitute the largest share of the investment by project type, supplemented with improvements in Transit, Active Transportation, Freeway, and Arterial Roadways/Complete Streets improvements that round out the remaining types of projects in the unincorporated area of East Rancho Dominguez. The project choice is fairly even across different modes for this unincorporated area. Modal Program Projects for East Rancho Dominguez are summarized below in Table 8-A-56.

Table 8-A-56 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0019	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)
Arterial Roadways/Complete Streets	LB-ELA_0120	Safety-Related Road Improvement Projects
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0147	Transit Traveler Information System Application (ITS)
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Freeway	LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction
Freeway	LB-ELA_0155	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710
Transit	LB-ELA_0161	Transit Ambassador Program
Transit	LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area
Arterial Roadways/Complete Streets	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadways/Complete Streets	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0169	Southeast LA Transit Improvement Program
Freeway	LB-ELA_0188	Freeway Landscaping / Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Arterial Roadways/Complete Streets	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadways/Complete Streets	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadways/Complete Streets	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program (BEST)
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Active Transportation	LB-ELA_9314	Compton Boulevard Bike Path

1.4.3 Walnut Park

Table 8-A-57 summarizes all projects/programs recommended for initial investment within Walnut Park.

Table 8-A-57 Initial Investment

Project Type	Project ID	Project/Program Name
Active Transportation	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Arterial Roadways/Complete Streets	LB-ELA_0062	Long Beach Complete Street Corridor
Transit	LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)
Transit	LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings
Transit	LB-ELA_0203	Bus Stop Improvements

Walnut Park is an unincorporated area located in the Study Area's center.. There are five projects/programs recommended for initial investment within the unincorporated area of Walnut Park. The list of projects includes three Transit, one Active Transportation, and one Arterial Roadways/Complete Streets project. Among all the projects/programs recommended for initial investment, study-area-wide Transit projects constitute the largest share of the investment by project type, supplemented with improvements in Active Transportation and Arterial Roadways/Complete Streets improvements that round out the remaining types of projects in the unincorporated area of Walnut Park. The project choice shows a prioritization of transit projects for this unincorporated area. Modal Program Projects for Walnut Park are summarized below in Table 8-A-58.

Table 8-A-58 Modal Program

Project Type	Project ID	Project/Program Name
Transit	LB-ELA_0136	Enhanced Transit Security
Transit	LB-ELA_0140	Metro Micro Transit Zone(s)
Transit	LB-ELA_0147	Transit Traveler Information System Application (ITS)
Transit	LB-ELA_0148	Transit Fare Discount Program
Transit	LB-ELA_0152	Transit Marketing and Education Program
Transit	LB-ELA_0161	Transit Ambassador Program
Transit	LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area
Arterial Roadways/Complete Streets	LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment
Arterial Roadways/Complete Streets	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Transit	LB-ELA_0169	Southeast LA Transit Improvement Program
Freeway	LB-ELA_0188	Freeway Landscaping / Maintenance
Transit	LB-ELA_0189	Transit System Cleanliness/Maintenance
Active Transportation	LB-ELA_0198	Carpool/Vanpool Programs
Active Transportation	LB-ELA_0199	Telecommuting Programs
Active Transportation	LB-ELA_0200	Bike Share Programs and Bicycle Amenities

Project Type	Project ID	Project/Program Name
Active Transportation	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Arterial Roadways/Complete Streets	LB-ELA_0202	Traffic Calming
Active Transportation	LB-ELA_0204	Pedestrian Gap Closure Projects
Arterial Roadways/Complete Streets	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadways/Complete Streets	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Active Transportation	LB-ELA_0216	Bicycle Safety and Education Program (BEST)
Active Transportation	LB-ELA_0220	Micromobility Pilot Project
Active Transportation	LB-ELA_9301	Walnut Park Pedestrian Plan Implementation
Goods Movement	LB-ELA_9305	Truck Safety and Truck Cut Through Study
Transit	LB-ELA_9310	MCP: Florence/Studebaker/Imperial Bus Priority Improvements

2 GOALS AND GUIDING PRINCIPLES PROGRAMS

This section summarizes projects recommended for initial funding and modal program projects that highly address the corridor's seven Goals and two Guiding Principles described in Chapter 4. Selection of the projects recommended for initial funding and modal program projects included evaluating all potential projects against scoring metrics tied to each goal category. More information on the Goals and Guiding Principles is available in Chapter 4. This section aims to help project sponsors identify and establish project bundles towards a goal so the projects have a better chance of getting funded and advanced and the corridor can be improved towards that goal. The scoring ranges vary by Goal category; the scoring thresholds for each Goal and Guiding Principle for inclusion on these lists are as follows:

- Air Quality – 2.5 or above
- Community Health – 2.5 or above
- Environment – 2.0 or above
- Mobility – 2.0 or above
- Opportunity and Prosperity – 2.2 or above
- Safety – 2.2 or above
- Equity – 2.2 or above
- Sustainability – 1.5 or above

It is important to note that the project evaluation process did not look at projects like they are displayed in this section. Projects were ranked within their modes only towards whether they were recommended for initial investment or to be included in the modal programs. The tables of projects in this section cannot be extrapolated to reflect the outcome of the evaluation process and recommendations.

2.1 Goals

2.1.1 Air Quality

The Air Quality goal focuses on fostering local and regional air quality. Projects recommended for initial funding include complete street improvements on major corridors within the study area, active transportation infrastructure improvements, and capital investment for zero-emission trucks. These projects aim to reduce greenhouse gas (GHG) emissions, promote non-motorized transportation options, enhance safety, and encourage using environmentally friendly vehicles. Collectively, these efforts contribute to the goal of improving air quality.

Table 8-A-59 lists the projects recommended for initial funding that highly address the Air Quality (AQ) goal (projects with an AQ score equal to or higher than 2.5). Project sponsors may be able to bundle projects in this category together to improve their competitiveness for funding sources and enhance their impact on improving air quality.

Table 8-A-59 Projects Recommended for Initial Funding that Highly Address Air Quality Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0008	A Line First/Last Mile Improvements
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail
Arterial Roadway	Complete Streets	LB-ELA_0057	Complete Street Corridor: Atlantic Blvd
Arterial Roadway	Complete Streets	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Freeway	Freeway Improvements	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Goods Movement	Truck Programs/ITS	LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program
Goods Movement	Truck Programs/ITS	LB-ELA_0023	Clean Truck Infrastructure

**The table lists projects with an Air Quality Score of 2.5 and above.*

Table 8-A-60 lists the Modal Program projects that highly address the Air Quality goal. There are two projects with an asterisk (*) following their name: LB-ELA_0212 is fully or mostly funded and LB-ELA_0134 is a Community Program.

Table 8-A-60 Modal Program Projects That Highly Address Air Quality Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0162	City of Long Beach 8-to-80 Bikeways

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Active Transportation	Safety and Amenities	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Safety and Amenities	LB-ELA_0212	Tweedy Boulevard Active Transportation Improvements*
Active Transportation	Safety and Amenities	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0044	N/A
Arterial Roadway	Complete Streets	LB-ELA_0059	Imperial Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0064	Gage Avenue Street Improvements
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0109	Alondra Blvd. Intersection Improvements
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0119	Wright Road Improvement Project
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0120	Safety-Related Road Improvement Projects
Arterial Roadway	Complete Streets	LB-ELA_0129	Garfield Avenue Improvement Project
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0024	Pier 400 On Dock Rail Modernization
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0025	Terminal Island Transfer Facility Modernization
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0026	West Basin Container Terminal Railyard Modernization
Transit	Bus Transit	LB-ELA_0016	Connecting C Line (Green) and Metrolink Norwalk Station
Transit	Bus Transit	LB-ELA_0140	Metro Micro Transit Zone(s)
Transit	Transit Amenities	LB-ELA_0148	Transit Fare Discount Program
Transit	Transit Amenities	LB-ELA_0152	Transit Marketing and Education Program

**The table lists projects with an Air Quality Score of 2.5 and above.*

2.1.2 Community Health

The Community Health Goal focuses on enhancing residents' health and quality of life to support thriving communities. Projects recommended for initial funding include improving accessibility and safety in pedestrian and bicycle infrastructure through ramp reconfigurations, sidewalk/bike lane improvements, and crossings. This fosters a pedestrian-friendly environment, promoting active transportation and reducing health risks. Additionally, there is a repeated emphasis on the overall improvement of community health by including green spaces, ensuring safety, encouraging alternative transportation, and creating complete street corridors with multimodal enhancements, and traffic reduction.

Table 8-A-61 lists the Projects recommended for initial funding that highly address the Community Health (CH) goal (Projects with a CH score equal to or higher than 2.5).

Table 8-A-61 Projects Recommended For Initial Funding That Highly Address Community Health Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0008	A Line First/Last Mile Improvements
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail
Arterial Roadway	Complete Streets	LB-ELA_0057	Complete Street Corridor: Atlantic Blvd
Arterial Roadway	Complete Streets	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Arterial Roadway	Complete Streets	LB-ELA_0060	Alondra Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0062	Long Beach Complete Street Corridor

**The table lists projects with a Community Health score of 2.5 and above.*

Table 8-A-62 lists the Modal Program Projects that highly address the Community Health goal.

Table 8-A-62 Modal Program Projects That Highly Address Community Health Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0162	City of Long Beach 8-to-80 Bikeways
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Active Transportation	Safety and Amenities	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Safety and Amenities	LB-ELA_0212	Tweedy Boulevard Active Transportation Improvements

Active Transportation	Safety and Amenities	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	Complete Streets	LB-ELA_0059	Imperial Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0064	Gage Avenue Street Improvements
Arterial Roadway	Complete Streets	LB-ELA_0129	Garfield Avenue Improvement Project
Community Programs	Environment	LB-ELA_0187	LB-ELA Corridor "Urban Greening" Initiative
Transit	Bus Transit	LB-ELA_0140	Metro Micro Transit Zone(s)

**The table lists projects with a Community Health score of 2.5 and above.*

2.1.3 Environment

The Environment Goal emphasizes enhancing the natural and built environment. Projects recommended for initial funding include the reconstruction of urban corridors with green spaces, trees, bioswales, and aesthetic treatments, enhancing the vitality of the built environment. Complete street initiatives, transit stop amenities, and pedestrian-friendly designs further contribute to a more comprehensive infrastructure, improving the built environment. Additionally, transitioning from traditional fuel sources to zero-emission trucks, with subsidy funding and charging infrastructure support, and advancing battery-electric locomotives for rail operations contribute to environmental improvements and sustainable transportation practices.

Table 8-A-63 lists the projects recommended for initial funding that highly address the Environment (EN) goal (projects with an EN score equal to or higher than 2).

Table 8-A-63 Projects Recommended For Initial Funding That Highly Address Environment Goal

Project Type	Project SubType	Project ID	Project Name
Arterial Roadway	Complete Streets	LB-ELA_0057	Complete Street Corridor: Atlantic Blvd
Arterial Roadway	Complete Streets	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Arterial Roadway	Complete Streets	LB-ELA_0061	Slauson Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0062	Long Beach Complete Street Corridor
Goods Movement	Truck Programs/ITS	LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0217	Freight Rail Electrification Pilot Project

** The table lists projects with Environment Score of 2.0 and above.*

Table 8-A-64 lists the Modal Program Projects that highly address the Environment goal. There are six projects with an asterisk (*) following their name, indicating that they are Community Programs.

Table 8-A-64 Modal Program Projects That Highly Address Environment Goal

Project Type	Project SubType	Project ID	Project Name
Arterial Roadway	Complete Streets	LB-ELA_0056	Artesia Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0059	Imperial Complete Street Corridor
Freeway	Congestion Pricing	LB-ELA_0153	Congestion Pricing
Freeway	Zero Emissions Lanes on I-710	LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction

** The table lists projects with Environment Score of 2.0 and above.*

2.1.4 Mobility

The Mobility Goals focus on improving the movement of people and goods. Projects recommended for initial funding include enhancing connectivity, promoting active transportation, providing access to public transit, reducing traffic congestion, fostering community ties, addressing first/last-mile gaps, and expanding infrastructure. Specifically, these projects include but are not limited to constructing bike path under-crossings, upgrading interchanges to improve traffic operations and safety, adding amenities for community well-being, and optimizing bus times, speeds, and reliability through measures like transit signal prioritization, bus priority lanes, and all-door boarding.

Table 8-A-65 lists the projects recommended for initial funding that highly address the Mobility (MB) goal (projects with an MB score equal to or higher than 2.0).

Table 8-A-65 Projects Recommended For Initial Funding That Highly Address Mobility Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0006	Rail to River Active Transportation Corridor Segment B
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0066	Randolph Bike & Pedestrian Project
Active Transportation	Safety and Amenities	LB-ELA_0165	Compton Creek Bike Underpasses
Freeway	Freeway Improvements	LB-ELA_0030	I-710/Long Beach Blvd. Interchange Improvements (I-710 MOSAIC Program)
Freeway	Freeway Improvements	LB-ELA_0031	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors (I-710 MOSAIC Program)
Freeway	Freeway Improvements	LB-ELA_0033	I-710/Firestone Interchange Improvements (I-710 MOSAIC Program)
Freeway	Freeway Improvements	LB-ELA_0037	I-710/I-105 Connector Project Improvements
Freeway	Freeway Improvements	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps

Project Type	Project SubType	Project ID	Project Name
Transit	Bus Transit	LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)
Transit	Bus Transit	LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)
Transit	Bus Transit	LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)
Transit	Bus Transit	LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)

** The table lists projects with a Mobility score of 2.0 and above.*

Table 8-A-66 lists the Modal Program Projects that highly address the Mobility goal. One project with an asterisk (*) following its name indicates that LB-ELA_0211 is fully or mostly funded.

Table 8-A-66 Modal Program Projects That Highly Address Mobility Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0055	I-710 LA River Bike Path (Western Levee Path)
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0162	City of Long Beach 8-to-80 Bikeways
Active Transportation	Safety and Amenities	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0204	Pedestrian Gap Closure Projects
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0211	City of Long Beach Mid-City Pedestrian and Bicycle Connections*
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0220	Micromobility Pilot Project
Active Transportation	Safety and Amenities	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0012	Garfield Widening
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0080	Florence Ave. & Paramount Blvd. Intersection Improvement
Arterial Roadway	Signal Coordination / TSM / ITS	LB-ELA_0081	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements
Arterial Roadway	Signal Coordination / TSM / ITS	LB-ELA_0083	Traffic Signal Upgrades
Freeway	Congestion Pricing	LB-ELA_0153	Congestion Pricing
Freeway	Congestion Pricing	LB-ELA_0182	Express Lanes Strategic Initiative
Transit	High Capacity Transit (Rail & BRT)	LB-ELA_0001	West Santa Ana Branch Transit Corridor (LRT)

Project Type	Project SubType	Project ID	Project Name
Transit	High Capacity Transit (Rail & BRT)	LB-ELA_0002	C Line (Green) Eastern Extension (Norwalk) (LRT)
Transit	High Capacity Transit (Rail & BRT)	LB-ELA_0019	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)
Transit	Bus Transit	LB-ELA_0140	Metro Micro Transit Zone(s)
Transit	Bus Transit	LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)
Transit	Rail Line / Station Improvements	LB-ELA_0160	Line A (Blue Line) Transit Priority/Signal Synchronization
Transit	Bus Transit	LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area
Transit	Bus Transit	LB-ELA_0178	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)

** The table lists projects with a Mobility score of 2.0 and above.*

2.1.5 Opportunity and Prosperity

The Opportunity and Prosperity Goals focus on advancing countywide economic competitiveness and job access, with a special emphasis on fostering prosperity and opportunity in the I-710 Corridor communities. Projects recommended for initial funding include enhancing connectivity, promoting active transportation, and providing public transit access, which improves accessibility to businesses and employment opportunities. Addressing last-mile connectivity and investing in infrastructure for pedestrians and cyclists stimulates local economic activities. Additionally, amenities for community well-being contribute to a higher quality of life, potentially attracting businesses and residents, thereby positively increasing prosperity in the study area.

Table 8-A-67 lists the projects recommended for initial funding that highly address the Opportunity and Prosperity (OP) goal (projects with an OP score equal to or higher than 2.5).

Table 8-A-67 Projects Recommended For Initial Funding That Highly Address Opportunity And Prosperity Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Freeway	Freeway Improvements	LB-ELA_0037	I-710/I-105 Connector Project Improvements
Freeway	Freeway Amenities / ITS	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0151	Goods Movement Freight Rail Study

* *The table lists projects with Opportunity and Prosperity Score of 2.2 and above.*

Table 8-A-68 lists the Modal Program Projects that highly address the Opportunity and Prosperity goal.

Table 8-A-68 Modal Program Projects That Highly Address Opportunity and Prosperity Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0162	City of Long Beach 8-to-80 Bikeways
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Active Transportation	Safety and Amenities	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	Safety and Amenities	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0204	Pedestrian Gap Closure Projects
Active Transportation	Safety and Amenities	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0040	N/A
Arterial Roadway	Signal Coordination / TSM / ITS	LB-ELA_0167	I-710 Arterial Signal Performance Measurement
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Arterial Roadway	Signal Coordination / TSM / ITS	LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades
Freeway	Freeway Amenities / ITS	LB-ELA_0046	N/A
Freeway	Zero Emissions Lanes on I-710	LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction
Freeway	Freeway Improvements	LB-ELA_0180	I-710 Truck Bypass Lanes
Freeway	Zero Emissions Lanes on I-710	LB-ELA_0183	Zero Emissions Truck Lane
Freeway	Freeway Amenities / ITS	LB-ELA_0188	Freeway Landscaping / Maintenance
Goods Movement	Ports	LB-ELA_0021	Alameda Corridor Terminus Enhancements
Goods Movement	Ports	LB-ELA_0123	Pico Avenue Street Improvement
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0124	Port of Los Angeles National Multimodal Zero-Emission Freight Network Improvement Program: Rail System Improvement Projects
Transit	High Capacity Transit (Rail & BRT)	LB-ELA_0001	West Santa Ana Branch Transit Corridor (LRT)
Transit	High Capacity Transit (Rail & BRT)	LB-ELA_0219	Metrolink Regional Rail Line between Union Station and Long Beach

* *The table lists projects with Opportunity and Prosperity Score of 2.2 and above.*

2.1.6 Safety

The Safety Goals focus on making all modes of transportation safer. Projects recommended for initial funding include implementing active transportation corridors that improve safety through a dedicated infrastructure, improved crossings for pedestrians and cyclists, traffic calming measures, infrastructure design that prioritizes accessibility, and enhanced lighting. Enhancements to pedestrian and bicycle infrastructure encourage active transportation, reduce motor vehicle dependence, and enhance safety by managing vehicular traffic and creating pedestrian-friendly environments. Constructing bike path under-crossings and adding amenities enhances safety by providing dedicated pathways, reducing conflicts with traffic, and creating safe environments. Replacing bridge infrastructure with mixed-flow lanes and pedestrian/bicycle access improves safety by enhancing traffic flow and providing dedicated spaces for non-motorized transportation. Complete street corridors, with multimodal enhancements, traffic reduction measures, and additional greenspace, improve safety by creating safer environments with better-equipped infrastructure. Installing traffic signals at I-710 ramps enhances safety for pedestrians and cyclists by providing controlled crossing and safer vehicular navigation.

Table 8-A-69 lists the projects recommended for initial funding that highly address the Safety (SF) goal (projects with ana SF score equal to or higher than 2.2).[1]

Table 8-A-69 Projects Recommended For Initial Funding That Highly Address Safety Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0006	Rail to River Active Transportation Corridor Segment B
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0066	Randolph Bike & Pedestrian Project
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail
Active Transportation	Safety and Amenities	LB-ELA_0165	Compton Creek Bike Underpasses
Arterial Roadway	Complete Streets	LB-ELA_0010	Shoemaker Bridge/Shoreline Drive
Arterial Roadway	Complete Streets	LB-ELA_0057	Complete Street Corridor: Atlantic Blvd
Arterial Roadway	Complete Streets	LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Arterial Roadway	Complete Streets	LB-ELA_0060	Alondra Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0061	Slauson Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0062	Long Beach Complete Street Corridor

[1] Safety metrics are applied differently across modal categories. When ranked, projects are evaluated within their mode. Projects that improve safety may not necessarily rank highly on all safety metrics (which are mode specific), but are still crucial to improving conditions in the corridor.

Freeway	Freeway Improvements	LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps
Transit	Transit Amenities	LB-ELA_0168	Compton Transit Management Operations Center Enhancements

**The table lists projects with a Safety Score of 2.2 and above.*

Table 8-A-70 lists the Modal Program Projects that highly address the Safety goal. Four projects with an asterisk (*) following their name, LB-ELA_0212 and LB-ELA_0213, are fully or mostly funded, whereas LB-ELA_0134 and LB-ELA_0194 are Community Programs.

Table 8-A-70 Modal Program Projects That Highly Address Safety Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0007	LA River Path – Central LA
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0102	Pedestrian and Bicycle Master Plan improvements
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0162	City of Long Beach 8-to-80 Bikeways
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects
Active Transportation	Safety and Amenities	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0204	Pedestrian Gap Closure Projects
Active Transportation	Safety and Amenities	LB-ELA_0212	Tweedy Boulevard Active Transportation Improvements*
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0213	West Santa Ana Branch WSAB Light Rail Station First-Last Mile Bikeway Safety and Access Project*
Active Transportation	Safety and Amenities	LB-ELA_0214	I-710 Livability Initiative
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0041	N/A
Arterial Roadway	Complete Streets	LB-ELA_0056	Artesia Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0059	Imperial Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0064	Gage Avenue Street Improvements
Arterial Roadway	Complete Streets	LB-ELA_0127	Lakewood Boulevard Improvement Project
Arterial Roadway	Traffic Calming	LB-ELA_0202	Traffic Calming
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0205	Arterial/General Roadway Improvements Program
Freeway	Freeway Improvements	LB-ELA_0043	N/A
Freeway	Freeway Improvements	LB-ELA_0045	N/A

Transit	Transit Amenities	LB-ELA_0136	Enhanced Transit Security
Transit	Transit Amenities	LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations
Transit	Transit Amenities	LB-ELA_0161	Transit Ambassador Program

**The table lists projects with a Safety Score of 2.2 and above.*

2.2 Guiding Principles

2.2.1 Equity

The Guiding Principle of Equity focuses on increasing community access to quality jobs, workforce development, and economic opportunities. Projects recommended for initial funding enhance equity through improved connectivity, active transportation promotion, inclusive transit access, reduced vehicle dependence, community fostering, and bridging the first/last-mile gap. Pedestrian and bicycle infrastructure upgrades offer alternative transportation options for the zero-vehicle population, while bike path under-crossings ensure safer and more inclusive mobility.. Complete street corridors with multimodal enhancements create an inclusive transportation system and accessible public spaces. Bus system enhancements improve the quality and accessibility of public transportation, promoting equity by providing quality and accessible public transportation options, reducing disparities, and fostering inclusivity. Safety measures like Quad Safety Gates ensure safer transit environments, contributing to equity and inclusivity.

Table 8-A-71 lists the Projects recommended for initial funding that highly address the Equity (EQ) goal (projects with ana EQ score equal to or higher than 2.0).

Table 8-A-71 Projects Recommended For Initial Funding That Highly Address Equity Goal

Project Type	Project SubType	Change to Score	Project ID	Project Name
Active Transportation	Pedestrian / First Last Mile		LB-ELA_0006	Rail to River Active Transportation Corridor Segment B
Active Transportation	Pedestrian / First Last Mile		LB-ELA_0008	A Line First/Last Mile Improvements
Arterial Roadway	Complete Streets		LB-ELA_0057	Complete Street Corridor: Atlantic Blvd
Arterial Roadway	Complete Streets		LB-ELA_0058	Complete Streets Corridor: Florence Avenue
Arterial Roadway	Complete Streets		LB-ELA_0061	Slauson Complete Street Corridor

* *The table lists projects with Equity Score of 2.2 and above.*

Table 8-A-72 lists the Modal Program Projects that highly address the Equity goal.

Table 8-A-72 Modal Program Projects That Highly Address Equity Goal

Project Type	Project SubType	Change to Score	Project ID	Project Name
Active Transportation	Safety and Amenities		LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Pedestrian / First Last Mile		LB-ELA_0211	City of Long Beach Mid-City Pedestrian and Bicycle Connections
Active Transportation	Safety and Amenities		LB-ELA_0214	I-710 Livability Initiative
Active Transportation	Pedestrian / First Last Mile		LB-ELA_0220	Micromobility Pilot Project
Arterial Roadway	Complete Streets		LB-ELA_0064	Gage Avenue Street Improvements
Transit	Bus Transit		LB-ELA_0140	Metro Micro Transit Zone(s)
Transit	Bus Transit		LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)

* *The table lists projects with Equity Score of 2.2 and above.*

2.2.2 Sustainability

The Guiding Principle of Sustainability focuses on meeting the needs of the present without compromising the ability of future generations to meet their own needs. Projects recommended for initial funding include improving pedestrian and bicycle infrastructure to promote active transportation and minimize carbon emissions, replacing bridge structures to provide dedicated spaces for non-motorized transportation, and implementing complete street corridors with multimodal enhancements. Additionally, evaluating measures to reduce particulate matter exposure and subsidizing zero-emissions trucks contribute to cleaner air and a more environmentally friendly transportation fleet. Encouraging public transportation use and allocating funds based on sustainability criteria for bus stop improvements further enhance overall sustainability by incorporating green infrastructure, energy-efficient features, and improved accessibility.

Table 8-A-73 lists the Projects recommended for initial funding that highly address the Sustainability (SA) goal (projects with ana SA score equal to or higher than 1.5).

Table 8-A-73 Projects Recommended For Initial Funding That Highly Address Sustainability Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Pedestrian / First Last Mile	LB-ELA_0008	A Line First/Last Mile Improvements
Active Transportation	Bicycle Routes / Facilities	LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail
Arterial Roadway	Complete Streets	LB-ELA_0010	Shoemaker Bridge/Shoreline Drive
Arterial Roadway	Complete Streets	LB-ELA_0057	Complete Street Corridor: Atlantic Blvd
Arterial Roadway	Complete Streets	LB-ELA_0058	Complete Streets Corridor: Florence Avenue

Arterial Roadway	Complete Streets	LB-ELA_0060	Alondra Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0061	Slauson Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0062	Long Beach Complete Street Corridor
Freeway	Freeway Amenities / ITS	LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project
Goods Movement	Truck Programs/ITS	LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program
Transit	Transit Amenities	LB-ELA_0203	Bus Stop Improvements

**The table lists highly ranked projects in the Sustainability goal category (with a score of 1.5 and above).*

Table 8-A-74 lists the Modal Program Projects that highly address the Sustainability goal. There are three projects with an asterisk (*) following their name, indicating that LB-ELA_0009, LB-ELA_0134, and LB-ELA_0187 are Community Programs.

Table 8-A-74 Modal Program Projects That Highly Address Sustainability Goal

Project Type	Project SubType	Project ID	Project Name
Active Transportation	Safety and Amenities	LB-ELA_0200	Bike Share Programs and Bicycle Amenities
Active Transportation	Safety and Amenities	LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features
Active Transportation	Safety and Amenities	LB-ELA_0214	I-710 Livability Initiative
Active Transportation	Safety and Amenities	LB-ELA_0216	Bicycle Safety and Education Program (BEST)
Arterial Roadway	General Local / Regional Roadway	LB-ELA_0040	N/A
Arterial Roadway	Complete Streets	LB-ELA_0056	Artesia Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0059	Imperial Complete Street Corridor
Arterial Roadway	Complete Streets	LB-ELA_0064	Gage Avenue Street Improvements
Arterial Roadway	Complete Streets	LB-ELA_0127	Lakewood Boulevard Improvement Project
Arterial Roadway	Traffic Calming	LB-ELA_0202	Traffic Calming
Freeway	Zero Emissions Lanes on I-710	LB-ELA_0183	Zero Emissions Truck Lane
Freeway	Freeway Amenities / ITS	LB-ELA_0188	Freeway Landscaping / Maintenance
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0024	Pier 400 On Dock Rail Modernization
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0025	Terminal Island Transfer Facility Modernization

Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0026	West Basin Container Terminal Railyard Modernization
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0124	Port of Los Angeles National Multimodal Zero-Emission Freight Network Improvement Program: Rail System Improvement Projects
Goods Movement	Freight Rail / Goods Movement TDM	LB-ELA_0132	Pier 300 On Dock Rail Modernization
Transit	Bus Transit	LB-ELA_0130	Long Beach Transit (LBT) Solar Charging Electrification Project

**The table lists highly ranked projects in the Sustainability goal category (with a score of 1.5 and above).*