

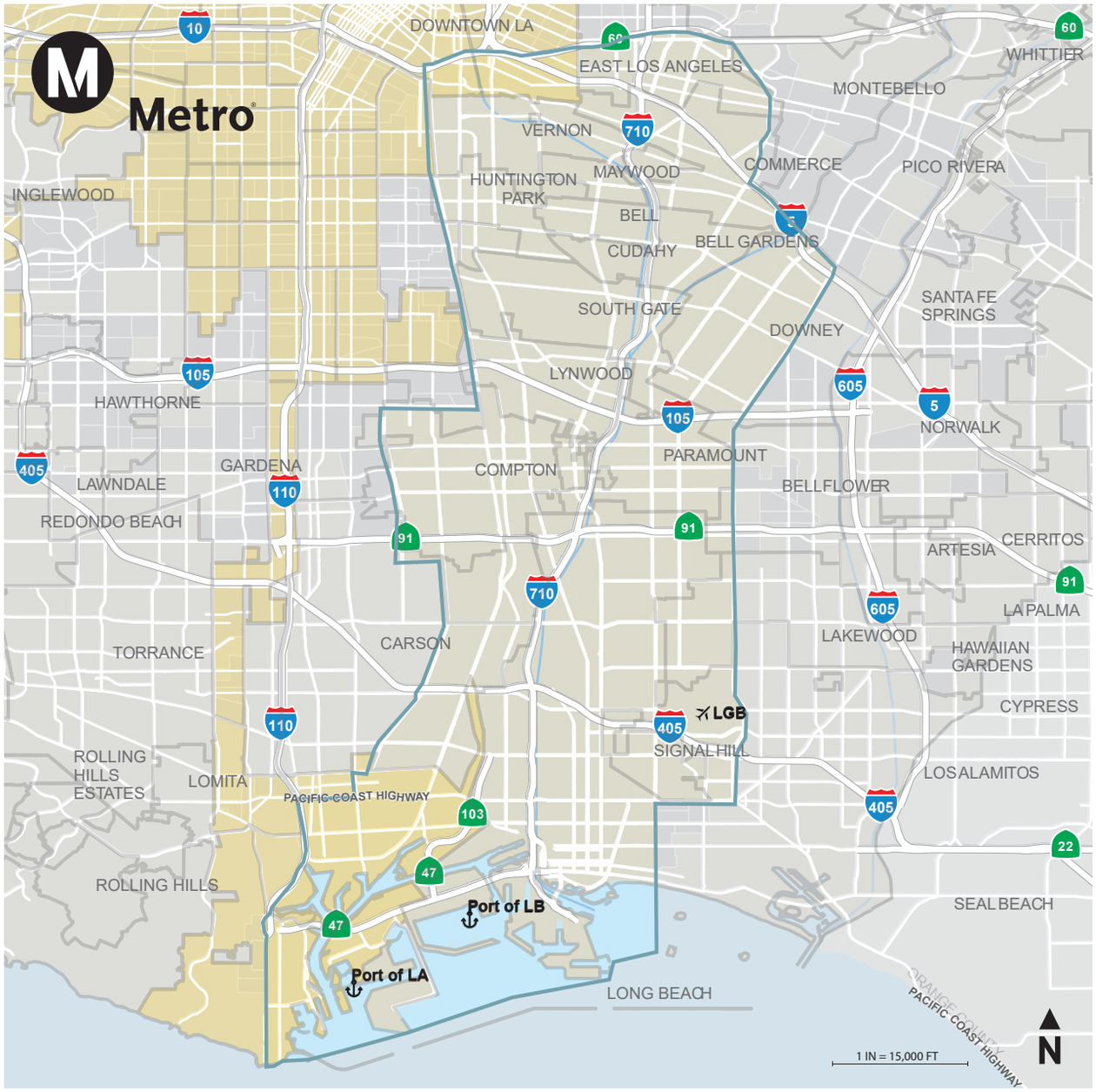

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# Long Beach - East Los Angeles Corridor Mobility Investment Plan

**A QUALIFYING I-710 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN**

**APRIL 2024**




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# Foreword

The Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (Investment Plan) is a comprehensive strategic planning initiative focused on enhancing the transportation infrastructure and services in the LB-ELA Corridor, and serves as a qualifying Comprehensive Multimodal Corridor Plan for the California Transportation Commission's Solutions for Congested Corridors Program. The Investment Plan represents a significant milestone in regional transportation planning, embodying an innovative collaborative approach that integrates community insights, technical expertise, and a commitment to equity and sustainability.

The Investment Plan is not just a roadmap for infrastructure development; it reflects the collective vision and aspirations of the communities and stakeholders it serves. As a part of the process, the LB-ELA Corridor Task Force and Community Leadership Committee (CLC) members agreed to a shared Vision Statement for the Investment Plan.

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

The Investment Plan lays out the strategies, projects, and programs proposed, and highlights the key elements that make the Investment Plan a transformative project for the LB-ELA Corridor. It underscores the importance of multimodal transportation solutions and their benefits to the community, the environment, and the economy. The Investment Plan also looks to the future, identifying working groups to help develop and refine projects and programs identified for funding or as a modal program candidate. The Community Programs Catalyst Fund and technical assistance program (START-UP Fund) created through this strategic vision will provide an important, targeted, and innovative approach to meeting community needs and providing benefits that complement and exceed those found in a traditional transportation investment strategy, reflecting the great needs found in these communities that have faced so many impacts over decades.

By presenting a detailed account of the development process, engagement strategies, and the diverse range of improvements planned, the Investment Plan aims to provide stakeholders, policymakers, and the public with a clear understanding of the objectives, scope, and expected outcomes.

The LB-ELA Corridor Mobility Investment Plan is more than just a transportation project; it is a testament to the power of collaborative planning in creating a more connected, accessible, and vibrant region. This Investment Plan closes the door on policy and investment decisions that have impacted local communities over many generations and marks the beginning of a new chapter – one focused on bringing together diverse voices and innovative solutions for a thriving LB-ELA Corridor that supports the generations of tomorrow.



## Vision

*A concise statement that captures the collective aspirations, desires, and outcomes of the project*

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

# Dedication





## In Memoriam

Martha Fierro
Community Leadership Committee Member, City of Cudahy
January 6, 1965 – February 1, 2023

In heartfelt remembrance of Martha Fierro, a remarkable community member and passionate activist.

Martha's legacy is one of unwavering dedication to the well-being of her community of Cudahy. A proud member of Metro's LB-ELA Corridor Community Leadership Committee, she consistently championed public health and community-led initiatives. Her commitment was evident in her fierce advocacy for green spaces in park-poor communities profoundly impacted by the 710 freeway. Martha played a pivotal role in shaping a vision of multi-modal mobility options and community improvements along the corridor.

As a fierce Communities for a Better Environment (CBE) member and community leader, Martha's dedication extended beyond meetings and committees—she rallied her neighbors, leading transformational efforts to enhance parks and green spaces in the City of Cudahy. Martha's enduring legacy is etched in her dedication to projects that prioritize people and public health over goods and profit. She is an inspiring example for Southeast Los Angeles residents advocating for the right to environmental justice.

*Written by her friends at Communities for a Better Environment (CBE)*

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# Long Beach-East Los Angeles Corridor Mobility Investment Plan: Executive Summary





## Overview

The **Long Beach-East LA (LB-ELA) Corridor Mobility Investment Plan (Investment Plan)** is Metro's commitment to invest in a wide range of transportation-related improvements throughout the LB-ELA Corridor–– an approximately 19–mile-long and 5-mile-wide region that includes 18 cities and 3 unincorporated communities surrounding I-710 between Long Beach and East Los Angeles. The Investment Plan identifies, prioritizes, budgets, and plans for needed transportation improvements and complementary community health and social and economic opportunity initiatives for these diverse communities.

**An Unprecedented Effort.** This Investment Plan reflects an unprecedented planning process and investment approach for Metro. The robust, community-centered planning process allowed Metro to integrate a diverse and representative range of voices in its decision-making process and build trust with the Corridor's impacted communities. The Investment Plan recognizes the connection between the regional transportation system and all aspects of social and economic opportunity, including community health, and strives to repair past harms and ongoing inequities facing LB-ELA Corridor communities as a result of the past century of planning and policymaking.

**An Equitable Process.** Metro heard clearly from the community that they want to take part in shaping the future of this Corridor. In response, Metro formed a Task Force, Community Leadership Committee (CLC), and Working Groups to find common ground, build trust and consensus, and ensure mobility options that meet the needs of all users of the transportation system are integrated into the Investment Plan. The planning process was informed by extensive, multilingual public engagement and enhanced through partnerships with community-based organizations and compensation reflecting the value of community voices, leadership, and knowledge.

**A Collective Vision.** The Investment Plan is not just a roadmap for infrastructure development; it reflects the collective vision and aspirations of the LB-ELA Corridor communities. From top to bottom, the Investment Plan is built upon the Vision, Goals (Air Quality, Community, Environment, Mobility, Opportunity, Prosperity, Safety) and Guiding Principles (Equity, Sustainability) crafted and adopted by the Task Force, CLC, and Working Groups, drawing upon community-identified priorities.

Our community-generated vision statement:

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

**A Multimodal Plan.** The Investment Plan includes a collection of over 200 projects and programs that serve the Vision, Goals, and Guiding Principles through investment in active transportation facilities, transit service, and rider experience, multimodal complete street designs, zero-emissions goods movement infrastructure, and targeted investments to I-710 infrastructure that repair multimodal connections across the freeway and improve safety and operations to reduce the freeway's impacts on surrounding communities. In contrast to previous planning efforts for this Corridor, no proposed improvement funded by the Investment Plan would widen the I-710 freeway or require the displacement of residents or businesses. The development of 15 Community Programs will proactively and intentionally advance community health and well-being in ways not typically addressed by transportation planning.

**A Strategic Investment Approach.** The Investment Plan applies a strategic, multi-phase investment approach to leverage **$743 million** in sales tax revenue to attract an additional $3.3 billion in state and federal funding to develop and implement projects and programs in the Corridor.

**A New Chapter.** The LB-ELA Corridor Mobility Investment Plan is more than just a transportation project; it is a testament to the power of collaborative planning in creating a more connected, accessible, and vibrant region. This Investment Plan closes the door on policy and investment decisions that have impacted local communities over many generations and marks the beginning of a new chapter – one focused on bringing together diverse voices and innovative solutions for a thriving LB-ELA Corridor that supports the generations of tomorrow.

## Background

The LB-ELA Corridor is the nation's most prominent and impactful freight corridor. It connects the Western Hemisphere's busiest seaport complex—the Ports of Long Beach and Los Angeles—with the transcontinental railroad intermodal yards near Downtown Los Angeles and warehouse destinations along the corridor and beyond.

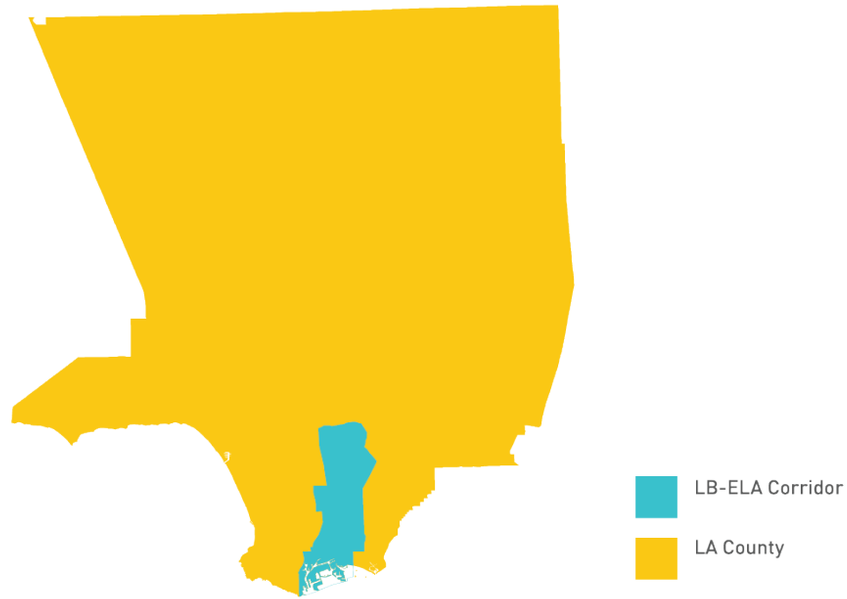
As Southern California's population has grown since the 1960s when I-710 was built, so has the demand for I-710 to carry commuters and goods movement trucks. Growing demand strains the freeway's limited capacity, resulting in traffic congestion, safety concerns, and spillover traffic onto local roadways, while daily travel of personal vehicles and diesel-fueled trucks compounds air quality and health impacts on communities already impacted by industrial pollution. The most impacted communities have also endured decades of racial discrimination and economic disadvantage, contributing to health burdens and other inequities along the corridor.

After decades of studying these issues, Metro and California Department of Transportation (Caltrans) proposed widening and modernizing I-710, in a process that spanned from 2005 to 2020. However, the approach of expanding lane capacity to meet demand and solve related issues of congestion and pollution reflected an outdated approach to freeway modernization that failed to balance industry priorities and regional economic prosperity with the needs and health of the surrounding community.

In addition to untenable displacement impacts to residents and businesses, Metro and Caltrans could not demonstrate the previous project's ability to add freeway lane capacity without inducing demand and additional air quality impacts on the surrounding communities. Despite a proposal to meet air quality conformity through the development of a zero-emission truck program, the United States Environmental Protection Agency (EPA) determined that the freeway widening project remained a project of air quality concern even with investment in zero-emission technology. This determination, along with significant community opposition to the project, triggered a change in course; Metro and Caltrans suspended the process, and a new approach for the Corridor was needed.

The Investment Plan reflects the Metro Board's leadership in responding to these policy shifts and community concerns. This new approach re-envisions the processes and investments needed to move people and goods seamlessly, equitably, and sustainably throughout the LB-ELA Corridor. Developed in close collaboration with residents and local and regional partners, this plan reflects Metro's commitment to build trust and lasting partnerships with the community and bring multimodal, community-centered, and regionally significant investment to the Corridor.

Investment Plan Figure 3-1. LB-ELA Corridor Study Area (LA County Context)

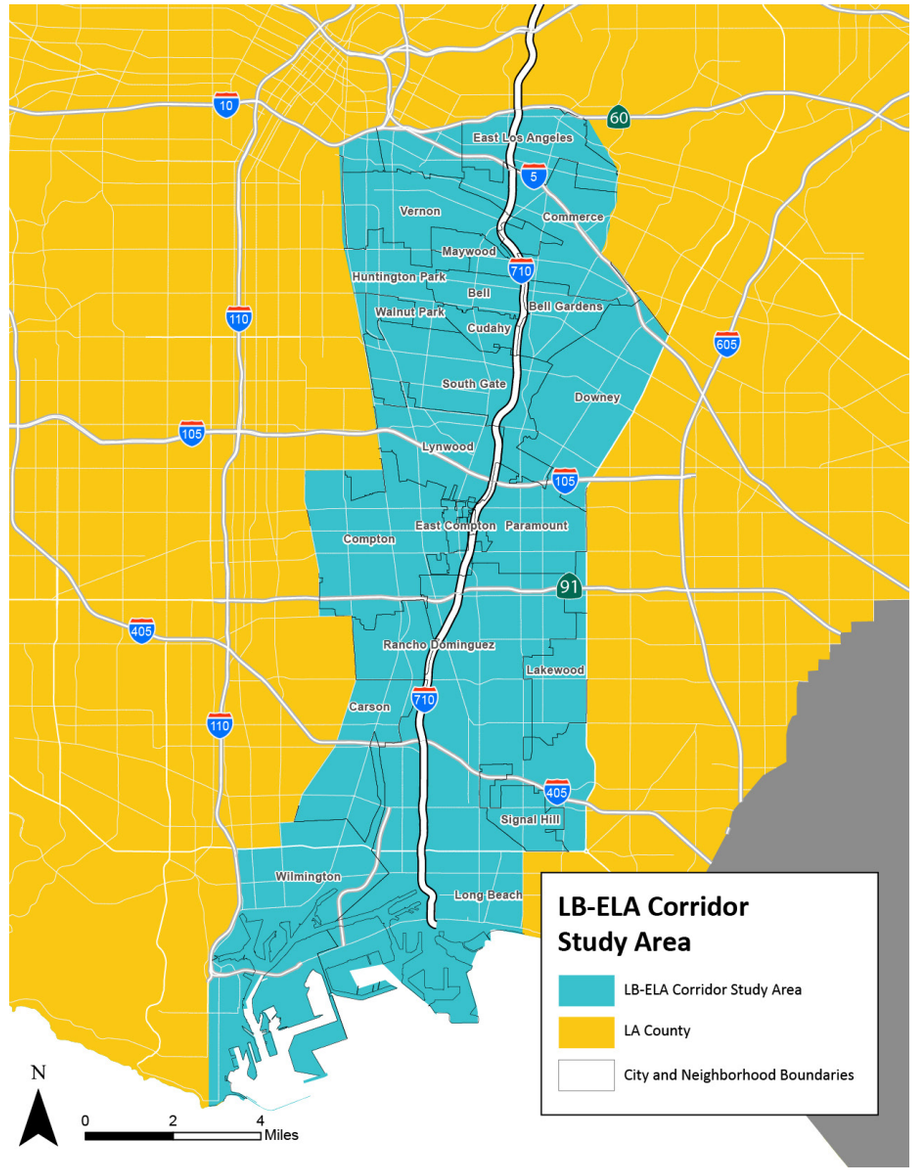


## Existing Conditions

The LB-ELA Corridor includes 18 cities and 3 unincorporated communities within about a mile on each side surrounding the 19-mile extent of I-710 between East Los Angeles and Long Beach. The Corridor is home to 1.2 million people, or roughly 12% of the County's population, and contains 11% of the County's jobs.

Serving as the primary gateway to and from the Ports of Los Angeles and Long Beach, the Corridor's transportation system is an economic wellspring, but also a source of major traffic congestion, pollution, and safety impacts for people work live, work, play, and move in the corridor.

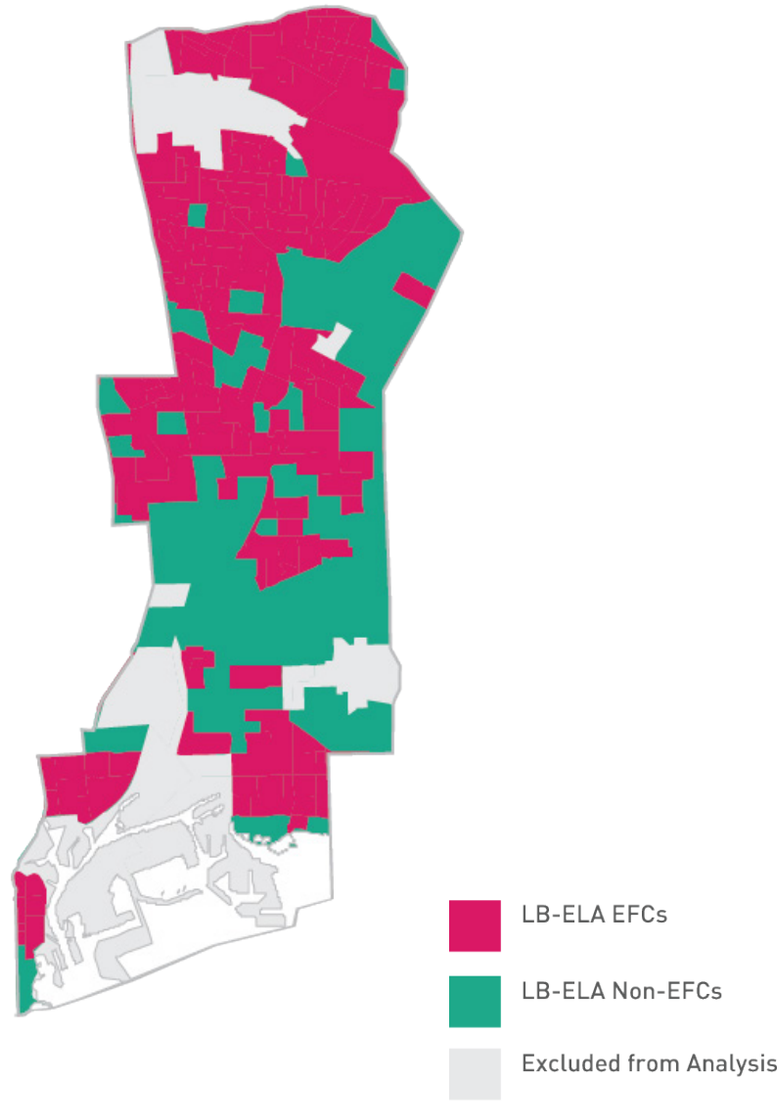
Investment Plan Figure 3-2. LB-ELA Corridor Study Area



Despite the Corridor's regional and national economic significance, the past century of planning and policy decisions have created and reinforced patterns of racial segregation, disinvestment, and economic disparities facing the same communities bearing the worst environmental burdens of the Corridor's economic activity.

Many of these impacts are concentrated in the Corridor's Equity Focus Communities (EFCs), defined by Metro as census tracts where transportation needs are greatest. The EFC Map considers the concentration of three factors associated with mobility barriers: low-income households; Black, Indigenous, and other people of color (BIPOC) residents; and households with no access to a car. Approximately 73% of the LB-ELA Corridor population lives in an EFC area.

Investment Plan Figure 3-3. LA Metro Equity Focus Communities



## Transportation, Access, and Safety

The I-710 freeway carries nearly 40,000 heavy-duty trucks, and hundreds of thousands more commuter vehicles daily, contributing to air quality, noise, congestion, and safety and environmental impacts to the surrounding communities. The I-710's aging infrastructure is not designed to meet the Corridor's growing demand for freight capacity, which creates safety and operational impacts both on and off the freeway. Because the freeway hasn't been improved in 60 years, safety issues have gotten worse over time and congestion has led to trips on local roads and in residential neighborhoods.

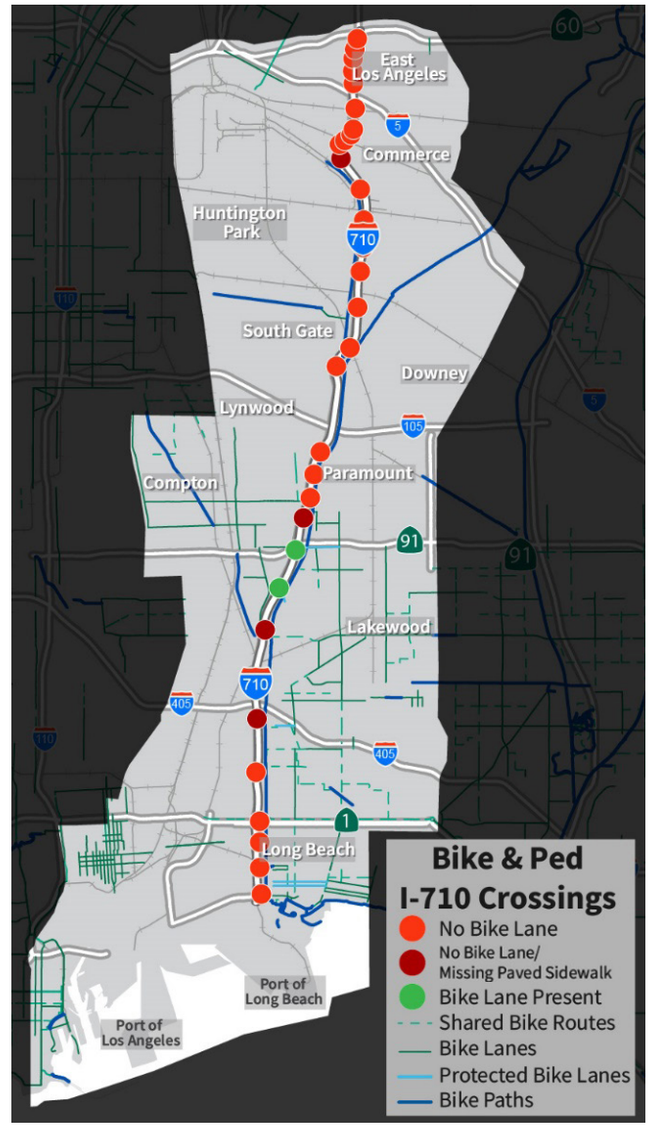
High levels of congestion along the freeway and significant arterials impact community members' ability to reach their jobs, schools, and other needs by increasing travel times for drivers, bus riders, and goods movement vehicles. Travel times are also an issue for pedestrians and active transportation users in the corridor, who are often forced onto indirect routes given a lack of safe and connected infrastructure. In addition, the original I-710 bridges were designed to get vehicles on and off the freeway, without a focus on pedestrian movement or safety.

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. The I-710 also reinforces and expands the division between communities on either side of the LA River. Most east/west overcrossings 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.

Streets within the Corridor are designed for high volumes of vehicular traffic with limited or poorly maintained active transportation and pedestrian infrastructure. While some agencies have introduced safer street design in recent years, a cohesive network of safe, dedicated bike and pedestrian infrastructure is lacking throughout the Corridor.

While the Corridor is well-served by bus services and the Metro A Line light rail, the transit system faces challenges related to frequency, reliability, security, and comfort. The Corridor has a higher proportion of zero-vehicle households than the County, and an absence of high-quality transit services is an issue that directly affects access to resources and opportunities for the Corridor's transit-dependent residents and workers.

Investment Plan Figure 3-27. Active Transportation Infrastructure. I-710 Active Transportation Crossing

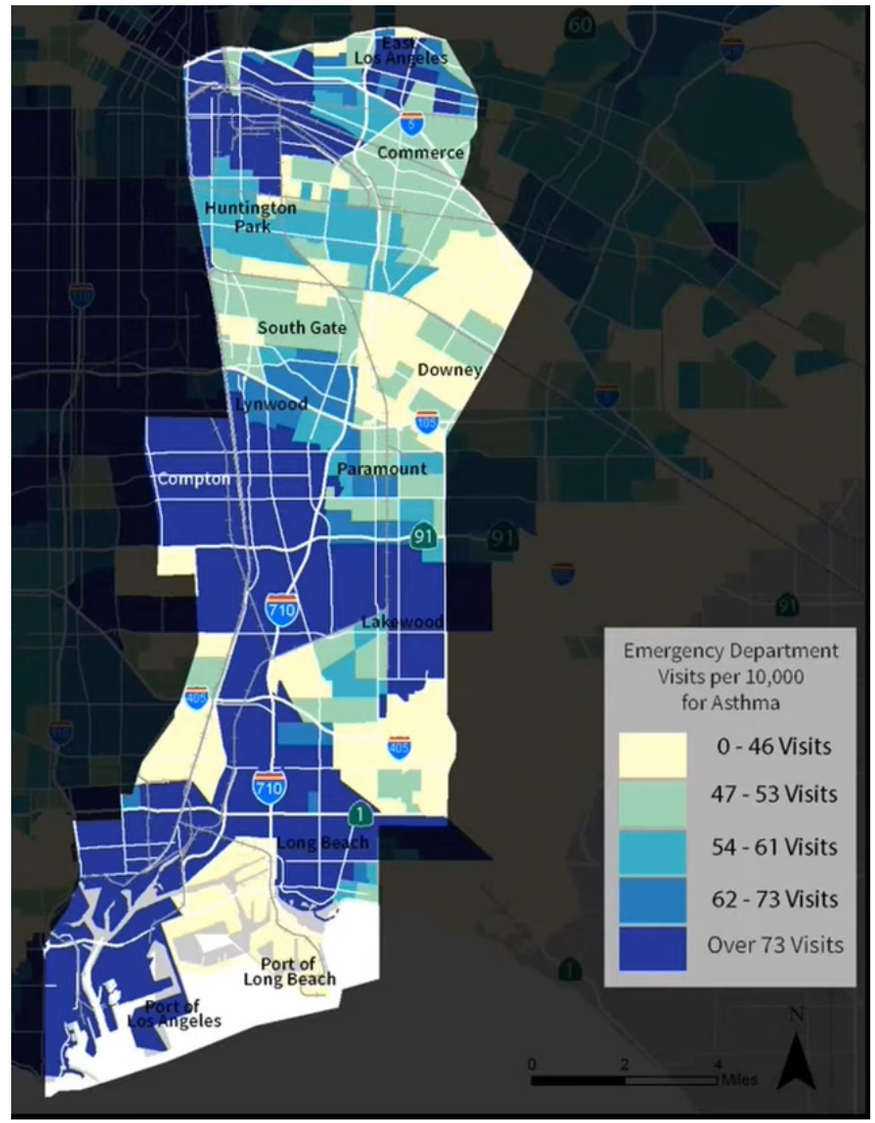


## Community Health, Air Quality, and Environment

The I-710 South Corridor accounts for 20% of all particulate matter emissions in Southern California. The high pollutant levels affecting the nearby communities have earned the name "diesel death zone," referring to the linkage between diesel pollution and respiratory and cardiovascular health conditions. 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. The LB-ELA EFC areas experience higher pollutant levels than the rest of the Corridor and the County overall.

Limited access to safe and comfortable active transportation and outdoor recreational infrastructure, as well as exposure to heat through a lack of shade and greening, contribute to health burdens faced by these communities. 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. The lack of publicly accessible green space also limits access to opportunities for outdoor recreation, which affects community health and quality of life.

Investment Plan Figure 3-20. Health Indicators, Asthma Rate



## Task Force and Charter Process

Metro launched the Task Force in the fall of 2021 in response to Metro and Caltrans' decision to suspend the earlier I-710 project, with consideration of communities who voiced the need for a different vision for improving mobility, safety, air quality and quality of life in the corridor. The Task Force was composed of a diverse group of 40 stakeholders who represent the interests of community-based organizations; environmental advocacy groups; community serving organizations; cities and governmental agencies; as well as goods movement, logistics, transportation, labor, and business groups. Early in the process, the Task Force approved a Task Force Charter that defined the organizational structure, roles, and responsibilities. (See Appendix 2-A, Task Force Membership Roster and Appendix 2-B, Task Force Charter)

### Coordinating Committee

The Coordinating Committee (CC) worked with the project team to plan Task Force meetings and give input on meeting content and approach. The CC had five members, including two from the Community Leadership Committee and three from the Task Force. The three Task Force representatives included one from a community-based organization, a government agency, and the goods movement/transportation industry/labor.

The CC played a crucial role in shaping how the Task Force operated with input on meeting agendas, project timelines, and community engagement strategies. They received regular project updates and discussed highlights from Task Force, Community Leadership Committee, and Working Group meetings. The Coordinating Committee held 21 virtual monthly meetings at least two weeks before each Task Force meeting from April 2022 through January 2024. (See Appendix 2-C, Coordinating Committee Membership Roster)

### Community Leadership Committee

To meet the Metro Board's directive to re-engage impacted communities and their members and to implement Metro's Equity Platform, a Community Leadership Committee (CLC) was formed to incorporate resident voices. Formed in March 2022 with 26 members, the CLC advised the Task Force, contributing crucial recommendations during consensus checkpoints.

To achieve the most equitable outcome, selection criteria for CLC membership included living in the study area, working in the corridor, commitment to be engaged, of BIPOC background, language, and age. The establishment of this group for a large-scale planning effort marked an unprecedented move for Metro and the region and underlined a commitment to equity and community engagement in the decision-making process. (See Appendix 2-D, CLC Membership Roster)

### Working Groups

The Working Groups included Community Engagement Strategy, Equity, and Zero-Emission Truck. The groups played pivotal roles in enhancing collaboration and decision-making and shaping the Task Force's efforts and results.



Combined Task Force and CLC Meeting to discuss Draft Investment Plan

## A Commitment to Diversity, Equity, and Inclusion

### Integrating Equity in the Process

Equity was integrated into all aspects of the Task Force process and the Investment Plan based on the framework created by Metro's Equity Planning and Evaluation Tool (EPET) developed by Metro's Office of Equity and Race.

The EPET informed the technical approach and decision-making process in all aspects of the Investment Plan including developing the Vision, Goals, and Guiding Principles; analyzing existing conditions data; selecting the initial list of multimodal strategies, projects, and programs; developing and using the evaluation methodology; the community engagement process and discussions during stakeholder meetings. In addition, the Task Force and CLC adopted an Equity Guiding Principle to guide decision-making throughout the process.

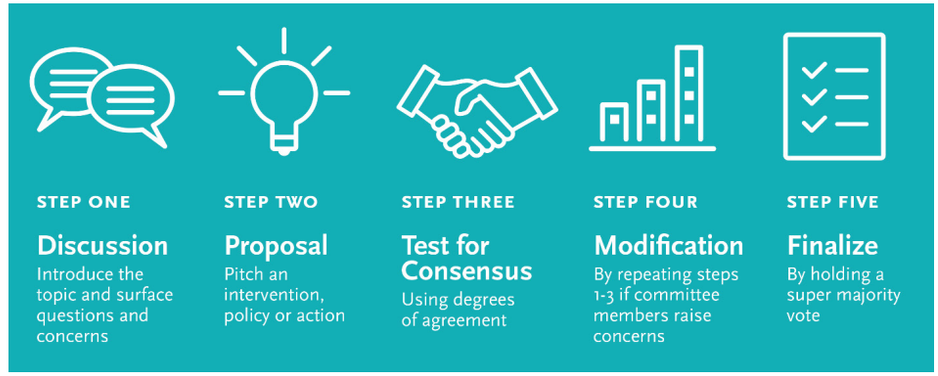
### Inclusive Community Engagement

Public engagement efforts included in-person and virtual meetings, office hours, community surveys, pop-ups, and community events. Communication tools such as a website, story map, project dashboard, project hotline, social media posts, newsletters, printed copies mailed directly or handed out, and multilingual support ensured broad project updates and feedback opportunities, emphasizing an equitable approach. Collaboration with over 40 local community-based organizations further amplified outreach and awareness efforts. To ensure all persons were provided access to available materials and information, Task Force meetings were conducted with simultaneous Spanish, Khmer, and Tagalog interpretation, and CLC Meetings with Spanish interpretation.

### Diverse Voices Contributing to Inclusive Outcomes

The Task Force's commitment to consensus building, transparent decision-making, and representative community engagement, established a robust framework for the Investment Plan. Metro also responded to feedback by adjusting the process and schedule to allow for input, reevaluation of the outcomes and more time, resulting in a comprehensive approach that ensured diverse voices contributed to informed and inclusive outcomes.

Investment Plan Figure 2-5. Five-Step Decision-Making Model




## A Commitment to Zero-Emissions

Metro is focused on a 100% shift to zero emissions by 2025, which is 10 years ahead of the state's mandate by 2035. By transitioning to zero emission trucks and buses, and working with cities to implement charging stations, Metro is helping to combat greenhouse gases. The Metro Board of Directors established a $200 million Zero-Emission Truck Program to alleviate public health impacts on local communities from diesel and other emissions from diesel trucks. Metro's initial $50 million seed funding will be leveraged with contributions from private, regional, state, and federal sources to deploy zero-emission trucks and needed infrastructure.

The program's strategies include fostering proactive collaboration with community and regional partners, identifying regional funding partners, pursuing discretionary grant opportunities, assessing policy and legislative challenges, exploring short and long-term possibilities, and anticipating potential community impacts to formulate strategies for community benefits. Metro is steadfast in its commitment to exploring all workable zero-emission technologies, such as battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing any specific solution. Metro understands the commitment to zero-emissions is crucial to address the health burdens of people suffering from asthma, cancer, cardiovascular disease, and pollution impacts.

## Vision Leading the Plan

To identify the Corridor's key issues and opportunity areas, the project team initially reviewed planning studies and community responses from the past two decades of planning and community advocacy to show context, lessons learned, and to establish a starting point for the new visioning process. This initial research was followed by community listening sessions, a Vision and Goals public survey, public meetings, and a robust analysis of existing conditions, all of which were discussed across a series of meetings with Task Force and CLC members.

The Task Force, CLC, and the Equity Working Group collaborated to envision a future that balances the diverse needs of the Corridor's stakeholders. Over several months, these groups thoughtfully composed and refined the Vision, Goals, and Guiding Principles as a framework to guide and focus the Investment Plan's development process and outcomes.

The Vision, Goals, and Guiding Principles align with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy, the 2020 Metro Long Range Transportation Plan, the Equity Platform, Los Angeles County and City ballot measures, and the Metro Board approved plans, policies, and initiatives, providing the foundation for the evaluation framework to assess projects against multiple criteria.

The Vision is supported by two Guiding Principles and seven Goals informed by Metro's policy priorities and the many interconnected challenges facing the LB-ELA Corridor today within the historical context of the I-710 and its generational impacts on surrounding communities.

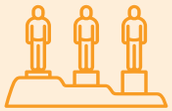
## Vision

*A concise statement that captures the collective aspirations, desires, and outcomes of the project*

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

## Guiding Principles

*Values that guide all processes and outcomes through a cohesive and intentional framework*



**EQUITY**
A commitment to (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and (3) eliminate disparities in project processes, outcomes, and community results. The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.



**SUSTAINABILITY**
Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/ conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.

## Goals

*Desired outcomes for general areas of concern to support and realize the overall Vision*



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



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



**ENVIRONMENT**
Enhance the natural and built environment.



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



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



**PROSPERITY**
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 LB-ELA Corridor communities, which have been and continue to be harmed by economic activity and development.



**SAFETY**
Make all modes of travel safer.

# Multimodal Strategies, Projects, and Programs

## Identifying Projects and Programs

Once the Metro Board adopted the Vision, Goals, and Guiding Principles, the project team started developing Multimodal Strategies and Identifying Projects and Programs (MSPPs)[ES-1]. More than 200 MSPPs were identified for evaluation, ranging from early concepts to projects that are ready for implementation. The Task Force used a broad engagement approach to get input from residents, community groups, interested stakeholders, partner agencies, and other parties to inform the MSPPs, which included the following:

- **Community programs** for job creation/work opportunities, environment, air quality/community health and housing stabilization/land use;
- **Active transportation projects** to improve pedestrian and bicycle infrastructure;
- **Arterial roadways/complete streets**, including traffic calming, general roadway improvements, signal coordination/transportation systems management (TSM), and intelligent transportation systems (ITS);
- **I-710 multimodal, operational, safety, and access investments for the community (MOSAIC)**, including interchange upgrades and auxiliary lanes with multimodal operations and safety improvements for autos, trucks, bicycles, pedestrians, and transit.
- **Goods movement** investments, including safety and air quality improvements; and
- **Transit** projects, including new and improved high-capacity bus and rail public transit systems and various transit amenities.

Because regional and local partners played a key role in compiling these MSPPs, the Investment Plan is intended to be consistent with their planning frameworks such as local land use plans. The project team screened the full list of candidate early action projects to exclude project concepts that would displace residences or businesses in local communities or could not be feasibly redesigned to avoid significant displacement. Overall, the MSPP was informed by:

- Earlier studies and initiatives;
- Social pinpoint interactive map and public surveys;
- Public workshops and community-based organization engagement; and
- Task Force, CLC, and Working Group meetings.

## Evaluating and Prioritizing Projects and Programs

To determine which projects and programs to prioritize, the project team worked with the Task Force and CLC to develop and use an evaluation process to assess each MSPPs alignment with the Vision, Goals, and Guiding Principles by considering potential benefits and concerns and implementation readiness.[ES-2]

The Vision, Goals, and Guiding Principles provided the foundation for the evaluation process and were translated into 82 metrics (66 'benefit' and 16 'concern') by which each project or program was assessed to determine its relative benefits to impact. Some metrics were qualitative with defined rules to assess each metric. The remaining metrics were quantitative based on travel demand forecasting model results and a geographic information system (GIS). Each project was ranked against these metrics

ES-1 Due to an unprecedented amount of available discretionary grant funding, the Board provided early direction to create a list of Pre-Investment Plan Opportunity (PIPO) projects in 2022, before defining the Investment Plan project list, to find projects Metro could support and submit for grant funding ahead of the Investment Plan's adoption in 2024.

ES-2 The community programs were prioritized on a separate track (i.e., they weren't ranked and tiered) given the Investment Plan's commitment to equity and improving the lives of those in the community.

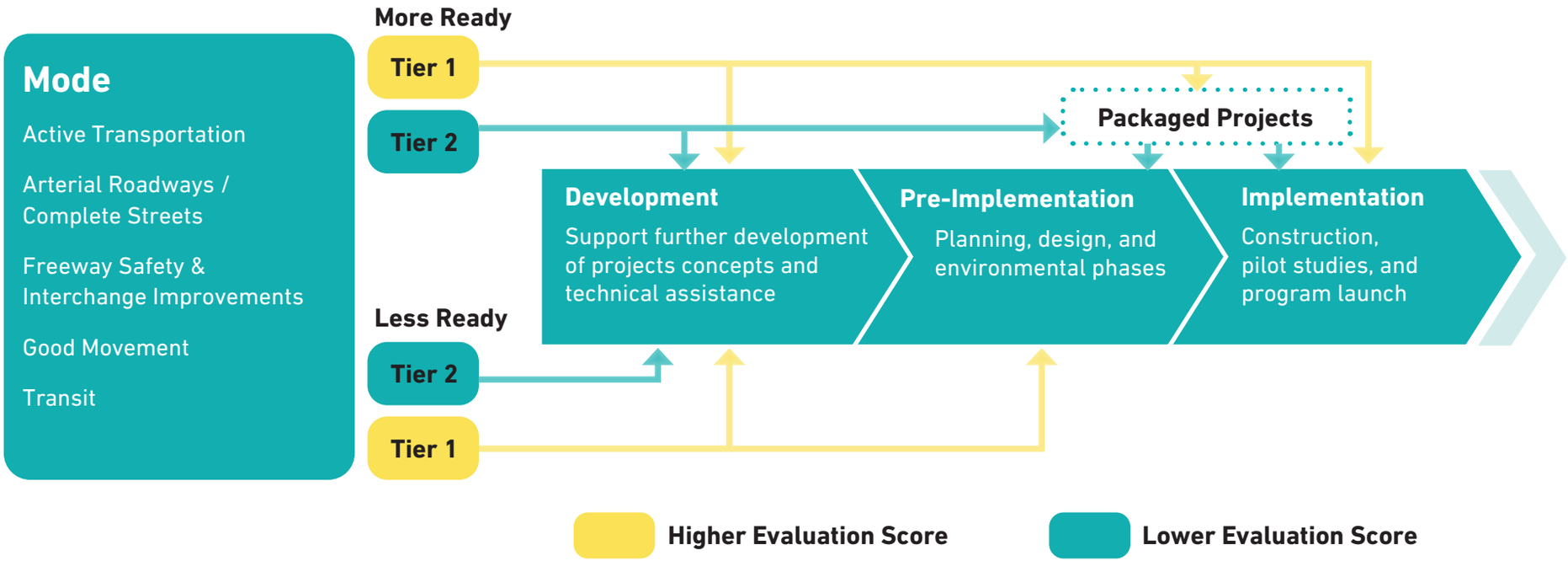
on a scale of 0 to 3 or "not applicable" (N/A). The evaluation process combined the metrics by Goal and Guiding Principle which resulted in the ranking of projects within each MSPP travel mode:

- Active Transportation
- Arterial Roadways/Complete Streets
- Freeway Safety and Interchange Improvements
- Goods Movement
- Transit

The ranked project scores were combined with a 'project readiness assessment' that separated the projects into two tiers:

- **Tier 1:** MSPPs well-suited to receive Measure R and M funding in the Initial Investment Recommendations due to their high level of alignment with the Vision, Goals, and Guiding Principles and more advanced project readiness; and
- **Tier 2:** MSPPs that need planning or development to be better defined and/or aligned with the Vision, Goals, and Guiding Principles.

Investment Plan Figure 6-4. Funding Pathways for Tiered Projects and Programs



The LB-ELA Corridor Task Force's Vision, Goals, and Guiding Principles supported the evaluation process resulting in each project being categorized, with its mode type, as Tier 1 (higher alignment) or Tier 2 (lower alignment), as an outcome of their evaluation results. Tier 1 projects 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 relative evaluation score within their respective mode, i.e., projects with different modes were not compared across modes for placement in Tier 1.

Projects were also organized into readiness categories of "Implementation," "Pre-Implementation," or "Development" to find the path forward for each project and program. The disparity in project readiness reflected equity gaps for lower-resource communities in the LB-ELA Corridor and resulted in inconsistent information for each project or program under review.

The tiers include projects that will be competitive for near-term or mid-term discretionary grant opportunities. Tier 1 projects may receive funding to support seeking future discretionary grant opportunities and implementation. Tier 2 projects have two pathways: to provide complementary benefits as part of a package with other Tier 1 or Tier 2 projects; or to be eligible and competitive for a specific, available grant opportunity tailored to such a project. Tier 2 projects would not be considered for investment at this time but will be reconsidered as part of the Modal Program development process in future years.

Added prioritization factors included:

- Roles and Responsibilities
- Discretionary Grant Strategy
- Project Cost/Local Match Required
- Political/Institutional/Jurisdictional Support
- Equity Considerations
- Practical Feasibility/Constructability
- Design Concerns
- Equity and Community Input Consideration (CIC) Flags[ES-3]

ES-3 Equity flags were derived from the Concerns evaluation, highlighting projects that had the potential to negatively impact equity focus communities (EFCs) and that required specific, additional guidance to minimize those impacts. 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 concept or design

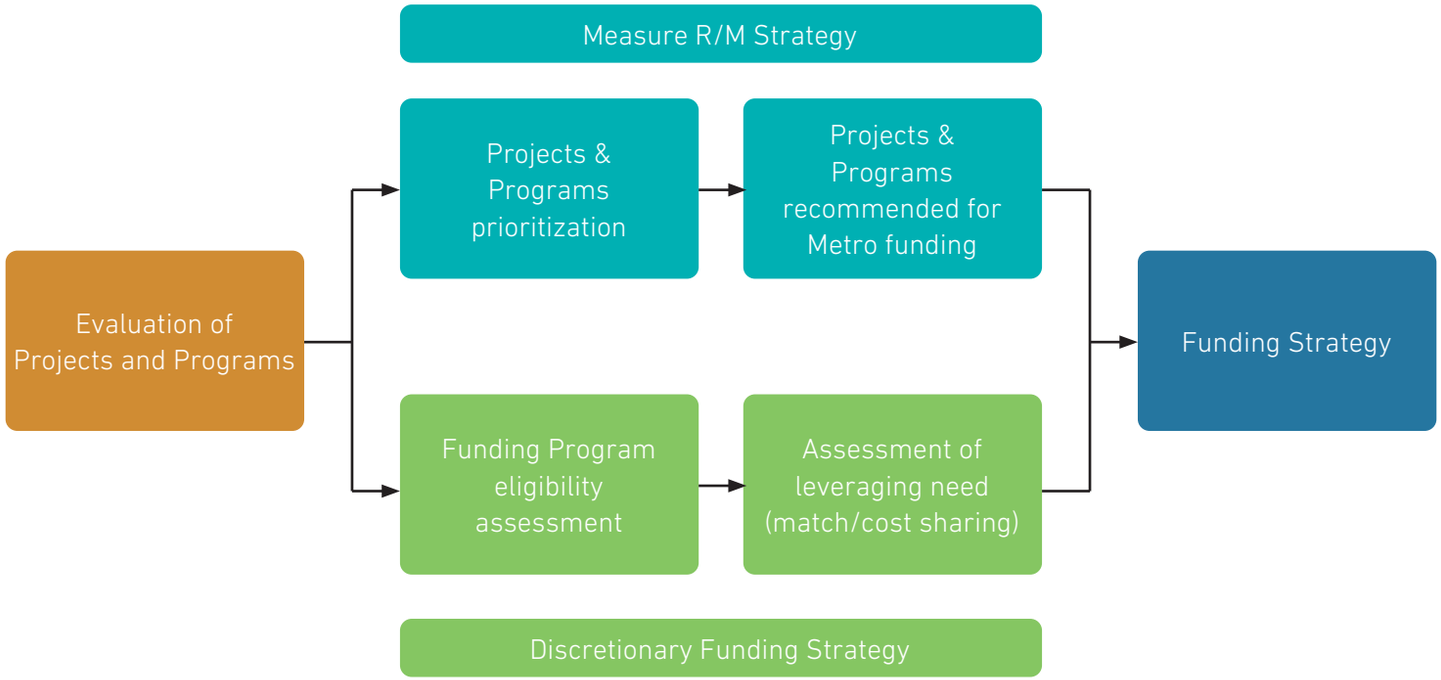
## Funding Strategy

The Investment Plan recommends the investment of **$743 million in Measure R and M funding dedicated to the LB-ELA Corridor to catalyze an additional $3.3 billion** in local, state, and federal investment in priority projects and programs consistent with the Vision, Goals, and Guiding Principles of the LB-ELA Corridor. Taken together, the total investment generated from Measure R and M funding is expected to be more than $4 billion. When including port-related projects, the Southeast Gateway Light-Rail Transit line, and the Eastside Transit Corridor Phase 2 that are not directly funded by the Investment Plan, the total project local, state, and federal funding for projects/programs being implemented in the corridor totals more than $20 billion.

The success of the Investment Plan in implementing projects and programs that advance the Task Force's Vision, Goals, and Guiding Principles relies on leveraging limited local sales tax dollars allocated to the Corridor through Measure R and Measure M along with robust regional, state, and federal funding. The Investment Plan is a "down payment" for future improvements in communities that need them the most. Developing a funding strategy is a multi-step process that requires a targeted approach, including:

- **Evaluate LB-ELA Corridor projects and programs for Measure R/M funding:** This analysis involves developing a holistic understanding of candidate projects and their attributes to figure out their suitability for Measure R/M funding and eligibility for discretionary grant opportunities.
- **Identify projects and programs receiving Measure R/M funding (ongoing):** Based on the analysis conducted, subsets of programs and projects were identified as suitable candidates to receive Measure R/M funds that can be used as seed funding to progress project development or as a local match to meet the requirements for regional/state/federal implementation and construction funding programs.
- **Regional, state, and federal funding programs, including eligibility and match requirements assessment (ongoing):** This ongoing assessment includes finding and evaluating suitable regional, state, and federal discretionary programs across various modes of transportation and community programs. The attributes and sought-after outcomes of these relevant funding programs were matched with the attributes and forecast impacts and benefits of the Investment Plan Modal Programs and projects.
- **Continued development of project readiness, positioning, and partnership opportunities (ongoing and planned):** Throughout the process, non-construction development activities and other actions will be undertaken to progress and position projects to improve their competitiveness and to provide a greater chance for successfully accessing discretionary funding—including conducting design, initiating technical studies, and establishing partnership opportunities.

Investment Plan Figure 7-1. Funding Strategy Development



## Recommendations

The Investment Plan has several recommendation categories, including projects recommended for initial investment based on their high ranking in the evaluation process and project readiness, 15 Community Programs that are recommended for initial investment given the Plan's strong emphasis on equity in the corridor, and projects suitable to receive Measure R and M funding through the Modal Programs, which group projects by primary travel mode.

### Projects/Programs for Initial Investment

Projects and programs recommended for Initial Investment, shown to the right, are in various stages of project development, from planning through implementation.

Projects/Programs for Initial Investment

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

Investment Plan Figure 8-16. Projects/Programs for Initial Investment







## PROJECTS FOR INITIAL FUNDING

| Symbol | Project Name |
|---|---|
| | Active Transportation / TDM |
| | Arterial Roadways / Complete Streets |
| | Freeways Interchanges and Safety Improvements |
| | Goods Movement |
| | Transit |

## Community Programs

Community Programs incorporate a range of benefits that are responsive to long-standing equity issues that communities of the Long Beach corridor face, and will proactively and intentionally advance community health and well-being in ways not typically addressed by transportation planning or eligible for transportation funding sources. The LB-ELA Corridor Mobility Investment Plan, thanks to Metro Board leadership which called for the inclusion of impacted communities in the development of the Investment Plan, features a $40 million Community Programs Catalyst Fund for 15 Community Programs that will complement the Investment Plan's multimodal transportation investment. Some Community Programs are focused on addressing current burdens that exist because of past policy, disinvestment, and infrastructure development; others are proactive measures to sustain community stability and maximize benefits as projects are implemented in the future. Metro expects that approximately $300 million in additional funds, targeting an average of $20 million per Community Program, could be leveraged using the Community Program Catalyst funding, through local, regional, state, and federal funding programs that are more suitable to each Community Program.

In discussions with the Task Force and CLC, community health emerged as an overarching priority for the Investment Plan. While transportation investments can benefit health through the improvement of non-polluting modes, access to healthcare, and conditions for outdoor and physical activity, not all elements of community health can be addressed through transportation infrastructure. Community Programs address direct health impacts, such as asthma and cancer risk related to particulate matter exposure, as well as various social determinants of health, including social and community context, neighborhood and built environment, and economic stability. The 15 Community Programs are organized into three general topic areas:

- Health/Air Quality/Environment
- Housing Stabilization/Land Use
- Job Creation/Work Opportunities

Community Programs by Topic Areas

| | | |
|---|---|---|
| **Health/ Air Quality/ Environment** | LB-ELA_0192 | Bus Electrification Projects |
| | LB-ELA_0133 | LB-ELA Corridor Community Health Benefit Program |
| | LB-ELA_0191 | Zero-Emission Infrastructure for Autos |
| | LB-ELA_0218 | Air Quality Monitoring Stations |
| | LB-ELA_0134 | LB-ELA Corridor Energy Reduction/ Greenhouse Gas (GHG) Emissions Reduction Program |
| | LB-ELA_0187 | LB-ELA Corridor "Urban Greening" Initiative |
| | LB-ELA_0190 | Public Art/Aesthetics |
| **Housing Stabilization/ Land Use** | LB-ELA_0009 | Southeast Gateway Line Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP) |
| | LB-ELA_0193 | Transit-Oriented Communities/Land Use |
| | LB-ELA_0194 | Homeless Programs |
| | LB-ELA_0135 | Housing Stabilization Policies |
| **Job Creation/ Work Opportunities** | LB-ELA_0197 | Vocational Educational Programs |
| | LB-ELA_0195 | Targeted Hire Programs |
| | LB-ELA_0196 | Employment/Recruitment Initiatives |
| | LB-ELA_0186 | Economic Stabilization Policies |

## Modal Programs

In addition to identifying projects and programs for initial funding, the Investment Plan also looks to the future of the LB-ELA Corridor by planning, developing, identifying, and refining projects, programs, and strategic initiatives that will advance the Corridor's Vision, Goals, and Guiding Principles into future years. Investment Plan elements that will be included in Modal Programs include:

- Near-term Tier 1 projects not selected for immediate funding;
- Longer-term Tier 1 projects requiring additional development to become implementation-ready;
- Tier 2 projects that will need additional development and refinement to become more aligned with the Vision, Goals, and Guiding Principles to be considered for implementation in the future;
- Equitable project planning to find equity gaps, provide technical assistance for lower-resourced communities, and develop projects for future implementation; and
- Pilot programs, strategic initiatives, and planning studies.

## START-UP Fund

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 Investment Plan but will require start-to-finish planning processes in most cases, and need 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 the implementation of the Investment Plan's Corridor-wide programs (e.g., "traffic calming features," "pedestrian gap closures," and various Community Programs). Modal Programs and the START-UP Fund will allow the Investment Plan to be a flexible, dynamic, living document that addresses future priorities and needs as they evolve.

## Next Steps

The Investment Plan's vision is to reconnect the underserved communities of Long Beach-East Los Angeles that have been dealing with the effects of the I-710 freeway for generations and implement a comprehensive, multimodal transportation plan to rectify past harms in the corridor through adoption of the Investment Plan. In the next phase, we will continue to engage Task Force and CLC Members, industry experts, funding, research and resource partners, and community members to ensure we dedicate the time needed to refine the projects and programs and remain consistent with the sustainable, equitable, community-centered implementation of this plan. This Investment Plan will act as a living document and will require additional actions after Metro Board adoption. Over the next several years, Metro will continue to update and move the Investment Plan forward.

Only a small number of projects and programs within the Investment Plan are fully defined and ready for implementation. The majority of projects and programs require further development, design, refinement, community engagement, and/or environmental review. Recognizing this need to continue the development of projects and programs for which we have designated initial investment, community programs, or modal program funding, Metro recommends the formation of five new LB-ELA Implementation Working Groups. These groups will meet on an ongoing basis following the adoption of the Investment Plan to allow Metro to continue developing and defining projects and programs that are not fully developed, and to serve as a continuation of collaborative partnerships with a broad range of stakeholders, including Task Force, CLC, and community members, in implementing the Investment Plan after adoption. This work will be conducted within the LB-ELA Vision, Goals, and Guiding Principles framework.

Metro recommends the creation of two "Modal" Working Groups, which would lead efforts to develop and refine the initial investment projects/programs and modal programs, and three "Community Program" Working Groups, which would lead efforts to develop and refine the fifteen Community Programs in the Investment Plan. The Community Program Working Groups will likely be organized by topic and will include Community Health/Air Quality/Environment, Housing Stabilization and Land Use, and Job Creation and Work Opportunities.

Given the breadth of issues this Investment Plan addresses, and its nature 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. Metro recommends the establishment of a LB-ELA Investment Plan Performance Tracking Program to track and measure progress and impacts, using consistent methods and tools to set performance-tracking expectations for project sponsors and lead agencies to support. Metrics will include process metrics, project outcome metrics, and community result metrics.

While a robust approach was taken to evaluate potential benefits and concerns resulting from each project, many projects will be further developed through the modal programs. Some community members have shared their concerns about investing in projects that have not been fully developed and the potential disbenefits that could result from the development of new and conceptual projects without equal level of scrutiny applied. Projects that are found to be unaligned with the Vision, Goals, and Guiding Principles of this process will not move forward. For new projects, not yet evaluated as part of the Investment Plan process, the Working Groups will be able to leverage the evaluation framework and criteria created for the Investment Plan. Working Groups will also review equity and Community Input Concern (CIC) flags to refine project design and implementation, and projects will be subject to environmental review as part of the CEQA/NEPA process. In addition, in response to comments from community members, Metro is committed to using the explicit guidance on air quality, displacement, surveillance, and impervious cover to shape project development during the Implementation Phase. Metro intends to deliver on the promise to generate additional benefits for the LB-ELA communities that complement the transportation improvements the Investment Plan recommends. The success of the plan relies on a team effort moving forward—Metro looks forward to continued work with community members, local organizations, industry experts and researchers, and elected officials as the Investment Plan becomes a reality.



# 1. Background

## 1.1 Purpose of the Investment Plan

The Long Beach-East LA (LB-ELA) Corridor is home to many vibrant, multicultural, and unique communities that together represent 12% of Los Angeles County's population. These historic communities include four of LA County's oldest incorporated cities—Compton (1888), Long Beach (1897), Vernon (1905), and Huntington Park (1906)—and feature a rich mosaic of ethnicities, culinary experiences, religious denominations, and cultural traditions that help make LA County a diverse and dynamic place to live and work.

The future opportunity for the LB-ELA Corridor communities to thrive and enjoy a high quality of life, from clean air and good health to safe and plentiful mobility options and access to opportunities, remains challenged and unclear due to the compounded, generational legacy of transportation infrastructure decisions, policies, and investment priorities that have served more to fracture and dim the LB-ELA Corridor mosaic than to unify and illuminate it.

Transportation infrastructure investment, at its best, uplifts and connects communities in need and, at its worst, disconnects and burdens vulnerable communities with consequences and concentrated localized impacts at the expense of dispersed regional benefits. The history of the planning, construction, and purpose of I-710, a 19-mile freeway completed in 1964, represents the latter outcome. With the decision to route this freeway alongside the LA River to connect the Ports of Long Beach and Los Angeles with the Central Manufacturing District and intermodal rail yards located near East LA, the I-710 tore through LB-ELA Corridor communities that pre-existed the freeway, displacing numerous residents, and adding to the shared harmful legacy of freeway construction intentionally routed through BIPOC (Black, Indigenous, and People of Color) communities to serve regional economic interests.

Decades later, I-710 serves as the nation's most important freight highway corridor, supporting the movement of goods that support the regional, state, and national economies. Tens of thousands of heavy-duty diesel trucks travel on the freeway daily, serving the nation's busiest seaport complex, intermodal railyards, warehouses, logistics centers, and transloading facilities. The LB-ELA Corridor's shared-use transportation system—anchored by I-710 and supported by

five intersecting freeways (I-405, State Route [SR] 91, I-105, I-5, and SR-60), the Alameda Rail Corridor, and major arterial highways—is responsible for moving the growing volume of cargo handled by the nation's busiest seaport complex to the transcontinental rail terminals near Downtown Los Angeles and other national and local destinations.

I-710 is also the nation's most community-adverse freight highway corridor. As Southern California's population grew over the decades, so did the demand on I-710 to carry regional commuters and goods, straining the freeway's limited capacity, resulting in traffic congestion, safety concerns, and spillover traffic onto arterial roadways parallel to the freeway that serve the LB-ELA Corridor communities. As the nation, state, and regional economy prospered from the increased movement of goods and international trade supported by I-710, the communities through which the freeway was constructed bore the burden of increased air pollution and freight traffic, deteriorated public health and mobility, displacement, and an overall poorer quality of life. These negative community health impacts and externalities have tragically earned the LB-ELA Corridor the apt moniker "Diesel Death Zone."

From the communities' perspective, the echoes of these open wounds reverberated when, after two decades of study and evaluation, the Los Angeles County Metropolitan Transportation Authority (Metro) and California Department of Transportation (Caltrans) proposed widening I-710 to expand the freeway's capacity to accommodate general-purpose travel lanes. These extra lanes were intended to absorb increased truck and vehicle travel to reduce traffic congestion and collisions, improve freight movement through the region, and support the region's economic needs. However, this widening would also cause even more



displacement of people and jobs in communities already separated and harmed by the freeway, increased impacts to local air quality, public health, and the environment, and a continued focus on serving the region's economic needs at the expense of the LB-ELA Corridor communities' quality of life and health.

Following the United States Environmental Protection Agency's (EPA's) expression of concerns during this proposal's environmental review that the agency did not believe the project would meet air quality conformity, Metro and Caltrans suspended its advancement. This decision marked a watershed moment for Metro, recognizing that the proposed project developed years ago did not comply with updated federal, state, and regional policy frameworks, did not align with current approaches to transportation investment from a multimodal, air quality, climate, and community-supportive perspective, and did not address, repair, and overcome the long-standing impacts of I-710 on the LB-ELA Corridor communities.

Metro heard these concerns and envisioned a first-of-its-kind community-centered process to develop the LB-ELA Corridor Mobility Investment Plan (Investment Plan)[1], which would re-envision how to invest in the corridor's transportation infrastructure in a multimodal, locally-focused, yet regionally significant manner through a process that brought communities to the table with regional stakeholders to find common ground. To support this approach, Metro created a Task Force and Community Leadership Committee (CLC) to serve as advisory bodies that would determine the Vision, Goals, and Guiding Principles of the Investment Plan, help identify and evaluate proposed projects, develop strategies to leverage funding, conduct robust community engagement, find ways to reach consensus, and finalize funding recommendations for Metro Board consideration. Empowering the community and stakeholders to participate in this process helped Metro develop an Investment Plan that reflects the community's voice and the Metro Board's direction to ensure that regional planning for highway improvements "must include a renewed commitment to inclusive and meaningful engagement of communities as well as a steadfast commitment to addressing the equity, displacement, air quality, congestion and economic concerns that have plagued communities around major freeway corridors."[2]

One main concern raised consistently by Corridor residents was the need to produce an Investment Plan that would not re-introduce freeway widening or displacement of people from their homes given the existing challenges to community cohesion, home ownership, and housing costs. This pervasive public input is reflected in several Metro policies. In June 2022, the Metro board adopted its Multimodal Highway Investment Objectives policy which includes the following objective: "Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity of and quality of life of those communities with minimal or no displacement during the implementation of highway improvements." Additionally, the Metro Board adopted a policy that removed from Investment Plan consideration any "capacity enhancing freeway widening" projects. With this community input and Metro Board policy in mind, staff eliminated from consideration projects proposed for evaluation that had known displacement impacts and carefully evaluated every project and program recommended for funding in the Investment Plan.

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

1 The name of this project was formerly the I-710 South Corridor. Through a community involvement survey and input on recommended names, the project was renamed Long Beach-East Los Angeles Corridor Mobility Improvement Plan.

2 Letter from Metro CEO to Board of Directors, Re-imagining highway improvements, May 25, 2021.

Metro developed the Investment Plan with the belief that equitable processes would result in equitable outcomes and with the intention of restoring trust with and centering Corridor communities that have been historically harmed and disproportionately impacted by I-710 over the years. The Investment Plan recommends funding a community-centered, balanced, and multimodal array of projects and programs, including support for zero-emission truck and locomotive technology, prioritized bus lanes for faster transit service, complete street treatments for more integrated mobility options on arterial roadways, safer pedestrian and bicycle pathways, active transportation corridor gap closures, bus shelters and first/last mile transit improvements to improve customer experience, reduced particulate matter from roadway sources to improve air quality and public health, and connecting communities to the LA River Bikeway.

The Investment plan also proposes an innovative approach to improving the I-710 freeway facility and bridges through the I-710 MOSAIC (Multimodal, Operational, Safety, and Access Investments for the Community) Program, which will improve how community members access the freeway through safer on and off ramps and cross the freeway with safety and mobility improvements for bus, bicycle, and pedestrian travel to reconnect communities separated by the freeway and LA River.

Equity is a hallmark of the Investment Plan. In addition to the community inclusive process and transportation projects and programs recommended for funding that will help address equity needs in the LB-ELA Corridor, the Investment Plan also creates and funds two innovative programs that Metro will implement to deliver holistic, equity-focused community benefits.  One program is the START-UP (Strategic Technical Assistance for Reparative Transportation Uplifting People) Fund, which will provide support for lower-resourced communities to develop projects for implementation. The other program is the Community Programs Catalyst Fund, which supports the development of 15 Community Programs (not normally eligible for funding in a transportation investment plan) to allow Metro to lead the region to convene communities and stakeholders to plan, develop priorities, and identify funding strategies to deliver projects and programs related to community health, air quality, zero-emission technology, urban greening, greenhouse gas reduction, workforce development and targeted hiring, economic and housing stabilization, transit oriented development and communities, and public art/aesthetics.

Finally, the Investment Plan is a living document that will be reviewed and updated every few years to ensure that projects and programs are advancing and delivering benefits as expected and that new priorities can be evaluated and developed over time to take advantage of funding reserved within the plan's Modal Programs.

This Investment Plan represents the consensus support of Metro stakeholders who live and work along the LB-ELA Corridor. This multidimensional, multimodal investment strategy enhances regional and local mobility and air quality while fostering economic vitality, social equity, environmental sustainability, improved public health, and access to opportunity. Through the development and implementation of the Investment Plan, Metro hopes to restore and illuminate the LB-ELA Corridor mosaic—comprising vibrant, resilient, and multicultural communities—with transportation investments complemented by community programs designed to uplift people in the Corridor and fulfill their hopes for a safer, cleaner, healthier, more mobile, and more prosperous future for generations to come.

This document fulfills the requirements of the California Transportation Commission for Metro to adopt a qualifying Comprehensive Multimodal Corridor Plan for the I-710/LB-ELA Corridor to allow projects in the Investment Plan to be eligible for funding from the Senate Bill 1 Solutions for Congested Corridors Program.

## 1.2 Brief History of the Corridor before the LB-ELA Corridor Project

The founding of the Ports of Los Angeles and Long Beach dates back to the turn of the 20th century, and the multiple global events that shaped the current day flow of goods and supply chain practices unfolded since. In 1897, the federal government selected San Pedro Bay over Santa Monica Bay for harbor development, paving the way for the Ports of Los Angeles and Long Beach. Shortly after that decision, the City of Los Angeles created the Board of Harbor Commissioners in 1907, and the City of Long Beach followed in 1917 to oversee the operations of their respective ports. Fast forward to 1956, an innovative shipping concept called containerization started in the U.S. East Coast, and the Sea-Land Services (now A.P. Moller - Maersk) made the first container ship call at the Port of Long Beach in 1962. Containerization has since revolutionized the way goods are moved across the world. Indeed, the container volume at Port of Long Beach grew at an average annual growth rate of nearly 40 percent between 1969 and 1980.

1980s was the beginning of China's ascendance as a global manufacturing superpower. China's success was a result of a combination of centrally-owned manufacturing plants, innovations in manufacturing practices, low labor costs, and its strong business ecosystem, but also attributed to a lack of regulatory compliance and low taxes and duties. Many U.S. manufacturers offshored their production activities to China to take advantage of China's low-cost production and high productivity.

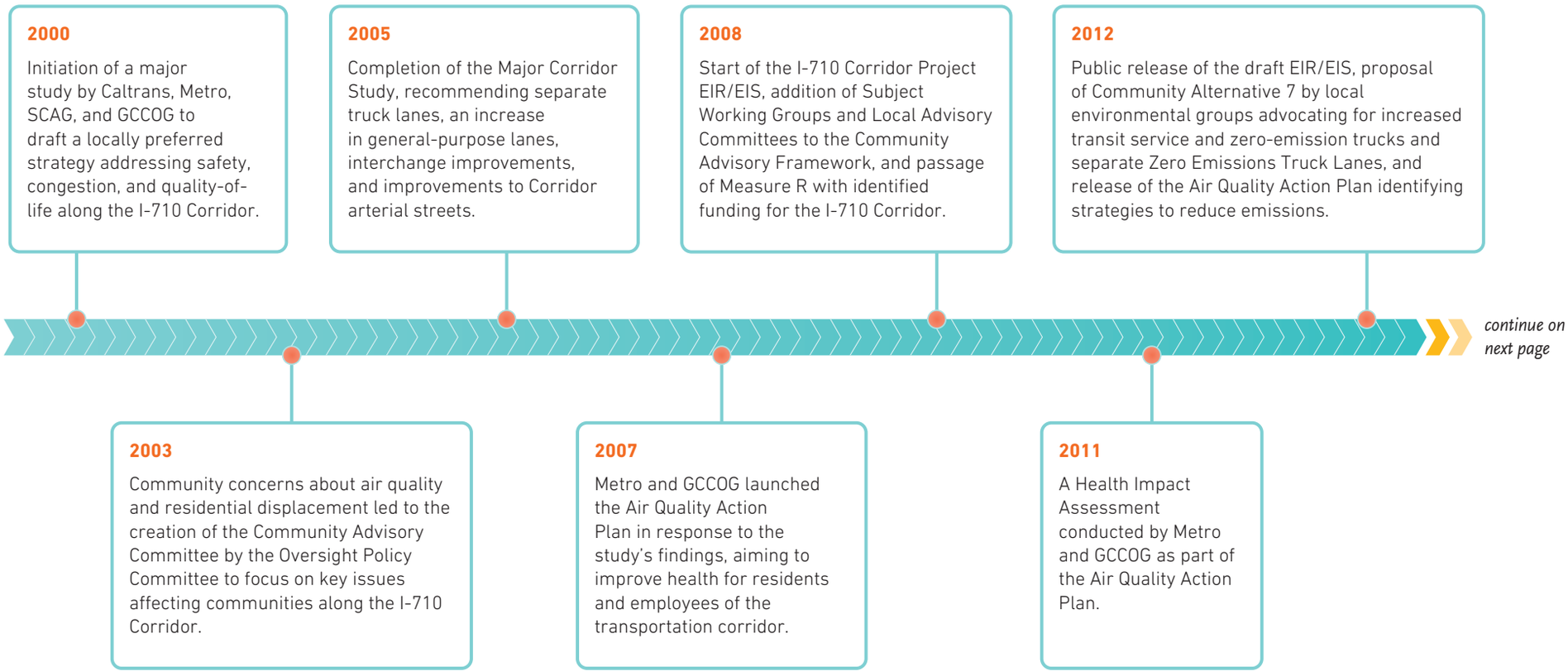
The areas near the Ports historically attracted various industries, including fishing, canneries, oil drilling and shipbuilding in the early days of the 20th century, and logistics infrastructure investments including rail and roadway transportation networks and warehouse and goods handling facilities since the latter half of the 20th century. Rapid population growth took place as waterfront businesses flourished. When China emerged as a global manufacturing powerhouse, many U.S. manufacturers and retailers favored San Pedro Bay as a strategic global trade node because of its proximity to China and shorter shipping time as compared to the East Coast ports, well-developed goods movement transportation infrastructure, and a large population base to support logistics activities. Since the first port call of the Sea-Land Services, the container volumes at the Ports of Los Angeles and Long Beach surged, making the Ports the largest container port complex in the Western Hemisphere.

The development of I-710 (formerly California Routes 15 and 7) in 1964 connected the Central Manufacturing District in Southeast LA to the expanded San Pedro Bay Port Complex, facilitating the burgeoning movement of goods and commerce. The economic pursuits of the region at the time, however, did not equitably consider the needs of all communities in the path of the I-710.

The LB-ELA Corridor comprises 18 incorporated cities and three unincorporated communities that are diverse, with unique development and growth histories. Though the Corridor overall is an important economic driver for the region, the benefits and burdens of that historical development have not always been equitably distributed. Some communities of color and low-income households suffer the impacts of inequitable planning and policy decisions made long before I-710 was built. The redlining, discriminatory lending practices and exclusionary zoning that solidified residential racial segregation in LA County in the middle of the 20th century split some neighborhoods apart, destroyed others, and forced some communities to bear the brunt of freight and commuter traffic that supports the region, the state, and a significant part of the country. The resulting inequities in community impacts have been exacerbated by the construction and changes to the I-710 to meet the increased volume of international trade in recent decades.

## 1.3 The Need for LB-ELA Corridor Improvements – Decades in the Making

By the 1990s, the I-710 South Corridor faced a convergence of challenges arising from increased traffic, local population expansion, growth in trade at the San Pedro Bay Port Complex, and deteriorating transportation infrastructure, giving rise to safety and mobility concerns that could not be ignored. Portions of the freeway were experiencing delays of 3 or more hours daily.[3] The following timeline outlines efforts made over two decades to relieve congestion and improve safety along the LB-ELA Corridor:




3 Case Study - California I-710 – Engaged Community Supports Corridor Study Partnership, https://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_CS_C01_California-I-710.pdf.

**2013**

CALSTART prepared the I-710 Project Zero-Emission Truck Commercialization Study, contributing to the Technology Plan for Goods Movement undertaken by Metro and GCCOG.

Metro, Caltrans and GCCOG proceed to start the development of a revised Draft EIR/EIS based on community feedback and changes in freight cargo logistics transport. A revised set of alternatives was analyzed including the No Build, a freeway modernization combined with a Zero-Emission Truck Program, and a freeway modernization combined with separate truck-only lanes accessible only to zero emissions trucks.

**2016**

Voters in LA County passed Measure M, providing additional funding for the LB-ELA Corridor. This measure aimed to alleviate traffic congestion, repair infrastructure, and expand public transit, while also subsidizing fares for vulnerable groups.

Concurrently, Metro and the GCCOG completed a Strategic Transportation Plan, proposing a comprehensive set of projects to enhance regional transportation through advancements in technology and infrastructure to accommodate growing demands.

**2017**

The revised draft EIR/supplemental draft EIS was released for public review, offering detailed analyses on the proposed improvements and their impacts within the corridor.

**2018**

The Metro Board reviewed the three alternatives from the revised draft EIR/supplemental draft EIS: "No Build," Alternative 5C, and Alternative 7. Ultimately, Alternative 5C was approved as the Locally Preferred Alternative, which included the I-710 Zero-Emission Truck Program and aimed for a comprehensive modernization of the I-710. This decision also introduced an Early Action Program to deliver immediate benefits in safety, mobility, and air quality, prioritizing several projects before any mainline freeway work commenced.

The development of the Final EIR/EIS documenting the selection of Alternative 5C as the Preferred Alternative was initiated.

**2020-2021**

The United States Environmental Protection Agency (EPA) reiterated through a letter to Caltrans and Metro that a hotspot analysis would be required for the LPA (Alternative 5C) due to the project resulting in increased truck-related diesel emissions and resulting potential challenges meeting air quality standards..

In response to these actions and continued community concerns, the Metro Board suspended work on the Final EIR/EIS for Alternative 5C.

**2021**

In May 2021, the Metro Board suspended the environmental review of the I-710 South Corridor Project's Locally Preferred Alternative (LPA) 5C (herein referred to as Alternative 5C) due to significant concerns that the proposed project would 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.

The GCCOG formed the I-710 Ad Hoc Committee in July, aiming to integrate locally supported solutions after the halt of approval of Alternative 5C.

In September, the Metro Board and Caltrans launched a comprehensive approach to re-engage communities and stakeholders, forming the I-710 South Corridor Task Force for a more multimodal, equitable, and sustainable approach to corridor challenges.

**2022**

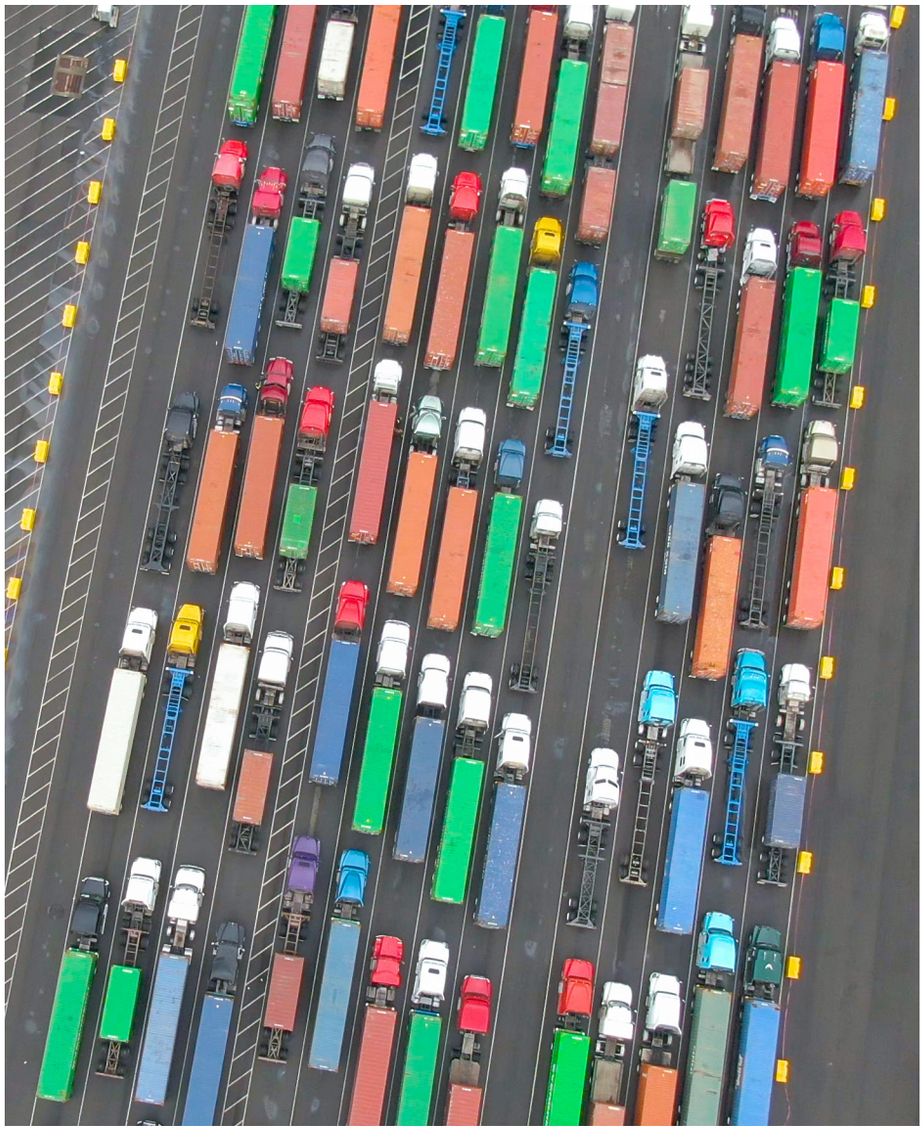
The project was renamed to the LB-ELA Corridor Mobility Investment Plan, reflecting a broader focus.

The Metro Board, responding to a request from Caltrans and state policy changes aimed at improving climate change effects, formally rescinded Alternative 5C as the Preferred Alternative in favor of the "No Build" alternative and directed development of the Final EIR/EIS to document that decision.

**2024**

Board adoption of the LB-ELA Investment Plan.

## 1.4 Goods Movement Strategic Plan and I-405 Comprehensive Multimodal Corridor Plan – Precursors and Framework for the LB-ELA Corridor Task Force Process



As the world shut down in response to COVID-19, it was clear how vital the goods movement industry is to keeping people fed, businesses open, and hospitals fully stocked. The pandemic also shone a light on how pre-existing inequities and poor health caused by the movement of freight were further exacerbated by the health and economic impacts of this devastating global pandemic.

In response to these local and global challenges, Metro recognized the importance of creating transformative plans to make LA County more economically competitive, environmentally sustainable, and socially equitable. Metro's 2021 LA County Goods Movement Strategic Plan and 2022 Interstate 405 (I-405) Comprehensive Multimodal Corridor Plan (CMCP) meet this need and are transformative plans that serve as precursors to the framework for the Task Force process.

Metro initiated the LA County Goods Movement Strategic Plan in the wake of this heightened commitment. The plan sought from the onset to understand better the relationship between goods movement and equity and how best to acknowledge past impacts, mitigate existing issues, and identify future opportunities to improve the lives of county residents most affected by the movement of goods through the region —today and for generations to come.

Metro recognized that it was crucial to engage affected communities in the development, refinement, and implementation of the plan's programs and strategies to achieve the goals of the plan – namely, to support transportation and economic investments in the LA County goods movement system that will elevate well-being and improve environmental conditions of our most impacted communities. The plan and the sustainable freight competitiveness framework that emerged reflect the collective commitment of Metro and goods movement stakeholders to establishing equity as the fundamental driver for shaping policies, initiatives, and projects intended to result in inclusive economic competitiveness.

From this framework emerged five near-term equity-conscious strategies to implement the plan's Vision:

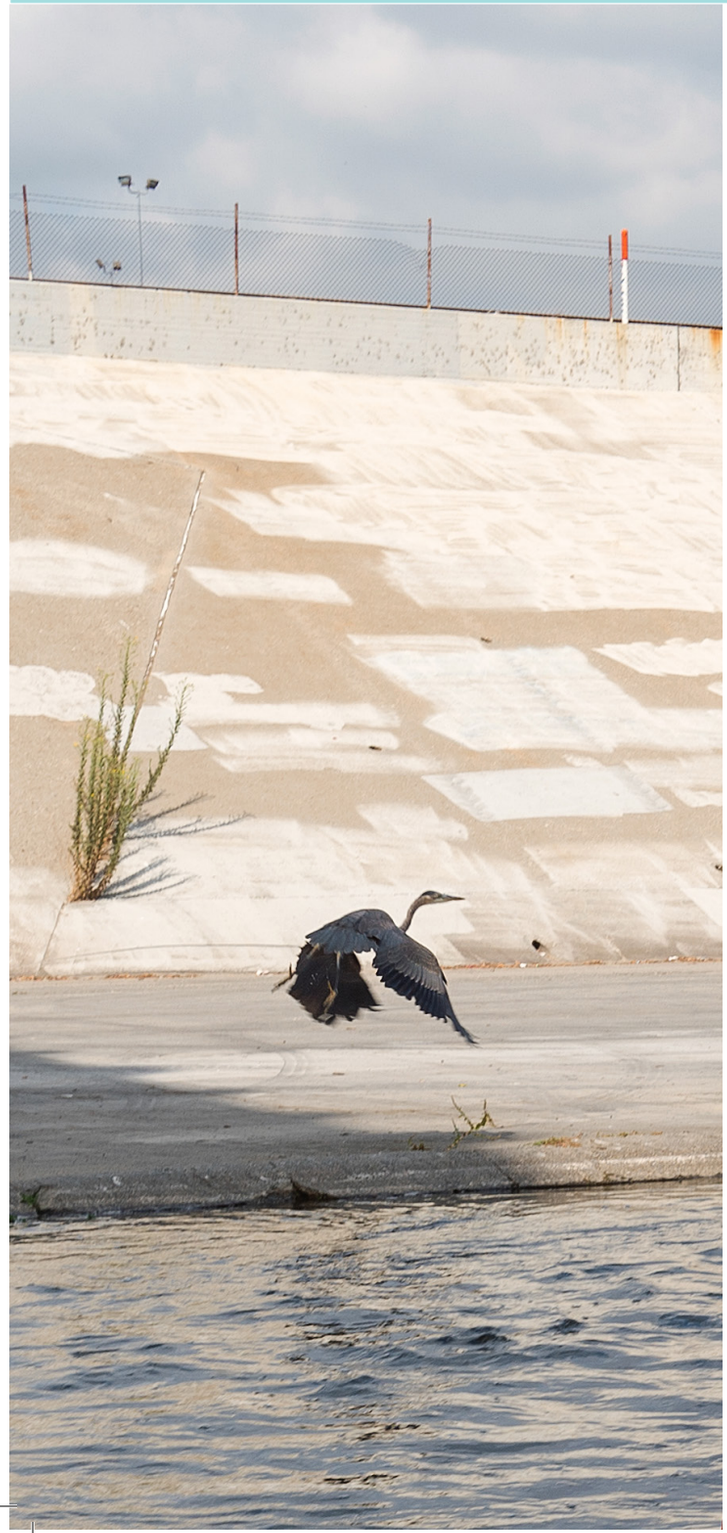
1. creating a formal, recurring equity freight working group;
2. deploying cleaner truck technology to displace diesel operations on freight-intense highway corridors;
3. forming a high-level freight rail partnership to drive investment into LA County;
4. leading a countywide discussion on the role of goods movement needs in curbside management planning and policies; and
5. partnering across the region to foster workforce development programs that support the freight labor needs of tomorrow.

Following the development of the LA County Goods Movement Strategic Plan, Metro adopted the I-405 CMCP in September 2022. The I-405 CMCP seeks to improve mobility along the entire length of the I-405, one of the most congested corridors in LA County and the nation. The goal of this planning effort was to understand the diverse users and communities relying on and impacted by the I-405 Corridor, solicit their feedback, and show how multimodal improvements could reduce congestion, move more people, increase accessibility for all users, and support and advance equitable outcomes for historically disadvantaged communities.

Both plans were developed within an evolved policy framework that prioritized stakeholder engagement and addressed quality-of-life issues when securing state and federal funding. This approach was codified in the creation of the Solutions for Congested Corridors Program, whose enabling statute indicates that "preference shall be given to corridor plans that demonstrate that the plans and the specific project improvements to be undertaken are the result of collaboration between the department and local or regional partners that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions." [4]

This Investment Plan also provides a qualifying I-710 CMCP to compete for and secure a portion of the $250 million in state funding made available annually through the Senate Bill 1[5] Solutions for Congested Corridors Program. This critical funding supports Metro's ability to deliver Measures R and M.

4 2022 California Code Streets and Highways Chapter 8.5 Congested Corridors, https://law.justia.com/codes/california/2022/code-shc/division-3/chapter-8-5/section-2392/.
5 The Road Repair and Accountability Act of 2017 (SB 1), https://www.metro.net/about/sb1/.



# 2. Task Force and Task Force Charter Process

In May 2021, the Metro Board suspended the environmental review of the I-710 South Corridor Project's Locally Preferred Alternative (LPA) 5C (herein referred to as Alternative 5C) due to significant concerns that the proposed project would 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 CEO to re-engage impacted communities along I-710 South, convene stakeholders, and develop a new, multimodal, community-focused, and regionally significant transportation investment plan for the Corridor, which is a corridor of national freight significance and regional mobility, with substantial impacts borne by residents adjacent to the I-710 freeway.[6]

To accomplish this directive, Metro established the Long Beach to East Los Angeles (LB-ELA) Corridor Task Force in September 2021 to serve as its advisory body to the Board to develop recommendations for the LB-ELA Corridor Mobility Investment Plan (Investment Plan).[7] The Metro Board was highly focused on ensuring that this new process, in contrast to the prior one, included people from impacted communities who would provide meaningful feedback toward a shared vision and promote an inclusive and representative decision-making process. The invitation to participate as part of the Task Force membership was deliberately formulated to ensure that members could fully engage, represent their communities and interests, commit their time, and support the goal of creating a community-supported Investment Plan.

6 Refer to Metro Planning and Programming Committee Report, May 2021: Agenda Item 8.

7 The project name change from the I-710 South Corridor to the Long Beach-East LA Corridor was a formal change made by action of the Metro Board in 2022.

## 2.1 Creation of the LB-ELA Corridor Task Force (Staff Response to Board Motions 47 and 48)

In May 2021, the Metro Board of Directors approved Motions 47 and 48[8] effectively clearing the path forward for the Task Force to provide a new set of projects, programs, and legislative recommendations in place of the suspended and ultimately terminated Alternative 5C proposal to widen the Interstate. The Task Force was also charged with developing an Investment Plan for Metro Board consideration to deliver much-needed investment for the communities directly impacted by the movement of people and goods through the I-710 South Corridor.

Metro also requested that the Task Force partner with the Gateway Cities Council of Governments (GCCOG). Through the LB-ELA Corridor Task Force process, this partnership created and delivered an Investment Plan that recommends funding for projects and programs designed to realize multimodal strategies that address the re-established purpose and need. Input from the GCCOG, particularly through its I-710 Ad Hoc Committee recommendations[9], was incorporated into the Investment Plan. Additionally, three city officials from the Ad Hoc Committee and representatives from Long Beach, the Port of Long Beach, and all three county supervisorial districts in the study area are voting members of the Task Force, with the GCCOG Executive Director serving as an ex officio member. For the Task Force to be effective, the members needed to represent a broad set of community and regional voices reflecting the many challenges facing the Corridor, and that would help this group re-evaluate the purpose and need of the Corridor project and develop 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 needed to represent 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 will be beneficial for the development and ongoing implementation of future improvements, including strategies and funding advocacy.

The group comprised approximately 40 community and regional stakeholders from a vital cross-section of communities, industries, public entities, policy experts, 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 in, through, and around the LB-ELA Corridor (Appendix 2-A). From September 2021 through April 2024, the Task Force convened 34 times—typically in the evenings, to ensure optimal participation for members.

The Task Force:

- Reaffirmed the boundaries of the LB-ELA Corridor study area;
- Reviewed and reassessed the purpose and need for improvements to the LB-ELA Corridor between the Ports and State Route 60;
- Collaborated to define the Vision, Goals, and Guiding Principles which are outlined in Chapter 4 and align with the existing regional and state policy framework;
- Identified an array of strategies, projects, and programs, prioritized in the near-term to long-term, that will realize the goals to meet the needs of stakeholders and Corridor users;
- Created a multimodal, equity-focused, community-supportive, and regionally significant Investment Plan, in alignment with the Task

8 Refer to Metro Board of Directors Meeting, May 2021.

9 I-710 Ad Hoc Committee Final Report the COG Board, June 2022, https://www.dropbox.com/sh/qwjnsyur2i0o4q9/AADu1hgmROsU_SwfE9IfA57ua/710%20Task%20Force%20Meetings/Task%20Force%20Meeting%20%2311%208.8.22?dl=0&preview=GCCOG+Ad-Hoc+Committee+Report.pdf&subfolder_nav_tracking=1

Force's established Vision, Goals, and Guiding Principles, that will allow Metro and Caltrans—in partnership with Task Force members and local, regional, state, and federal agencies—to implement these projects and programs; and

- Regularly reported the outcomes of the Task Force to the Metro Board and the State of California throughout the process through coordination meetings.

Furthermore, to meet the Metro Board's directive to re-engage impacted communities and their members and to implement Metro's Equity Platform, the project team, based on input from Task Force members, recommended creating a forum to bring together residents from the communities along the LB-ELA Corridor to help advise the Task Force. The goals of this forum were to help the Task Force and project team ground-truth ideas, establish a process for broader community input, review project information and recommendations, and bring forward priorities and concerns to be considered by the Task Force in developing its recommendations.

With this request, the project team established a new group named the Community Leadership Committee (CLC), which consisted of residents from the project area and aimed to include at least one member per LB-ELA Corridor jurisdiction or neighborhood, as defined by the Task Force study area. Applicants that lived close to the freeway or to heavy industrial uses were prioritized, and jurisdictions that had more people living within "Impacted Areas" (as defined by being located within 1/2 mile of Freeways, Ports, or Intermodal Yards), were allotted more than one CLC seat. CLC selection criteria also included people who not only live but also work in the corridor, are engaged through social and community organizations, can represent youth or senior populations, are Black, Indigenous, or people of color, and non-native English speakers. The CLC's purpose was to advise the Task Force on proposals and recommendations throughout its process. The CLC began with 24 CLC members in March 2022. Over the course of two years, some CLC members were added, others resigned, and some seats were replaced. We sadly lost a member during this planning time (see Memorium). By April 2024, there were 26 CLC Members. The creation of this group, with its central role in such a large-scale planning effort, has been unprecedented for Metro and the region. It has also been a significant step forward in contrast to previous planning efforts such as Alternative 5C, reflecting the Metro Board's leadership and recognition that its regional planning for highway improvements "must include a renewed commitment to inclusive and meaningful engagement of communities as well as a steadfast commitment to addressing the equity, displacement, air quality, congestion and economic concerns that have plagued communities around major freeway corridors."[10] The CLC has proven pivotal in the Investment Plan process, providing critical recommendations to the Task Force on goals, proposals, and recommendations at key consensus checkpoints. Working groups were also added to the structure, as described in the following section. These groups, which were also attend by CLC members and provided key direction and input during the Investment Plan process, included the Coordinating Committee, the Community Engagement Strategy (CES) Working Group, the Equity Working Group, and the Zero-Emission (ZE) Truck Working Group.

By comprising these many working groups and integrating community members into the decision-making process, the LB-ELA Corridor Task Force development signified a tremendous commitment by the Metro Board and staff to incorporate equity fully into the Investment Plan as both a process and an outcome. The Investment Plan reflects this commitment through its recommendations for funding.

10 Metro CEO Letter to Board of Directors, Reimagining Highway Improvements, May 25, 2021.

## 2.2 Task Force Activities

The Task Force process was launched in 2021 and, with its establishment, created a new project that superseded the previous project's environmental phase (Alternative 5C), which was suspended at first and ultimately terminated. This significant step initiated by the Metro Board acknowledged the need to consider what did not work in the prior process to address Corridor needs and understand the concerns and frustrations the community had historically voiced toward Metro and Caltrans related to the I-710 South Project. Metro created the Task Force as a forum to foster dialogue and repair and build trust among Metro, the community, and the Corridor stakeholders, many of whom had not worked together before, had differing or conflicting viewpoints, or had not been part of the prior project's decision-making process.

To center equity throughout the process, Task Force members helped pilot the Metro Equity Planning and Evaluation Tool (EPET), a tool that helps assess existing conditions and related data, engage the community, explore potential impacts of different projects and programs, and ultimately, determine an equitable outcome and path forward for a project. The EPET was used throughout the Task Force's process.

Throughout 2022, Task Force members learned about the Corridor Existing Conditions and discussed the future each member preferred to see for the Corridor while engaging in an extensive consensus-based process, checking the group's pulse, and voting at key checkpoints. This ultimately resulted in establishing an agreed upon Task Force and CLC-approved Vision, Goals, and Guiding Principles to provide a clear framework for the decision-making and priority setting described in Chapter 4.

By the close of 2022 and into early 2023, the Task Force reached the significant milestone of confirming more than 200 Multimodal Strategies, Projects, and Programs (MSPPs) to advance into the evaluation phase. The Task Force sought as inclusive a set of MSPPs as possible, using a broad outreach and engagement approach to receive input from Corridor residents, community groups, interested stakeholders, partner agencies, and other parties. An extensive public engagement effort was developed to contribute to the list of candidate MSPPs, with a particular focus on engagement with impacted communities supplemented by partnerships with CBOs. The MSPP phase is outlined in Chapter 5.

In 2023, Task Force and CLC members voted to apply 73 evaluation criteria[11] aligned with and advancing the Vision, Goals, and Guiding Principles to the list of over 200 projects. They also provided feedback on applying the approved evaluation criteria to the list of potential multimodal projects and programs. Three hybrid meetings were conducted to create opportunities for engagement between the Task Force and CLC members and the ability to discuss the proposed evaluation criteria. Five additional virtual and hybrid meetings were held for the CLC to provide additional opportunities to promote discussion and to provide detailed input on the proposed evaluation, prioritization criteria, and tiering analysis. To refine draft ranking scores of projects, Task Force Members met in Small Group Meetings with the project team, with open participation for CLC Members.

**Figure 2-1** illustrates the major milestone phases leading up to the presentation of the Investment Plan to the Metro Board.

11 Nine additional criteria were subsequently added.

Figure 2-1. Task Force Process






In furtherance of Metro's Equity Platform, the project team sought to bridge the divide for impacted residents in the Corridor whose primary language is not English and to ensure all persons have access to available materials and information. **Table 2-1** shows a demographic analysis that considers the need for these languages as identified through community profiles for the Corridor cities and unincorporated communities.

It was determined that the top three limited English-proficent languages represented would be accounted for in the Task Force process. All Task Force meetings were conducted in English with simultaneous Spanish, Khmer, and Tagalog interpretation, and CLC Meetings were conducted in English with simultaneous Spanish interpretation. All presentation videos were made available to the public in English, Spanish, Khmer, and Tagalog for Task Force Meetings, and presentation videos for CLC Meetings were made available in Spanish. Meeting materials and handouts were also made available in English and Spanish, and in additional languages by request.[12] For the most part, Task Force and CLC meetings were conducted in a virtual format, with select sessions offering the option of in-person attendance. All Task Force and CLC meetings were open to the public.

Table 2-1. Demographic Analysis

| City / Community | Tagalog | Khmer | Korean | Chinese | Spanish |
|---|---|---|---|---|---|
| Long Beach | ● | ● | ○ | ○ | ● |
| Signal Hill | ● | ● | ○ | ○ | ● |
| Carson | ● | ○ | ○ | ○ | ● |
| Lakewood | ● | ○ | ○ | ○ | ● |
| Bellflower | ● | ○ | ○ | ○ | ● |
| Paramount | ○ | ○ | ○ | ○ | ● |
| Compton | ● | ○ | ○ | ○ | ● |
| Downey | ○ | ○ | ○ | ○ | ● |
| Lynwood | ○ | ○ | ○ | ○ | ● |
| South Gate | ○ | ○ | ○ | ○ | ● |
| Huntington Park/Cudahy/ Bell/Bell Gardens | ○ | ○ | ○ | ○ | ● |
| Commerce | ○ | ○ | ○ | ○ | ● |
| Vernon/Maywood | ○ | ○ | ○ | ○ | ● |
| East Los Angeles | ○ | ○ | ○ | ● | ● |
| Boyle Heights | ● | ○ | ● | ○ | ● |
| East Rancho Dominguez | ○ | ○ | ○ | ○ | ● |
| Walnut Park | ○ | ○ | ○ | ○ | ● |
| Wilmington | ○ | ○ | ○ | ○ | ● |
| San Pedro | ● | ○ | ○ | ○ | ● |

● ≥5% of population (5 years or older) of one or more census tracts within jurisdiction speak language indicated

○ <5% of population (5 years or older) of one or more census tracts within jurisdiction speak language indicated

Source: U.S. Census Data 2011-2015 American Community Survey (ACS) data for Limited English Proficiency.

Note: Percentages used as they applied to more than one city/community. Additionally, the project team offered services in any other language upon request.

12 All LB-ELA Corridor public meeting materials and resources can be found on the Project Hub at https://www.metro.net/projects/lb-ela-corridor%20plan/#documents.

## 2.3 Task Force Charter

The Task Force created a Charter and Governance Structure Working Group to determine a clear set of guidelines, agreements, and structure for how the Task Force would function. Members of the working group examined various consensus-building and decision-making models employed in other relevant project team planning efforts (I-710 EIR/EIS and Public Safety Advisory Committee). This group provided feedback on the draft LB-ELA Corridor Task Force Charter prepared by the project team, including a potential leadership structure, consensus and decision-making process, and roles and expectations of different groups.

The Charter and Governance Structure Working Group proposed a consensus-building model (**Figure 2-2)** in which individuals commit to supporting a decision, even in the absence of unanimous agreement. This approach involved the introduction of a discussion topic, followed by a proposal presented by the project team. Subsequently, members shared their perspectives on the proposal. Through an iterative process, the project team revised proposals to accommodate concerns until a majority actively "supported" the proposals or found it acceptable enough to "live with."

Figure 2-2. Consensus-Building Model




Subsequently, the Task Force and the CLC implemented the consensus-building model, employing it consistently throughout the process to assess the degree of agreement for the proposed recommendations. After this consensus-seeking approach ended, the Task Force and the CLC voted in their respective groups to finalize recommendations.

The Charter and Governance Structure Working Group met in November 2021, January 2022, and for a final meeting in February 2022, following the adoption of the Task Force Charter. All Charter and Governance Structure Working Group meetings were open to the Task Force and CLC Members. The meetings included Spanish interpretation.

The charter (Appendix 2-B) also established the CLC and other working groups to support the work of the Task Force. The working groups, which included Task Force and CLC members, as well as subject matter experts, met to research and have a deeper analysis and discussion of specific project-related issues and develop proposals for consideration by both the Task Force and the CLC. **Figure 2-3** provides a detailed overview of the various meeting types, frequency, purpose, membership, and format.

Figure 2-3. LB-ELA Corridor Task Force Meeting Descriptions




* **LB-ELA Corridor Task Force** (Previously called the I-710 Task Force)
** **Coordinating Committee** (Previously called the Executive Steering Committee)
*** **Community Leadership Committee** (Previously called the Community Advisory Committee)

### 2.3.1 Compensation

Consistent with Metro's Advisory Body Compensation (ABC) Policy,[13] eligible Task Force and CLC members were compensated at a rate of $200 per meeting for regular advisory body members and $50 for working group meetings. All eligible Task Force members decided not to accept compensation. From January 2022 to April 2024, Metro compensated 27 CLC members for their role in the Task Force process, a total of $148,250 (as of 4/29/2024). This was one of Metro's first applications of the ABC Policy on the advisory body of a project of this scale. In furtherance of the Equity Platform, the ABC Policy recognizes the expertise of community members and the value of their time, experience, and insights. Its initial use in the LB-ELA Investment Plan process yielded a high level of quality engagement and commitment from CLC members.

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

**Metro is working to improve its efforts to listen and learn from the communities that we serve. We recognize that to increase access to opportunities for all, we must understand how to increase access for those who face barriers. No matter our intent, we will not be successful unless we work to address their needs first. Metro can only serve those with the greatest needs by understanding their needs through intentional listening. Authentic listening and learning requires meaningful engagement.**

**Community-driven conversations are essential, but they require trust. In order for Metro to build trust, the agency must intentionally collaborate and listen to community experiences. Our engagement efforts must also work to ensure that community members are left feeling heard, reflected and respected. Hence, Metro must work to show how community input informs and shapes our decisions, actions, and investments.**

## 2.4 Working Groups

The committees and working group bodies played a crucial role in ensuring that the broader Task Force's efforts remained focused and incorporated the unique needs of the LB-ELA Corridor communities.

### 2.4.1 Coordinating Committee

The Coordinating Committee (CC)[14] worked with the project team to plan Task Force meetings and to provide input regarding content and approach to Task Force meetings.

The Coordinating Committee comprised five members, including two from the CLC and three from the Task Force. Among the three Task Force representatives, one representative was elected by the Task Force from each of the following membership categories: Community-Based Organizations (CBOs), Cities/Government agencies, and Goods Movement/Transportation Industry/Labor (Appendix 2-C)

Members of the Task Force and CLC were selected through a nomination process. Individuals either nominated themselves or were nominated by their respective members. The Task Force formally voted to approve the Coordinating Committee's final composition at its seventh meeting held in March 2022.

The Coordinating Committee played a crucial role in shaping the Task Force's operational framework. This included offering insights on various aspects such as meeting agendas, project timelines, and strategies for community engagement. Additionally, the Committee received regular project updates and discussed insights on key highlights from prior Task Force, committee, and working group meetings.

The Coordinating Committee met monthly, at least two weeks before each Task Force meeting, for 22 meetings from February 2022 through January 2024. Coordinating Committee meetings were held virtually and were closed meetings.

### 2.4.2 Community Leadership Committee

The Community Leadership Committee (CLC) comprised committed corridor residents who advised the Task Force (see Appendix 2-D). The Metro Board made clear in its direction to the CEO in May 2022 that the voice of impacted communities and residents would need to underpin any new recommendations brought forth to replace Alternative 5C from the prior project's environmental process. In the Alternative 5C process, Local Advisory Committees were created in each of the LB-ELA Corridor Communities to ensure feedback

14 The Coordinating Committee was formerly known as the Executive Steering Committee; this name change reflected the role of this group and was updated in early 2022.

from stakeholders from the "bottom-up". However, the Local Advisory Committees were either not established or not active in all the LB-ELA communities. In contrast, this Task Force process sought to integrate the full participation of each corridor community through a new local community representative body, the Community Leadership Committee. Although the LB-ELA Corridor Task Force initially consisted of a wide range of stakeholders and leaders, this group did not fully represent the diverse range of experiences, needs, and voices within the community. Including community residents directly in the decision-making process was necessary to ensure that the decisions made by the Task Force reflected the lived experiences and priorities of those directly impacted by living in the Corridor. The CLC reviewed and advised on Task Force goals, proposals, and recommendations every month. CLC members also participated in working groups, helped ground-truth data, and advised on community engagement efforts.

The CLC comprised diverse and committed community members living along the LB-ELA Corridor. At least one member represented each city or unincorporated community along the LB-ELA Corridor, while additional representatives were included from jurisdictions deemed to be highly impacted. These jurisdictions are characterized by a significant population living near the ports, intermodal yards, or the I-710 freeway. The most impacted jurisdictions had two additional members each (Long Beach – 3, East Los Angeles – 3), and the next highest impacted jurisdiction has one additional member (Lynwood – 2). There was also one at-large representative for any communities not represented in the jurisdiction list but in the project area. In total, there were 29 available CLC seats.

To achieve the most equitable outcome, considerable attention was given to the selection criteria for CLC membership. The applicant(s) with the highest score was chosen in each jurisdiction. From December 2021 through January 2022, the Task Force and working groups provided input on a point system to select CLC members. These criteria included:[15]

- Lives in the study area (required)
- Works in the Corridor (1 point)
- Engaged community member (1 point)
- Lives in a highly impacted area (1 point)
- Lives in two or more highly impacted areas (2 point)
- Black, Indigenous, and people of color (BIPOC) (1 point)
- Primary language is non-English (1 point)
- Under the age of 25 (1 point)
- Over the age of 64 (1 point)

**Table 2-2** showcases the membership demographics of the initial CLC membership. Two members were monolingual Spanish speakers.

Table 2-2. Initial Community Leadership Committee Membership Demographics

| Category | Percentage | Demographic |
|---|---|---|
| Race/Ethnicity* | 75 | Latino |
| | 13 | Black/African-American |
| | 13 | Asian/Pacific Islander |
| | 4 | Prefer not to respond |
| Age** | 8 | Under 18 |
| | 8 | 18 – 24 |
| | 17 | 25 – 34 |
| | 25 | 35 – 49 |
| | 33 | 50 – 64 |
| | 8 | 65+ |

Notes:
* Rounded. Respondents could select more than one response, does not equal 100%
** Rounded

15 Community Leadership Committee (CLC) Meeting 1, March 2022.

Throughout the Task Force process, the composition of the CLC changed, and departing members were succeeded by applicants who represented the same or similar communities. These replacements were confirmed through a voting process conducted by the CLC and the Task Force.

To create an accessible and inclusive process, project team members provided additional support to ensure that CLC members were clear about their roles, the goals of each phase of the Investment Plan development process, and the goals of each meeting. Before the first CLC meeting, project team members met with CLC members for an in-person orientation on using the Zoom platform for virtual meetings to support effective participation. Project team members made regular check-in phone calls to answer questions about the process and remind members about upcoming meetings. The project team also implemented specialized outreach tactics to ensure that CLC members stayed informed during the process. They sent bilingual email correspondence and video messages explaining every step in the process before CLC meetings. Several CLC Members also attended "Office Hour" sessions, an opportunity to ask questions of and provide input directly to the project team in a small group setting.

The CLC convened for thirty-two meetings between December 2022 and April 2024, three 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.

### 2.4.3 Community Engagement Strategy Working Group

The Community Engagement Strategy (CES) Working Group was established early in the Investment Plan development process to provide initial guidance on community engagement strategies. Members discussed lessons learned from previous community engagement and how the LB-ELA Corridor Task Force could take new approaches to conduct better community engagement. These efforts were aimed at fostering an environment where the community's voices are not only acknowledged but also genuinely respected throughout the information-gathering process and the subsequent formulation of recommendations made by the Task Force.

Four CES Working Group meetings were held in November 2021, January 2022, February 2022, and July 2022. The first three meeting topics included an overview of the Task Force process, and an opportunity for community members to provide input on the CLC and CC membership composition, the CLC application evaluation criteria, and strategies for promoting CLC membership.

At its February 2022 meeting, working group members finalized recommendations for the CLC membership composition and evaluation criteria and discussed effective outreach strategies and workshop formats to increase public awareness and involvement in establishing the Task Force's Vision, Goals, and Guiding Principles. At the July 2022 meeting, the CES Working Group received an update on the finalization of the Task Force consensus values, the CLC and Task Force nomination of three initiatives/projects that will seek state and federal funding opportunities through the Metro "Pre-Investment Plan Opportunity," and the opportunity to rename the project to be more inclusive of the impacted communities, priorities, and approaches that will be advanced in the future of the project; and participated in a robust discussion of how CBOs can support Task Force efforts in local communities.

CES Working Group meetings were conducted virtually and were accessible to the public. Spanish interpretation services were provided for all CES Working Group meetings. After July 2022, discussions on community engagement were brought to CLC, the Equity Working Group, and the Coordinating Committee, given the overlap in participation between the three and the importance of inclusive and effective engagement in advancing equity.

### 2.4.4 Equity Planning and Evaluation Tool

As noted above, the Investment Plan was developed using the Metro Equity Planning and Evaluation Tool (EPET); making this one of a handful of projects piloting the tool. The EPET was developed by Metro's Office of Equity and Race to support implementing projects and programs that eliminate racial and social disparities and give all people in LA County an enhanced quality of life. Metro recognizes that deep-rooted and pervasive racial and socioeconomic inequities exist that create disparate impacts, even when the intention is to help all. We must understand the root causes of those inequities to develop solutions that help those faring the worst to improve access to opportunity for all.

The EPET, consisting of six categories of questions (referred to as sections), assisted the project team in 1) identifying disparities that impact how Metro's services, programs, and projects are experienced; 2) understanding the root causes of those disparities; and 3) developing and implementing projects, programs, plans, policies, and initiatives in a manner that provides more equitable outcomes. Because the scope of the Investment Plan does not include project/program implementation or post-implementation evaluation, the application of the EPET to date has focused primarily on the first four of the six sections listed below:

- Connect Community Results to Project Outcomes
- Analyze Data
- Engage the Community
- Plan for Equitable Outcomes
- Implement Proposal
- Evaluate, Communicate, and Stay Accountable

The EPET was applied as a guide throughout the LB-ELA Corridor Task Force Process and the development of the Investment Plan. Although it was primarily used in discussions within the Equity Working Group (composed of Task Force and CLC members), it was also useful in guiding discussions in the CLC and Task Force. The EPET informed the technical approach and decision-making process in all aspects of the Investment Plan, including the development of the Vision, Goals, and Guiding Principles; analysis of existing conditions data; selection of the initial list of multimodal strategies, projects, and programs; development and application of the project evaluation methodology; and the community engagement process and discussions during stakeholder meetings.

**Section 1:** Connecting Community Results to Project Outcomes helped the project team, Task Force, CLC, and working groups build a foundational understanding of the issues facing communities within and surrounding the LB-ELA Corridor, identify opportunity areas for the Investment Plan's projects and programs to support meaningful improvements, and identify the desired community results (equitable future states of well-being) to which these improvements of the Investment Plan will contribute. The outcomes of this process were distilled in the Investment Plan's Vision, Goals, and Guiding Principles adopted by the Task Force.

**Section 2:** Analyze Data supported extensive qualitative and quantitative data analysis to identify existing conditions, needs, and disparities among various communities in the Corridor, and in comparison, with Los Angeles County. The EPET's guidance helped to identify appropriate data sources and impacted areas, building on the issues and opportunity areas identified in Section 1. 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 validate quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities.

**Section 3:** Engage the Community supported various efforts in developing the Task Force and Public Engagement process and informed an in-depth documentation of Community History in the LB-ELA area and the broader region. The EPET's guidance helped to identify groups historically and currently marginalized, particularly by transportation planning processes and decisions in the Corridor, and to examine the investments, decisions,

events, developments, or disinvestment strategies that have contributed to current community conditions. The EPET helped guide and document the various engagement strategies employed throughout the Investment Plan process and use findings from the engagement to produce root cause analysis and identify groups most likely to be benefited or burdened by the Investment Plan's outcomes.

**Section 4:** Plan for Equitable Outcomes supported the development of a robust evaluation methodology to capture potential benefits and concerns related to the Investment Plan's various goals and guiding principles to apply across project modes, geographies, and scales. The EPET's guidance helped to connect the evaluation criteria to key equity issues, community input, and root cause analysis to determine which prioritized projects and programs are best equipped to ensure equitable outcomes and contribute to the desired community results.

A full summary of the EPET findings can be found in Appendix 2-E.

### 2.4.5 Equity Working Group

The Equity Working Group (EWG) was open to all Task Force and CLC members as an opportunity to engage more deeply with equity issues in the LB-ELA Corridor, support the implementation of the EPET pilot, provide equitable project planning input on all steps of the Task Force process, and support the Task Force in understanding equity-related issues and strategies. Members of the Equity Working Group brought extensive lived and professional experience advocating for environmental justice, health equity, and economic equity in their communities, the larger LB-ELA Corridor, and beyond.

Sixteen Equity Working Group meetings were convened between April 2022 and March 2024. Meetings were conducted in English, with simultaneous Spanish interpretation and translated meeting materials available in Spanish. Equity Working Group meetings typically consisted of a presentation and discussion relating to technical work phases in project selection and evaluation, development of EPET documentation, and the overall Task Force and Investment Plan process. Although the Equity Working Group is not a formal decision-making body, occasional votes were held to provide recommendations to the Task Force preceding formal votes.

Throughout 2022, the Equity Working Group contributed to developing project Goals and Guiding Principles (particularly the Equity Guiding Principle), existing conditions data analysis, community outreach processes, and the history of policy, infrastructure, and demographic change in the Corridor area. These discussions addressed questions posed in EPET sections 1 through 3: Connect Community Results to Project Outcomes, Analyze Data, and Engage the Community.

In 2023, the Equity Working Group provided feedback on the initial list of multimodal projects and programs, draft evaluation criteria, and evaluation results, prompting additional discussion, research, and coordination to integrate Health Equity more effectively in the project evaluation process and plan implementation approach. These meetings significantly guided the overall technical process and addressed questions posed in EPET section 4: Planning for Equitable Outcomes. The Equity Working Group also provided review and feedback on draft EPET documentation, specifically for the community history timeline and narrative.

### 2.4.6 Zero-Emission Truck Working Group

As part of its commitment to improve air quality for communities along the Corridor, the Metro Board acted in October 2021to commit $50 million as seed funding for an I-710 South Zero-Emission Truck (ZET) Program that would become part of the work of the Task Force.[16] In response, Metro initiated a Zero-Emission Truck (ZET) Working Group. The working group, which includes Task Force, CLC members, and industry representatives, was charged with developing the ZET Program under the guidance of the ZE technology parameters adopted by the Board.

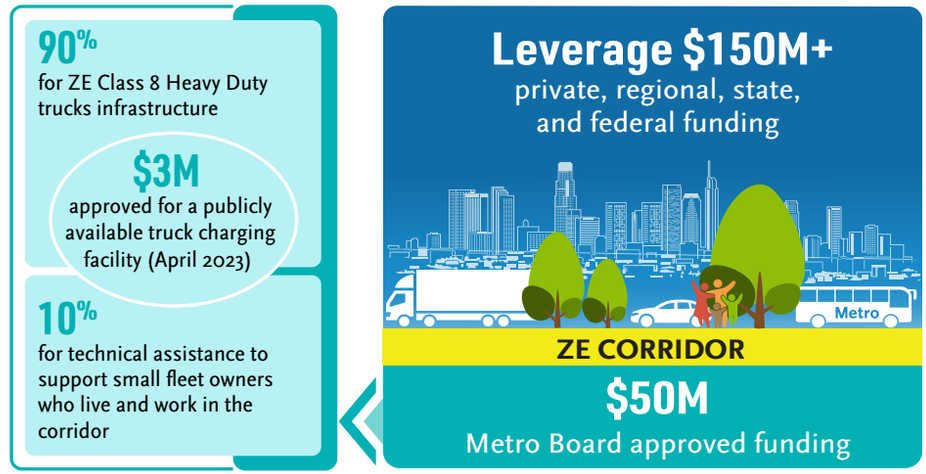
16 Substitute Motion - 710 South Clean Truck Program - Attachment A https://metro.legistar.com/LegislationDetail.aspx?ID=5524278&GUID=92641BD0-6BC4-4590-BD62-96E4C05354C4

Twenty regular ZET Working Group meetings were convened from November 2021 to February 2024. These meetings typically included presentations and discussions among ZET Working Group members across a variety of topics to determine priorities in advancing the deployment of ZE trucks and infrastructure throughout the LB-ELA Corridor (see Appendix 2-F). ZET Working Group members (made up by Task Force and CLC members) and key partners vetted the following topics in shaping the ZET Program:

- Goals and objectives for the ZET Program in the context of Motion 16 (Directors Hahn and Dutra);
- Industry perspectives and the role of stakeholders in the LB-ELA Corridor Task Force;
- Air quality and environmental justice challenges and opportunities for the LB-ELA Corridor, as presented by the EPA;
- Air quality context from the South Coast Air Quality Management District (SCAQMD) and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZET technology and infrastructure to displace the large volume of diesel trucks moving goods in the region;
- State of clean truck technology and efforts to accelerate the commercialization of the ZE Class 8 heavy-duty trucks;
- Governor Newsom's fiscal year 2022 budget and the prospects for ZE trucks and infrastructure funding opportunities;
- Federal funding opportunities and collaboration with United States Department of Transportation representatives;
- Strategies to ensure proper community participation through engagement activities at key planning decision points regarding ZE Infrastructure siting;
- Strategies to best leverage Metro's $50 million in seed funding with the state and federal governments' existing and future resources, while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of Los Angeles and Long Beach, the California Air Resources Board, and SCAQMD.

From March to June 2022, the ZET Working Group sought to finalize the framework and principles to leverage the $50 million in seed money allocated for this effort by the Metro Board to reach a $200 million minimum funding target, as shown on **Figure 2-4**.

Figure 2-4. Zero-Emission Truck Metro Funding




The ZET working group met to address additional topics, including workforce development, investigating parcels of land for potential siting of publicly accessible ZE charging infrastructure, and developing effective community engagement strategies at the regional level for planning purposes and at the local level for site-specific proposals. As a result, the

working group decided to dedicate $45 million of its seed funding to invest in ZE infrastructure development and leverage the remaining $5 million as a strategic set-aside to support small fleet owners in the transition. In addition, the working group adopted the following principles to guide its efforts.

Since adopting these principles, the ZET Working Group held focus group discussions with industry, infrastructure, and community stakeholders to identify needs in pursuit of Metro's vision for regionally significant ZE infrastructure facilities. These focus group discussions were critical in developing Metro's Vision for Regional ZE Infrastructure Facilities. Community-identified needs focused on impacts on safety, public health, reduced congestion, and avoiding sensitive receptors. Community members who participated in the focus group discussion also emphasized their desire for Metro's investment to result in benefits to the surrounding communities, including job opportunities and neighborhood beautification. Industry and Infrastructure needs focused on grid capacity and identifying locations that complement the needs of existing goods movement patterns.

1. **Maximize leverage of seed funding** by collaborating with regional partners and funding agencies
2. **Expeditious Deployment of Resources** to maximize the buying power and benefit of investment while supporting community engagement and effective outreach
3. **Coordination** with regional and funding partners, government agencies, and key stakeholders
4. **Community Engagement** that centers corridor residents and stakeholders throughout the development process
5. **Workforce Development** that ensures community benefits and access to opportunity through the pursuit and implementation of ZE Technology
6. **Corridor Community Benefits** by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks
7. **Equitable Outcomes** ensured by performance metrics that evaluate sustainable outcomes
8. **Legislative Platform** designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption

**CEC Approved a $1.9 Billion Plan to Expand Zero-Emission Transportation Infrastructure that accelerates progress on the state's electric vehicle charging and hydrogen refueling goals.**

**California is investing an unprecedented amount of funding to build a bigger, better network of charging and refueling infrastructure for zero-emission cars, trucks and buses.[17]**

17 California Energy Commission Approves $1.9 Billion Plan to Expand Zero-Emission Transportation Infrastructure, https://www.energy.ca.gov/ news/2024-02/cec-approves-19- billion-plan-expand-zero-emission-transportation-infrastructure

In April 2023, the working group approved a request from the Los Angeles Cleantech Incubator to dedicate up to $3 million in seed funding to support the development of a publicly available ZE charging facility in Wilmington, California. The estimated total cost of this facility is $15 million. The working group agreed that this project aligned with the ZET Program Principles, offered appropriate leveraging of the $50 million seed funding, and represented an opportunity to collaborate with regional partners to accelerate the deployment of ZE infrastructure in the LB-ELA Corridor.

The ZET Working Group received presentations and discussed opportunities for job training and workforce development.[18] These included guest presentations and discussions with the Center for International Trade and Transportation, South Bay Workforce Investment Board, and vocational programs to identify opportunities for regional coordination to advance the working group's principle of workforce development. Key outcomes from these discussions included the need to create a structured outreach plan to target potentially interested individuals, collaborate with community colleges and LA County's Workforce Board to implement workforce development and training opportunities and engage with stakeholders directly to increase community readiness.

The ZET Working Group also received presentations on grant opportunities. These included guest presentations and discussions from the U.S. Department of Transportation, the California Air Resources Board, South Coast Air Quality Management District (SCAQMD).

In the summer of 2023, the work focused on convening a series of stakeholder interviews to discuss the development of a regionally coordinated legislative and governmental affairs platform to reduce barriers and increase incentives that will advance the adoption of zero-emission technology. The interviews coalesced around several key initial recommendations for the Metro Board:

- Creating a regional collaborative—including representatives from Caltrans, Metro, LA Department of Water and Power, Southern California Edison, SCAQMD, California Energy Commission, Southern California Association of Governments, and others—to improve coordination, sequencing, and efficiency in developing Corridor-specific ZE charging infrastructure;
- Leveraging a portion of the $5 million set-aside to assist small fleet owners in transitioning to ZE trucks; and
- Exploring a strategy to dedicate more resources to publicizing ZE sector jobs by collaborating with regional partners on existing workforce efforts.

18 All LB-ELA Corridor ZET Working Group meeting materials and resources can be found on the Project Hub at https://www.metro.net/projects/lb-ela-corridor%20plan/#documents.

These interviews also identified several initiatives that require the need for additional research, including:

- A California Environmental Quality Act categorical exemption and statutory permit approval deadlines for ZE charging facilities; and need to protect community interests.
- Improved awareness of statutorily created streamlining opportunities for municipalities to improve the timing and sequencing of ZE infrastructure development;
- Allocation of additional funding for increased road maintenance because of the increased weight of battery electric trucks; and
- Support for small fleet owners burdened by high vehicle insurance costs.

Additionally, recent discussions with community members and advocacy groups have highlighted the need to understand the current and future state of hydrogen as an alternative clean transportation fuel. The ZET Program considers both battery-electric and hydrogen as viable zero-emission technologies. However, lack of familiarity and uncertainty surrounding hydrogen production, transportation, storage, and fueling within an urbanized context poses many concerns about hydrogen. The ZET Working Group will consult with the federal and state guidance on hydrogen, and closely coordinate with communities to explore ways to meet their expectations.

Unlike the ZE passenger vehicle space, which is already well-established after decades of research, development, and investment, ZE trucks are still in the development phase. This means that technologies are still rapidly changing, and both public and private stakeholders are racing to meet the growing demand while also delivering community, health, and climate benefits. Realizing a network of ZET infrastructure within the LB-ELA Corridor will require a strong commitment and close collaboration from all stakeholders. The ZET working group's upcoming priorities in 2024 are to advance the above-listed objectives by conducting ZE truck feasibility studies to identify site locations and coordinate with regional partners to streamline site identification and development that aligns with the ZET Program Principles and the Vision, Goals, and Guiding Principles of the LB-ELA Corridor Task Force.



## 2.5 Community Values and Agreements to Build Consensus

Consensus building serves as the cornerstone of the Task Force process, playing a pivotal role in effective decision-making and collaborative efforts. It encourages open dialogue and the inclusion of diverse perspectives, resulting in choices representative of the Task Force, CLC, and the communities they represent. By involving all stakeholders, consensus building not only improves the quality of decisions but also fosters a sense of ownership and commitment, which will be vital to implementing these priorities.

The following values, which were included in the Task Force Charter, demonstrate the decision-making approach used by all Task Force members, fostering commitment and active participation:

- **Cooperation among Equals** – All Task Force members are seen 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** – The Task Force explores the different needs and perspectives of as many communities and stakeholders as possible before forming a proposal.
- **Building Common Ground** – Space is created for open discussion and identification of information and ideas to be considered, enabling the Task Force to find commonalities.
- **Identification of Inclusive and Actionable Win-Win Solutions** – Members of the Task Force work 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.

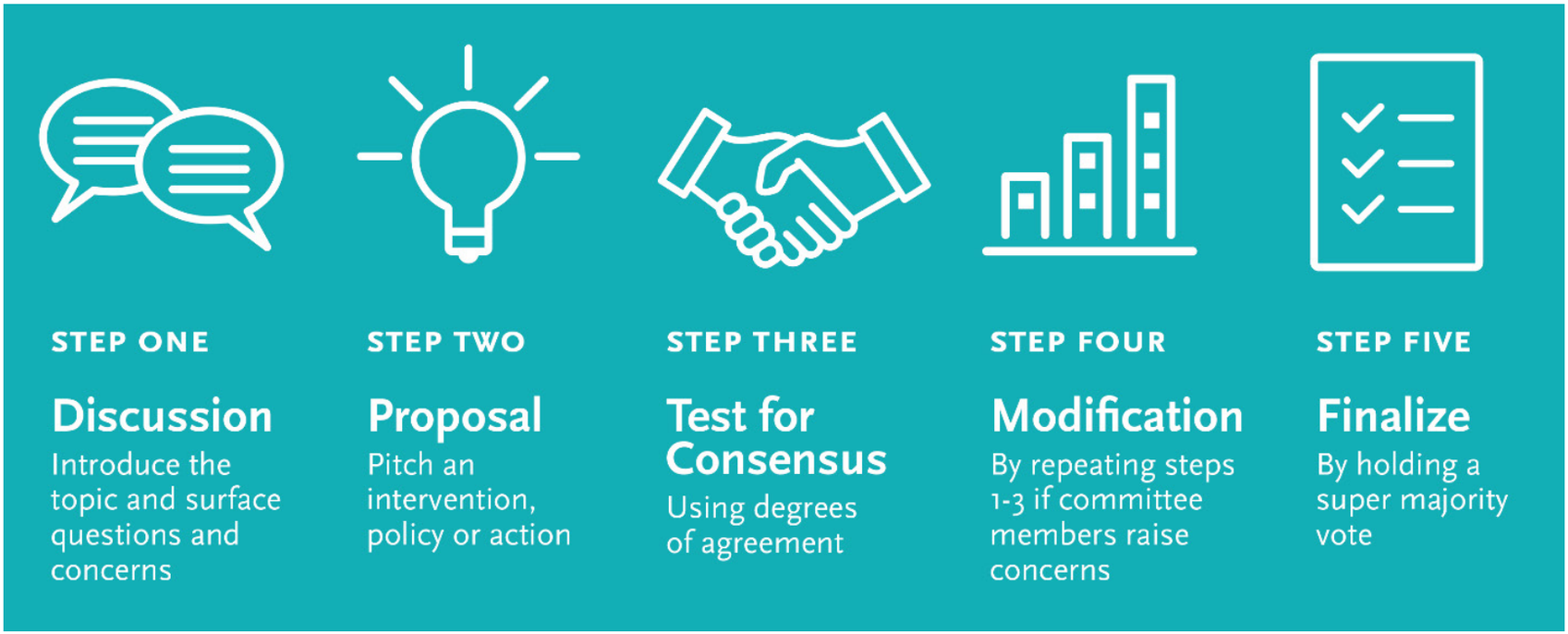
The Task Force adopted a five-step consensus-based decision-making model (**Figure 2-5**).

In the initial step, a topic was introduced, and questions and concerns surfaced. Subsequently, a proposal was presented. In the third step, consensus was gauged using various degrees of agreement. (for example: "I support," "I can live with," "I have concerns," or "I will stand aside") amongst working group, CLC, or Task Force members.

If consensus was not reached, members were provided the opportunity to refine the proposal after exploring underlying issues. In cases where consensus was achieved, the pivotal fifth step involved a vote, resulting in a recommendation based on a supermajority (60% threshold) vote by the members. A successful supermajority vote allowed the decision or proposal to move to the next step or phase in the work plan process. For Task Force votes, members who strongly disagreed were given the chance to express their dissenting opinions along with the final recommendations to the Board.

The five-step decision-making model prioritized transparency throughout the process. During consensus tests and voting procedures, members and the project team collectively refined recommendations. Degrees of agreement and votes were determined through a roll call vote, with real-time documentation of input and outcomes prominently displayed during meetings. This information was then integrated into meeting summaries for reference.

Figure 2-5. Five-Step Decision-Making Model



## 2.6 Work Plan Process

To carry out the goals of the Task Force and deliver an Investment Plan to the Metro Board, the project team developed a Work Flow designed to support each stage of the Task Force's Work Plan.

**Figure 2-6** illustrates the sequential stages guiding the progression toward milestone and consensus checkpoints. It visually represents the flow of information and collaborative efforts among the project team, the Task Force, the Coordinating Committee, the CLC, the working groups, the public, and the Metro Board.

Work started with the project team, which included Metro, Caltrans, subject experts and professional services staff. The project team was responsible for preparing meeting materials, technical information, and other resources in support of the Task Force, the Coordinating Committee, the CLC, and working groups.

In Step 1, the project team provided meeting materials, technical information, and other resources in collaboration with the Coordinating Committee.

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

The Coordinating Committee also recommended agenda items for the CLC that emanated from Task Force members and public discussion at the monthly Task Force meetings. The CLC was represented on the Coordinating Committee by two members selected by the CLC.

In Step 3, the Task Force requested specific working groups to clarify issues, surface questions, and concerns; and to develop proposals that aligned with the Task Force values.

The working groups were represented by a mix of Task Force members, CLC members, and additional stakeholders and experts as needed to advance the working group's objectives. Working groups were not open to the public.

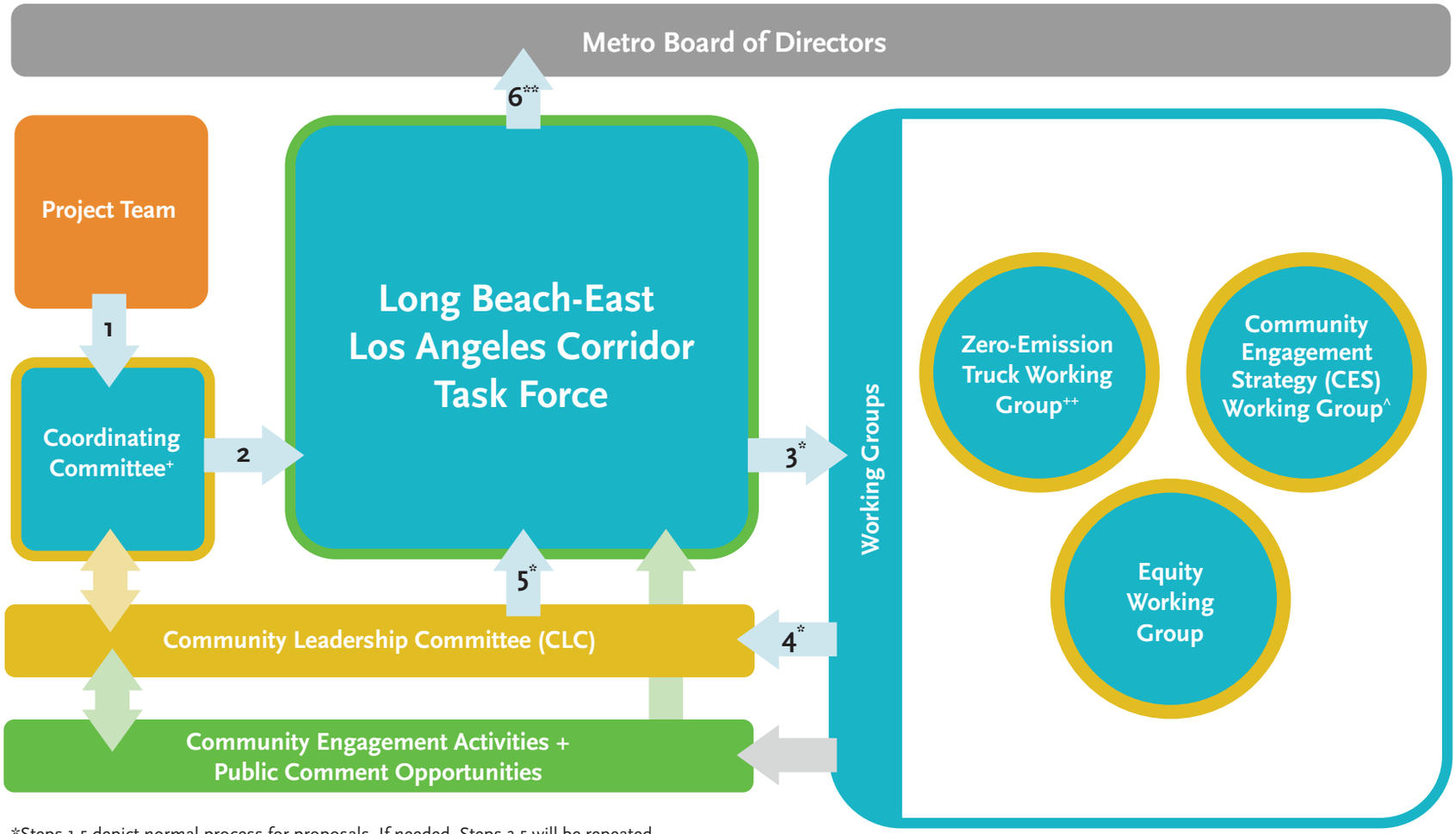
In Step 4, after working groups prepared a proposal for consideration by the Task Force and CLC, the CLC met at least one week before the next Task Force meeting to review, discuss, and advise on the proposal for the Task Force. If there were concerns or further questions regarding the working group proposal, the CLC advised the working group to re-evaluate the proposal. The project team worked with the CLC to summarize community feedback that would be shared with the Task Force at its next monthly meeting.

The CLC also validated data and findings and advised on community engagement strategies and efforts.

In Step 5, the recommendations of the working groups were shared with and evaluated by the CLC. If the CLC agreed with the recommendations, they shared the recommendations with the Task Force. If there were pending concerns, the issue would go back to the working groups to re-evaluate the recommendations and address concerns.

In Step 6, the Task Force presented its final recommendations for the Investment Plan to the Metro Board which made the final decision to approve the Investment Plan. The Metro Board made the final decision on the Investment Plan. The recommendations of the CLC and public input for each phase of the Task Force process were provided to the Metro Board as part of the final report. Note that Step 6 occured once in the work plan—following the final Task Force consensus checkpoint.

Figure 2-6. Work Flow Process




*Steps 1-5 depict normal process for proposals. If needed, Steps 3-5 will be repeated. Refer to Decision-Making Process chart for an explanation of decision points.

**Step 6: Metro Board will consider and make the final decision on the LB-ELA Corridor Mobility Investment Plan.

+The Coordinating Committee was previously referred to as the Executive Steering Committee.

++The Zero-Emission Truck Working Group was previously referred to as the Clean Truck Working Group.

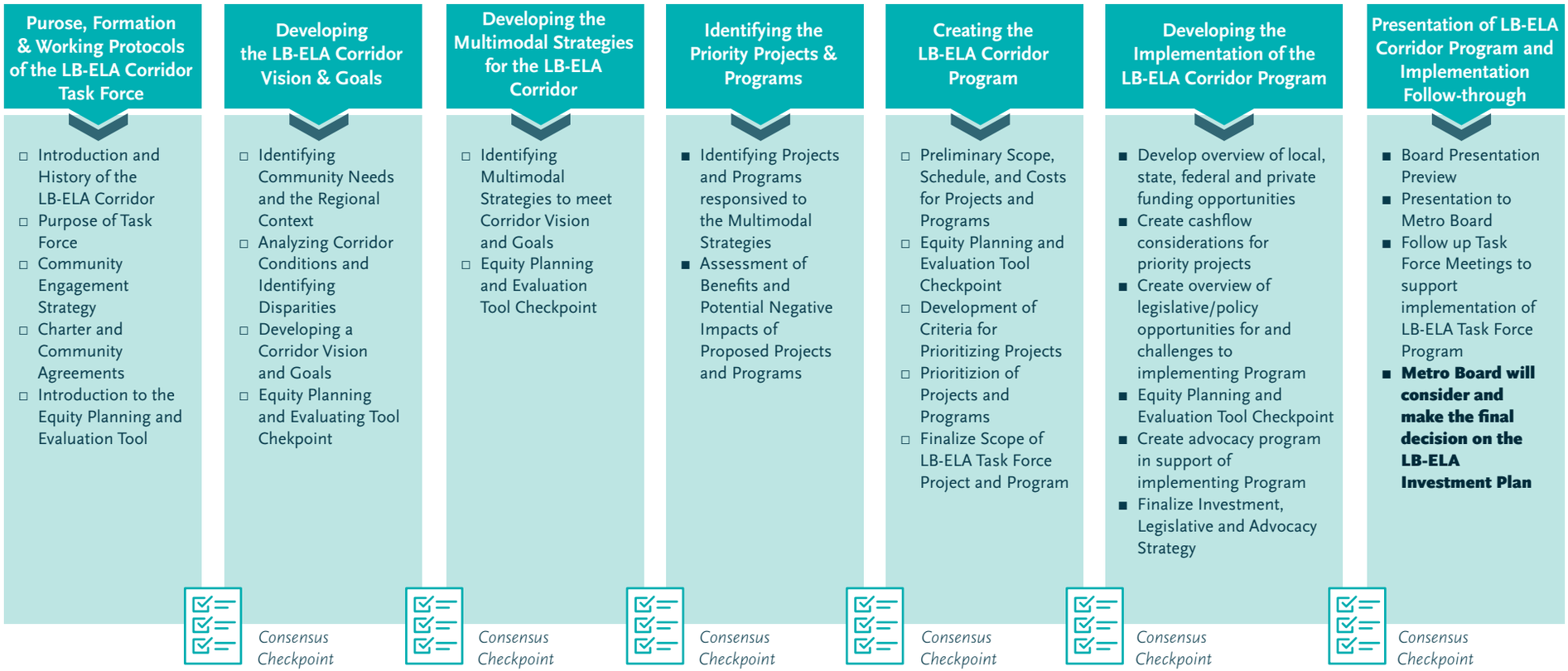
^Due to CES Working Group member unavailability to meet, the tasks of the CES Working Group were shared among the Task Force, CLC, Coordinating Committee, and Equity Working Group members.

**LEGEND**
**Yellow - CLC Participation**
**Green - Public Participation**

The Charter and Community Agreements Working Group met for three meetings from November 2021 through February 2022 to create the project Charter.

The Task Force worked through the various topics identified by the project team and membership and sought consensus on each phase of the Work Plan before advancing to the next phase. The Consensus Checkpoint included reaching internal consensus within the Task Force to proceed to the next phase, community outreach and discussion, and notification of the Metro Board regarding Task Force progress. The consensus checkpoint process (**Figure 2-7**) was developed by the Charter and Governance Structure Working Group and adopted by the Task Force.

Figure 2-7. Charter Work Plan and Consensus Checkpoints



## 2.7 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 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. Most of the community workshops (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 that were 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 survey. The public completed 1,920 surveys and 985 mapping comments during this phase.

## SELA Collaborative

The Southeast Los Angeles (SELA) Collaborative is a network of organizations working together to strengthen the capacity of the nonprofit sector and increase civic engagement in Southeast LA. SELA's mission is to strengthen the SELA communities, build collective power, and encourage innovation to drive regional systemic change. SELA creates awareness and opportunities for the public and communities affected along the I-710 Corridor to participate.



## The Coalition for Environmental Health and Justice

The Coalition for Environmental Health and Justice (CEHAJ) is a coalition of organizations, associations, and community groups working to achieve environmental justice, improving air quality, community health, and overall quality of life for residents living in the I-710 corridor in Southern California. CEHAJ is committed to ensuring the right of community residents to be part of the decision-making process as it relates to proposed expansion projects for the I-710 freeway.



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

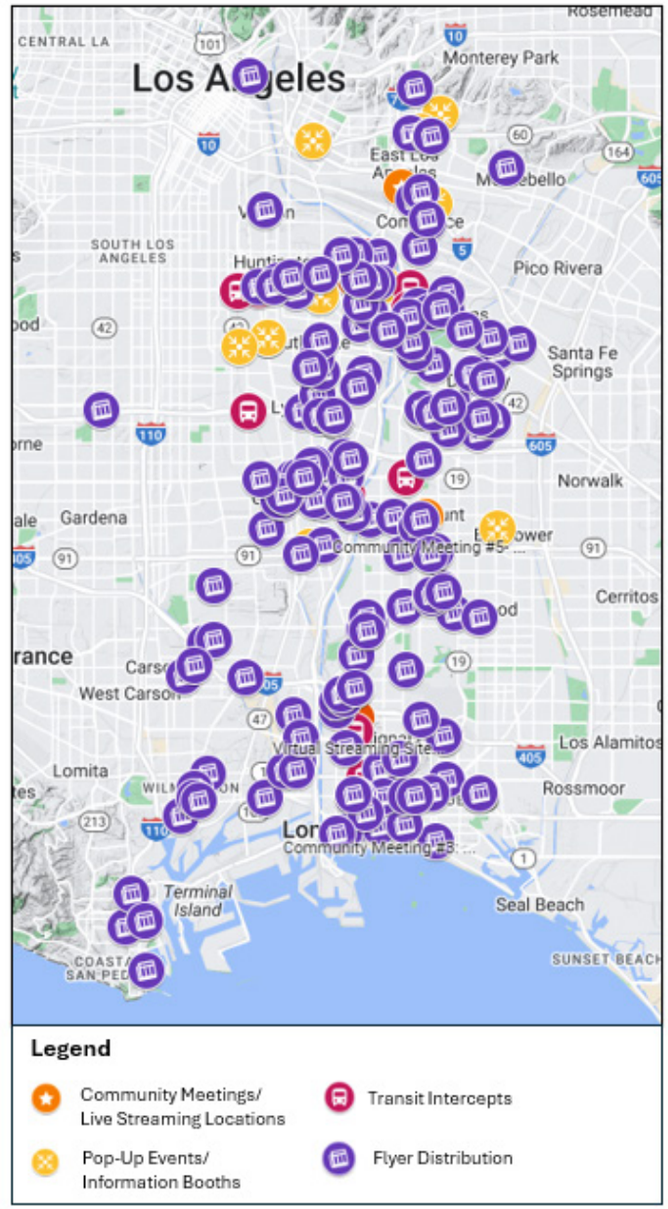
The levels of involvement for the CBOs included notification activities such as posting on their social media, e-blasts, newsletters, and public calendar on their website. Additional notification campaigns included text messages, phone banking, and placement of banners and lawn signs near meeting locations 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 (**Figure 2-8**).

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

Metro released the Draft Long Beach to East Los Angeles Corridor Mobility Investment Plan (Investment Plan) on January 31, 2024, including a 30-day review period for additional feedback and input. On February 28, 2024, Metro extended the review period for an additional 30 days to allow stakeholders and community members more time to review the document and for Metro to host supplemental community meetings. The comment period ended on April 1, 2024.

To enhance community awareness and involvement, Metro led a community engagement program that targeted all communities along the Long Beach to East Los Angeles corridor. Metro successfully onboarded 28 Community-Based Organizations (CBOs) as part of its CBO Partnership Program. This collaborative initiative aimed to leverage the extensive networks and local insights of these organizations to effectively disseminate information regarding the project. The partnership facilitated a comprehensive series of notification and engagement activities designed to reach a broad audience. Notification efforts encompassed the distribution of flyers and posters, door-to-door notices, the sending of e-blasts/e-newsletters, placement of banners and lawn signs, creation of notification toolkits, as well as phone banking and SMS text campaigns. Furthermore, social media posts, website updates, and local announcements served to amplify the message.

Figure 2-8. Geographic Coverage of Community Engagement Activities



On the engagement front, the initiative featured:

- Event information booths/pop-up outreach booths at key locations along the corridor (15).
- Transit-intercepts at heavily used bus stops and rail stations within the corridor (10).
- CBO co-hosted live streaming meeting locations (7)
  - Monterey Park, Maywood, Downey, Long Beach, South Gate, Bell[19]
- Direct outreach to businesses and schools.

These efforts not only ensured widespread dissemination of project-related information but also fostered an inclusive environment where community members could engage, inquire, and provide feedback on the project, strengthening the bond between Metro and the communities it serves.

Additionally, the project team conducted a series of meetings along the corridor. These meetings aimed to engage community members and stakeholders to provide them with information about the Investment Plan and the projects included and solicit feedback. Over 4,000 community members across the corridor were engaged during this phase..

The project team collected feedback through various meeting modalities and question/comment collection avenues. These included:

- In-person Community Meetings (5)
  - Commerce, Lynwood, Long Beach, Compton, Paramount
- Virtual Meetings (5)
- Community Leadership Committee Meetings (2)
- Small Group Meeting (1)
- Task Force Meeting (1)
- CBO-Led Meetings/Events (3)
- Project Dashboard and Email
- Project Hotline

Feedback collected throughout all the meetings mainly came from community members, Community Leadership Committee (CLC) members, Task Force members, and freight industry representatives.

From January 31, 2024 through April 1, 2024, the project team received 354 questions and comments. **General themes of the comments and questions submitted by community members and stakeholders included:**

**Freeway and Roadway Infrastructure:**

Concerns about the impact of the 710 freeway on local communities, specifically concerns about freeway widening, truck traffic, pedestrian safety, congestion, and the Alameda Corridor.

None of the proposed projects will lead to displacement or involve widening the freeway.

Other concerns will be noted as projects continue being developed through their planning stages.

**Public Transit Enhancements:**

Interest in additional public transit options, requests for improvements to existing bus stop infrastructure, and requests for increased bus service frequency.

**Community Involvement and Transparency:**

Interest in seeing more community involvement in meetings.

Questions about specific project details, methods of keeping the community informed, and the process of community participation.

19 One location had two meetings

**Funding and Allocation:**

The feedback received in this category included diverse perspectives on funding allocation, including the balance between investments in freeway projects and green initiatives. Additionally, the feedback emphasized the importance of financial transparency throughout the project.

**Safety and Security:**

There were some concerns about public transportation safety issues related to Metro's enforcement of its Code of Conduct and the general cleanliness of transit vehicles.

**Health and Environmental Impact:**

Feedback highlighted issues relating to air quality and health impacts and expressed interest in zero-emission initiatives and Vision Zero efforts for traffic safety.

**Active Transportation and Green Spaces:**

Feedback supported additional bike lanes, pedestrian pathways, green buffers, and general improvements to active transportation infrastructure.

**Equity and Social Issues:**

Some comments focused on equity initiatives, hiring practices, job opportunities created by the project, and ensuring that improvements benefit all population segments.

**Project Implementation and Management:**

Feedback requested clarity over the management of community programs, project timelines, funding kick-offs, and maintenance of completed projects.

**Specific Projects and Areas of Focus:**

Some responses highlighted a desire for enhanced links along the corridor, particularly advocating for a pathway joining Bristow Park with Bandini Park, the installation of facilities for electric vehicles, and a call for the creation of additional green spaces as well as programs that prioritize local employment opportunities.

**Technological and Future Planning:**

Responses indicated an interest in the comparative evaluation of technological choices, like hydrogen and electric, for transport solutions and forward-thinking strategies for initiatives like congestion pricing and the shift to electrified freight rail systems.

**Incorporating Youth Perspectives and Inclusivity:**

Some feedback encouraged the future inclusion of youth perspectives in the planning process.

There were some questions regarding the interpretation of equity and the identified community requirements and preferences in relation to the corridor.




*Photo courtesy of Caltrans District 7*

# 3. Existing Conditions and Future Projections

This chapter presents existing characteristics, conditions, issues, and disparities in the Long Beach–East Los Angeles (LB-ELA) Corridor. First, this chapter defines the LB-ELA Corridor Study Area and provides an overview of who lives there through socioeconomic and demographic information. Next, the chapter highlights key community impacts related to the environment, health, safety, and access facing Corridor residents continuously elevated by community voices. Lastly, the chapter provides a more detailed set of data on existing conditions relating to the Corridor's land uses and multimodal transportation system, including infrastructure conditions and travel characteristics.

The project team presented an initial existing conditions video[18] to the Task Force, Community Leadership Committee (CLC), and Working Groups in January 2022, inviting discussion of the data and input on additional metrics that should be added to the analysis, specifically from an equity perspective. The project team subsequently produced an equitable project planning existing conditions presentation[19] in June 2022, which incorporated new metrics based on community and Task Force input, and applied Metro's Equity Focus Communities (EFC) as an overlay to identify patterns and disparities in conditions for EFC and non-EFC areas within the Corridor. This chapter compiles the findings from both sets of existing conditions, which were critical to developing the LB-ELA Corridor Mobility Investment Plan's Vision, Goals, and Guiding Principles; Multimodal Strategies, Projects and Programs List; Evaluation and Prioritization Criteria; and Funding Recommendations.

18 Agenda Item #2 - I-710 South Corridor Existing Conditions, https://www.dropbox.com/sh/qwjnsyur2i0o4q9/AACsAVh4IuY6TWiyJoqeFwkEa/710%20Task%20Force%20Meetings/Task%20Force%20Meeting%20%234%201.10.22?dl=0&preview=Agenda+Item+%232+-+I-710+South+Corridor+Existing+Conditions.mov&subfolder_nav_tracking=1

19 Equity Working Group Meeting #4 Presentation- 6-30-22, https://www.dropbox.com/sh/qwjnsyur2i0o4q9/AAArfPe9GGGZqstTfxgvxz3ha/Working%20Groups/Equity/Meeting%20%234-%206-30-22?dl=0&preview=Equity+Working+Group+Meeting+%234+Presentation-+6-30-22.pdf&subfolder_nav_tracking=1

# THE LB-ELA CORRIDOR AT A GLANCE

**1.2 MILLION**
Residents are living in the Study Area

**12%** of the population in LA County

**500,000** jobs are located in the Study Area

**11%** of the jobs in LA County, including over

**170 THOUSAND**
jobs related to goods movement

From 2017 to 2019,

**11%** of all collisions in LA County occurred in the Study Area,

**13%** of LA County collisions involving trucks and

**29%** of collisions involving bicyclists and pedestrians occurred in the Study Area.

Most of the Study Area contains census tracts with over **80%** of residents identifying as Latino and Black.

Daily vehicle trips range from **144 - 300 THOUSAND+** trips per day on I-710, including **30 - 35 THOUSAND** truck trips.

In 2019, there were over **111,000** total Metro bus and rail boardings and almost **50,000** Long Beach Transit boardings on a daily basis in the Study Area

The Study Area vehicle miles traveled (VMT) VMT is over **26 MILLION miles per day –**

**50%** of the daily VMT in the Study Area is generated on freeways.

**12%** of LA County VMT

**23%** of the residents in the Study Area reside within a half mile of the LA River (LARIO) Bike Path.

An estimated **93.5 MILLION** vehicle hours of delay occurred in 2016, in the Study Area, including the mainline segments, on-ramps, and off-ramps. This number is projected to increase by about **18 PERCENT** by 2045.

About **30%** of national cargo, valued at roughly **$500 BILLION**, is handled at the Ports of Long Beach and Los Angeles, and

**75%** of that cargo moves by **RAIL** or **TRUCK** through the Study Area

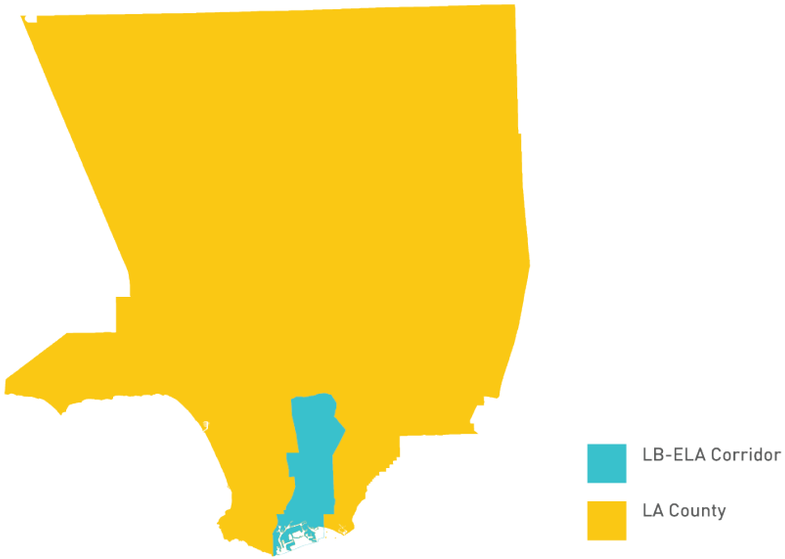
Diesel Particulate Matter (DPM) rates are **53% HIGHER** in the Study Area than the County average

**29% HIGHER** in the Study Area, respectively, than the LA County average.

## 3.1 LB-ELA Corridor Study Area

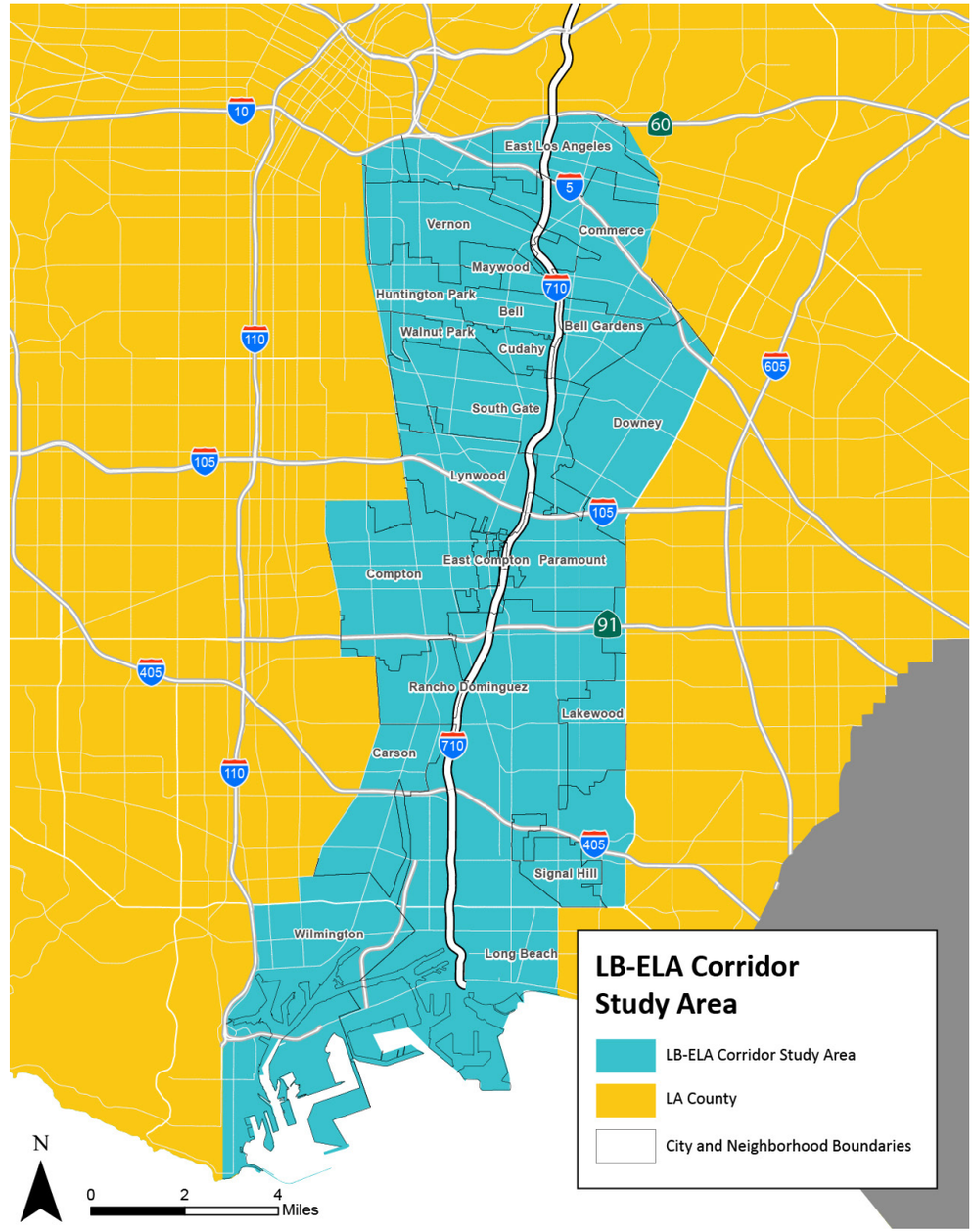
As shown in **Figure 3-1** and **Figure 3-2**, the LB-ELA Corridor Study Area (referred to throughout this chapter as "the Study Area" or "the Corridor") includes the 19-mile extent of Interstate 710 (I-710) from State Route (SR) 60 in East Los Angeles to its southern terminus in Long Beach, plus key parallel and intersecting arterial roadways, and all or part of eighteen cities and some portions of unincorporated Los Angeles County surrounding I-710. The Study Area's western boundary includes portions of Alameda Street, Central Avenue, Wilmington Avenue, and Interstate 110 (I-110). The Study Area's eastern boundary includes segments of Garfield Avenue, Interstate 5 (I-5), Lakewood Boulevard, and Cherry Avenue. The Task Force adopted the LB-ELA Corridor Study Area boundaries in early 2022. The Study Area breadth allows for it to contain major arterial roadway and freight rail infrastructure that complements the movement of people and goods along I-710.

Figure 3-1. LB-ELA Corridor Study Area (LA County Context)




Source: LA Metro, Caltrans, Los Angeles Times

Figure 3-2. LB-ELA Corridor Study Area



## 3.2 Population Characteristics

Approximately 1.2 million residents (12% of LA County's population) live within the LB-ELA Corridor. The following sections provide an overview of Metro's Equity Focus Communities (EFC) designation, which applies to a substantial portion of the Study Area, followed by detailed socioeconomic and demographic characteristics of the Study Area's population.

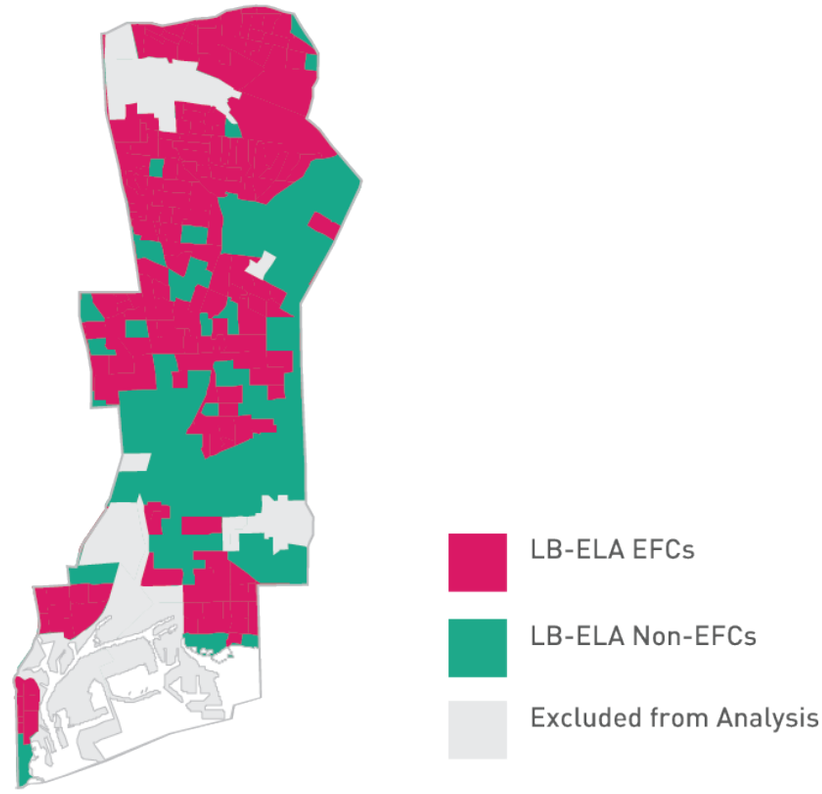
### 3.2.1 Equity Focus Communities Overview

Metro defines EFCs[20] as census tracts with greater transportation needs by considering the concentration of three criteria associated with mobility barriers: low-income households earning less than $60,000 per year, residents who are Black, Indigenous, or People of Color (BIPOC), and households with no access to a car. The Metro Equity Need Index (MENI) ranks all census tracts in LA County by level of need in terms of equitable access to opportunity and places census tracts into quintiles, with the top 40% (High Need and Very High Need categories) categorized as EFCs. People in these census tracts face more mobility barriers than people in non-EFC census tracts. About 842,650 residents (73% of the LB-ELA Corridor population) live in an EFC area. **Figure 3-3** shows the prevalence of EFCs throughout the LB-ELA Corridor Study Area. Areas with low populations are excluded from the MENI and EFC analysis, such as the Port of Long Beach and Port of Los Angeles, Long Beach Airport, intermodal rail yards in Vernon, and other heavily industrialized areas.

### 3.2.2 Socioeconomic and Demographic Characteristics

On their surface, socioeconomic characteristics such as unemployment rates, educational attainment, and housing cost burden may seem disconnected from transportation planning; however, major infrastructure investments can have a substantial impact on employment and educational opportunities through the introduction of new jobs to pay for higher education, and increased access to educational institutions and job centers. New investments can also potentially impact housing stability and economic displacement pressure. For these reasons, it is important to understand the Corridor's existing conditions and disparities to plan for investment equitably. Some selected metrics are illustrated in charts with disparities summarized as ratios to compare the value for the County to the Corridor and the value for Corridor EFCs to Corridor non-EFCs.

Figure 3-3. LA Metro Equity Focus Communities




Source: LA Metro

20 equity-focus-communities-overview, https://www.dropbox.com/s/ew25aelmuvwqizv/equity-focus-communities-overview.pdf?dl=0

> **The Study Area's median household income of $56,005 is 26% lower than the County's median of $75,887.**

> **The "Poverty Level" map in Figure 3-5 shows that there are concentrations of residents below the poverty level throughout the Study Area, including Long Beach, Wilmington, Lynwood, and much of the northern part of the Study Area.**

### 3.2.2.1 Socioeconomic Characteristics

The Study Area's median household income of $56,005 is 26% lower than the County's median of $75,887. Compared to the County, the Study Area contains a higher proportion of households earning less than $100,000 annually. The "Median Household Income" map in **Figure 3-4** shows that the communities west of I-710 tend to have lower household income, and the northern portion of the Study Area has the lowest household income overall.

The "Poverty Level" map in **Figure 3-5** shows that there are concentrations of residents below the poverty level throughout the Study Area, including Long Beach, Wilmington, Lynwood, and much of the northern part of the Study Area. Overall, the Study Area has a poverty rate of 18.3% compared to the County's poverty rate of 15%. The Poverty Level is defined by the Census Bureau, which uses a set of income thresholds that vary by family size and composition to determine who is in poverty. If a family's income is below that threshold, that family and all its members are considered to be in poverty.

The "Age 65 and Over" map in **Figure 3-6** shows that areas with the most individuals older than 65 include Lakewood, Downey, and portions of Long Beach. Generally, communities to the west of I-710 tend to have a younger population than those to the east. As shown in **Figure 3-9**, the Study Area also has a higher proportion of residents under 10 years old than LA County as a whole.

The "Percentage of Individuals with a Disability" map in **Figure 3-7** shows varied disability rates throughout the Study Area. The Study Area contains a greater proportion of individuals with a disability than LA County as a whole. Overall, the Study Area has a disability rate of 8.5%, compared to the County's disability rate of 6%.

The "Auto Ownership" map in **Figure 3-8** shows the highest Zero Vehicle Households (ZVH) rates located in census tracts of Long Beach, East Los Angeles, Huntington Park, South Gate, Lynwood, and Compton. Overall, the Study Area has an average ZVH rate of 3.8%, compared to the County's ZVH rate of 2.9%.

Census data demonstrate 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.[21] 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 EFCs 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.

21 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 3-4. Median Household Income

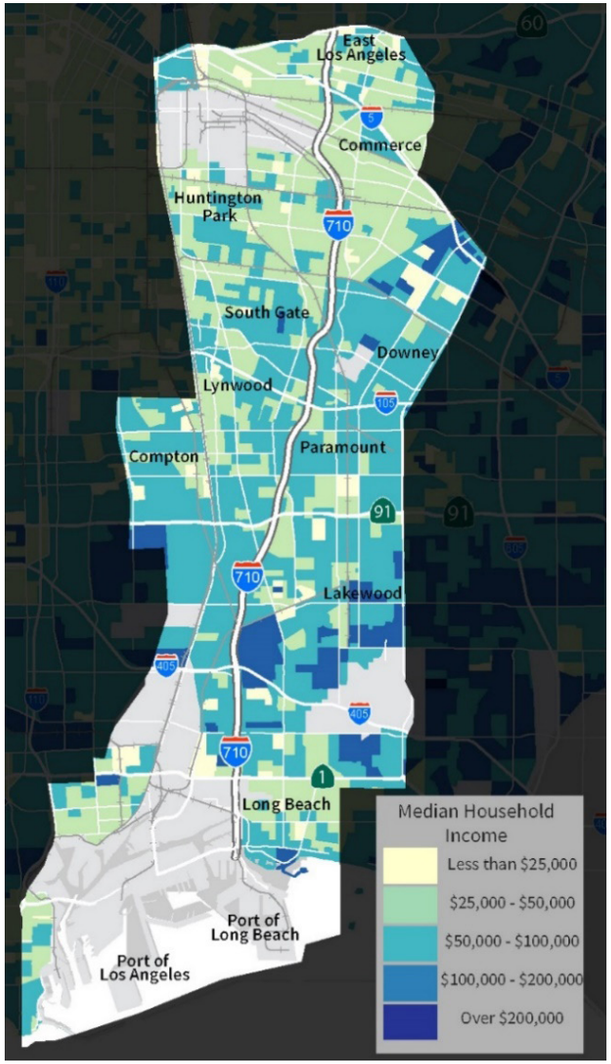



Figure 3-5. Poverty Level

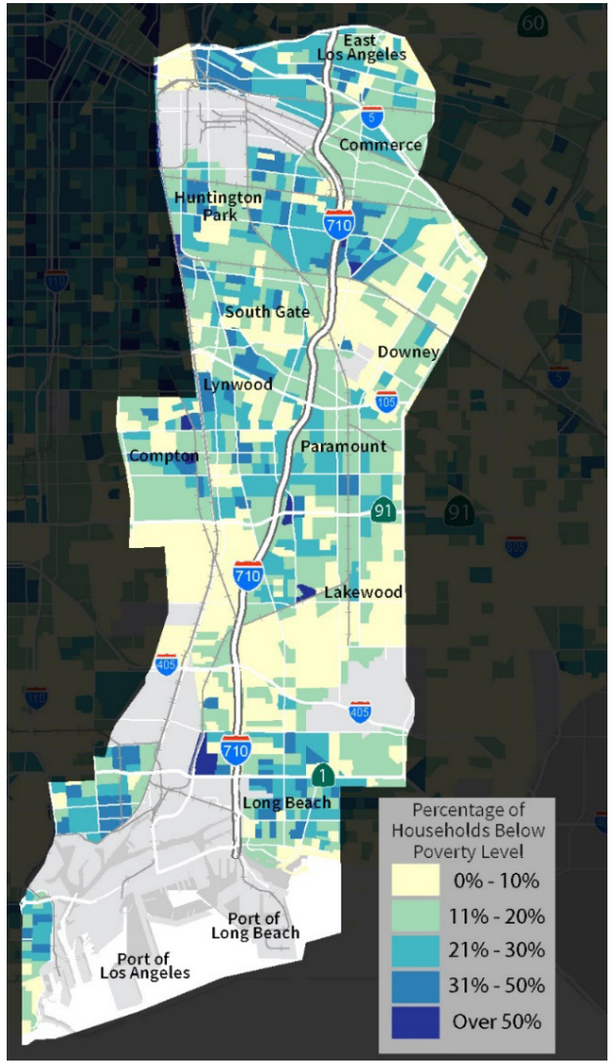
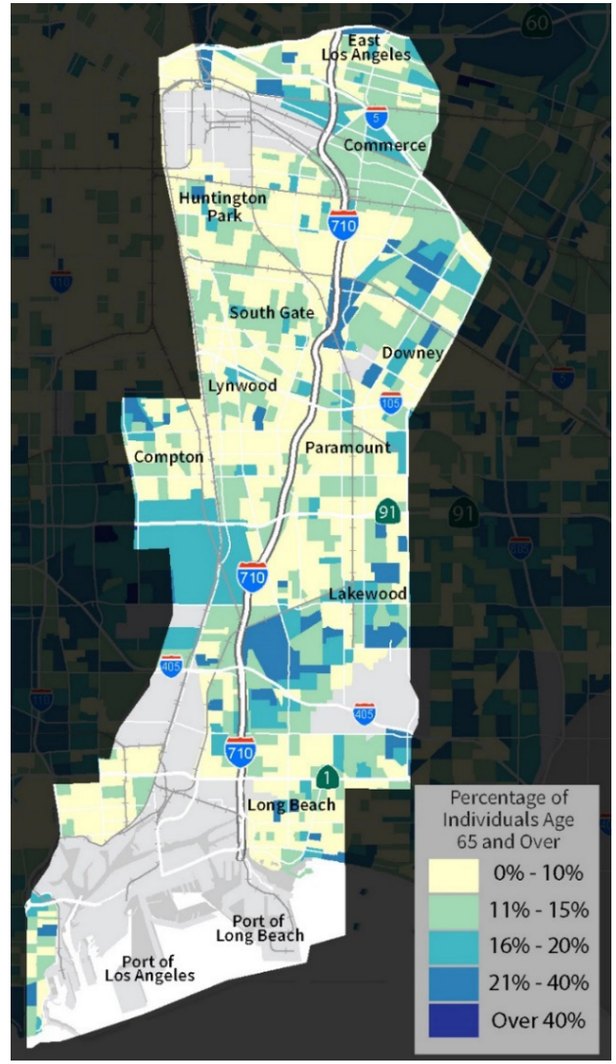



Figure 3-6. Age 65 and Over




Source: 2015-2019 American Community Survey

Figure 3-7. Percentage of Individuals with Disability

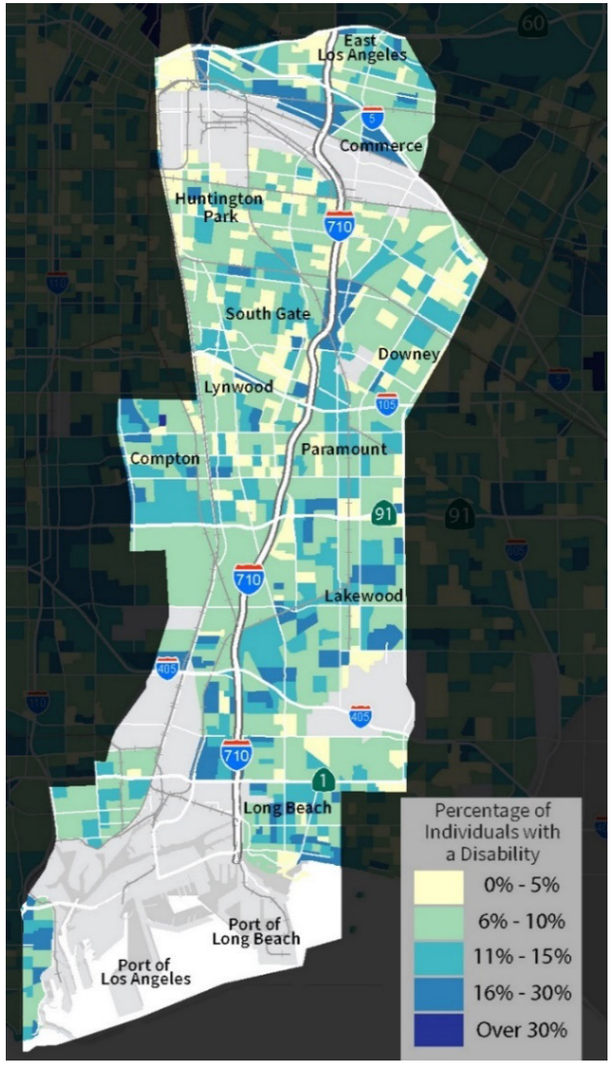
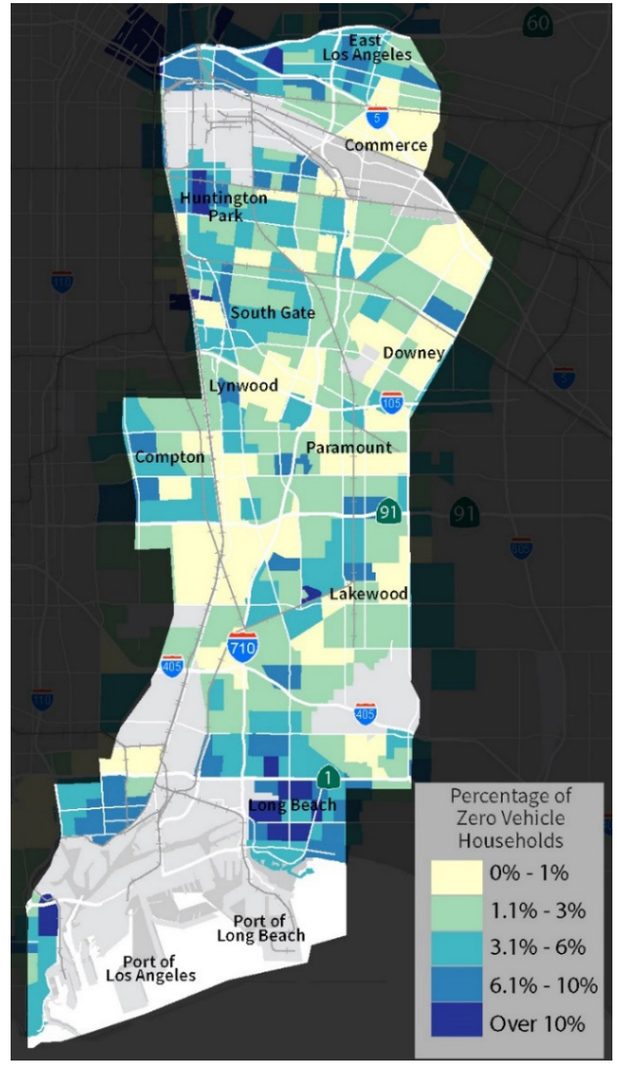
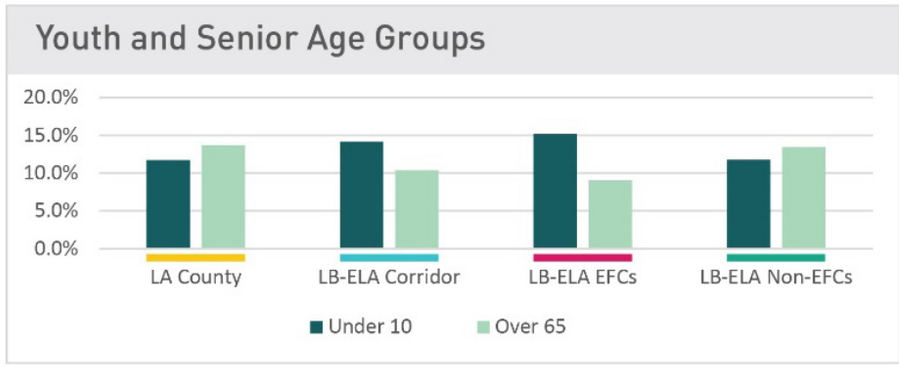



Figure 3-8. Auto Ownership




Source: 2015-2019 American Community Survey

Figure 3-9. Youth and Senior Age Groups Comparison




Source: LA Metro, 2015-2019 American Community Survey




### 3.2.2.2 Race and Ethnicity

**Figures 3-10**, **3-11**, **3-12** and **3-13** show the breakdown of population by Race and Ethnicity in the Study Area. These maps use data and categories from the United States Census Bureau, so it is important to acknowledge that these categories do not capture the full range of identities represented in the Study Area, or the preferred terminology with which some communities and individuals identify. Residents who identify as Hispanic or Latino are the most prevalent population within the Study Area (77% of the Corridor population). Wilmington, Downtown Long Beach, and areas generally north of SR 91 include a higher density of residents who identify as Hispanic or Latino. Residents who identify as Asian are the least prevalent in the Study Area, with the highest concentrations of Asian residents located south of SR 91 and within West Long Beach. Residents who identify as White are generally concentrated in areas of Lakewood, Long Beach, and the northern portion of the Study Area near downtown Los Angeles. Residents who identify as Black or African American are generally concentrated south of Interstate 105 (I-105), specifically around areas of Compton and Lynwood. As indicated in **Figure 3-14**, the Study Area has a much higher percentage of Hispanic or Latino residents, and a lower percentage of white and Asian residents, than LA County as a whole. Most neighborhoods within the Study Area contain more than 80% of residents who identify with a race other than White.

Figure 3-10. Black or African American Alone, non-Hispanic

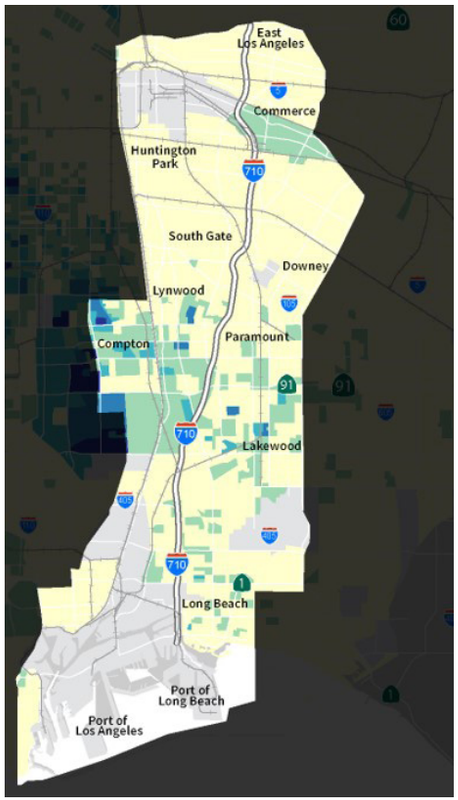



Figure 3-11. Asian Alone, non-Hispanic

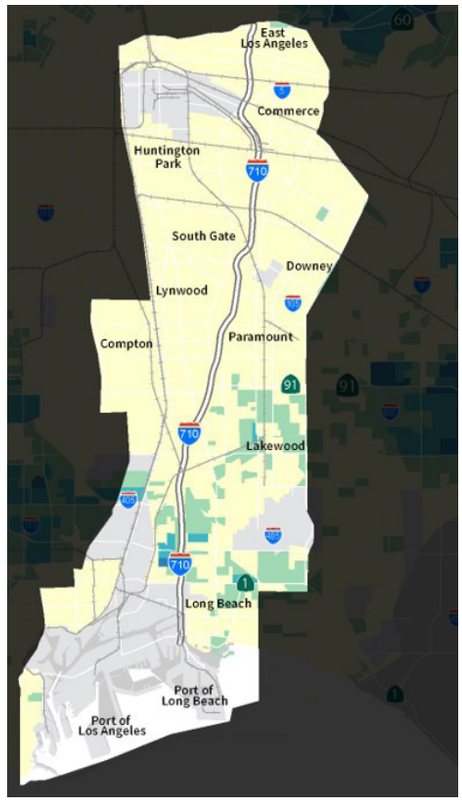



Figure 3-12. Hispanic or Latino

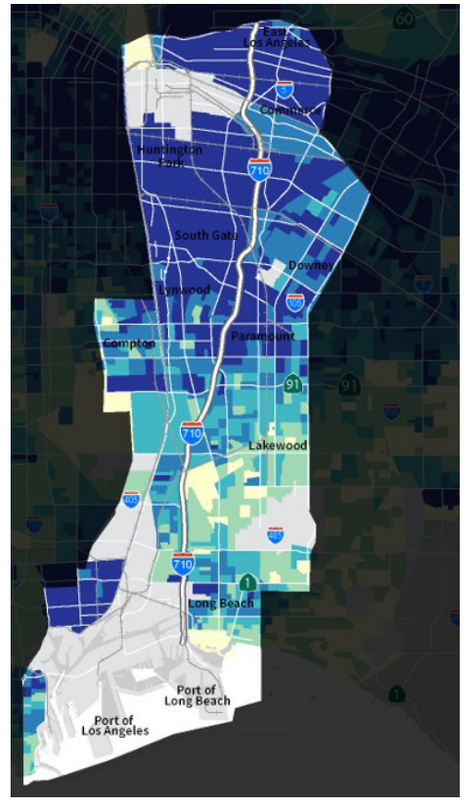
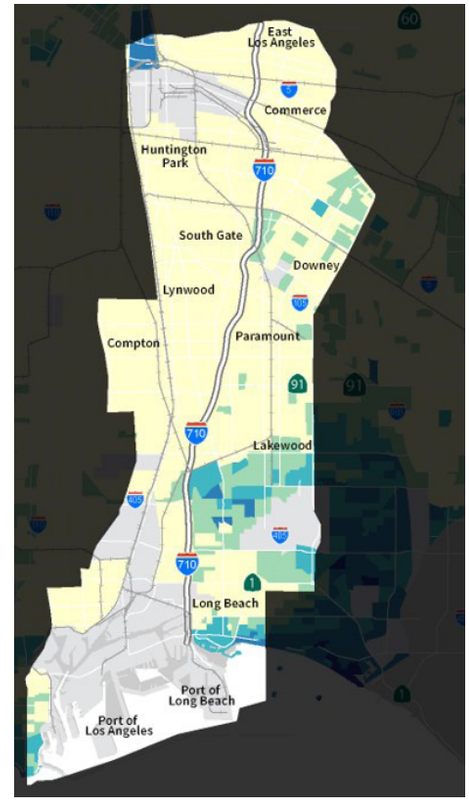
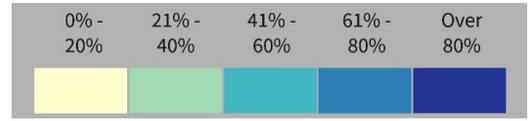


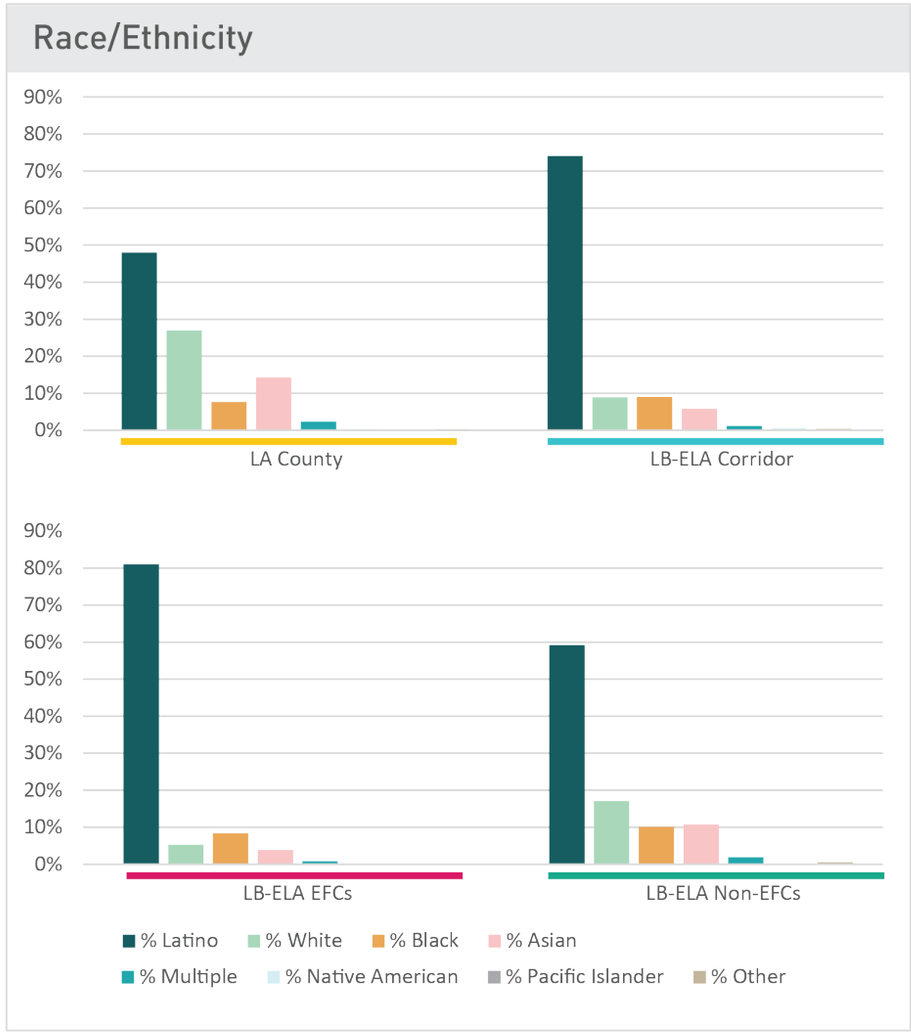

Figure 3-13. White Alone, non-Hispanic




Source: 2015-2019 American Community Survey

Figure 3-14. Race and Ethnicity Comparison




Source: LA Metro, 2015-2019 American Community Survey



### 3.2.2.3 Population and Employment Densities

As shown in **Figure 3-15** and **3-16**, the northern portion of the Study Area and downtown Long Beach have the highest population densities, with scattered high-density areas in locations such as Lynwood, Paramount, North Long Beach, and Wilmington. About 11% of jobs in Los Angeles County (0.5 million) are within those boundaries. In terms of employment density, pockets of higher employment density areas include downtown Long Beach, East Los Angeles, City of Commerce, Carson/ Dominguez Hills, west of I-710 between SR 91 and Interstate 405 (I-405), and the Long Beach Airport vicinity.

### 3.2.2.4 Occupation

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. Likewise, the study area has more industrial and residential land uses than the County as a whole, with proximity between residential and industrial land uses contributing to pollution impacts and associated health risks.

**Figure 3-17** through **Figure 3-20** show the distribution of different job categories in the Study Area. The job categories are based on the North American Industry Classification System (NAICS) and include "Commercial,"

Figure 3-15. Population Density

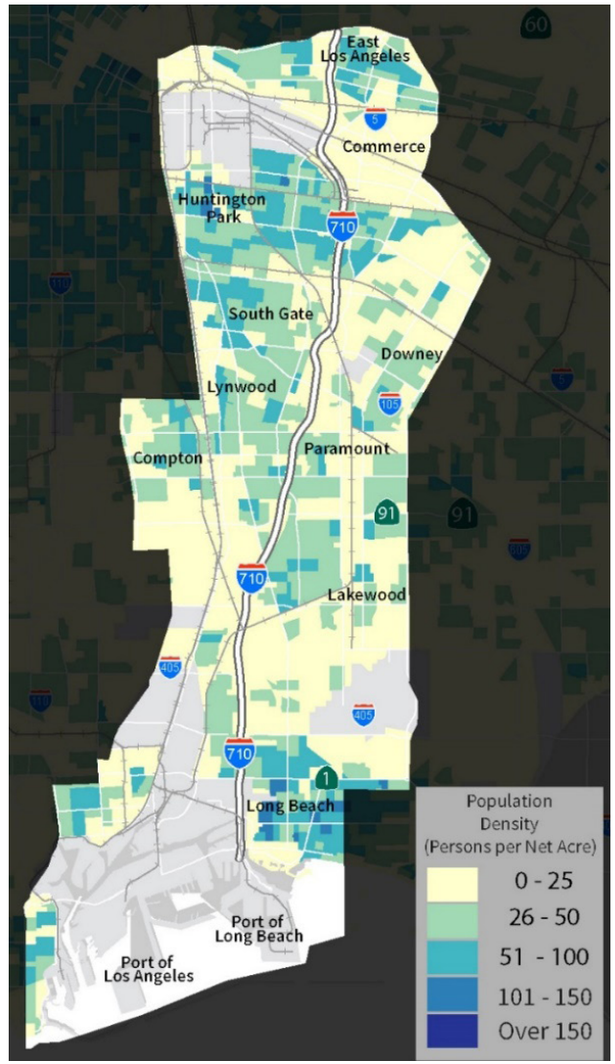
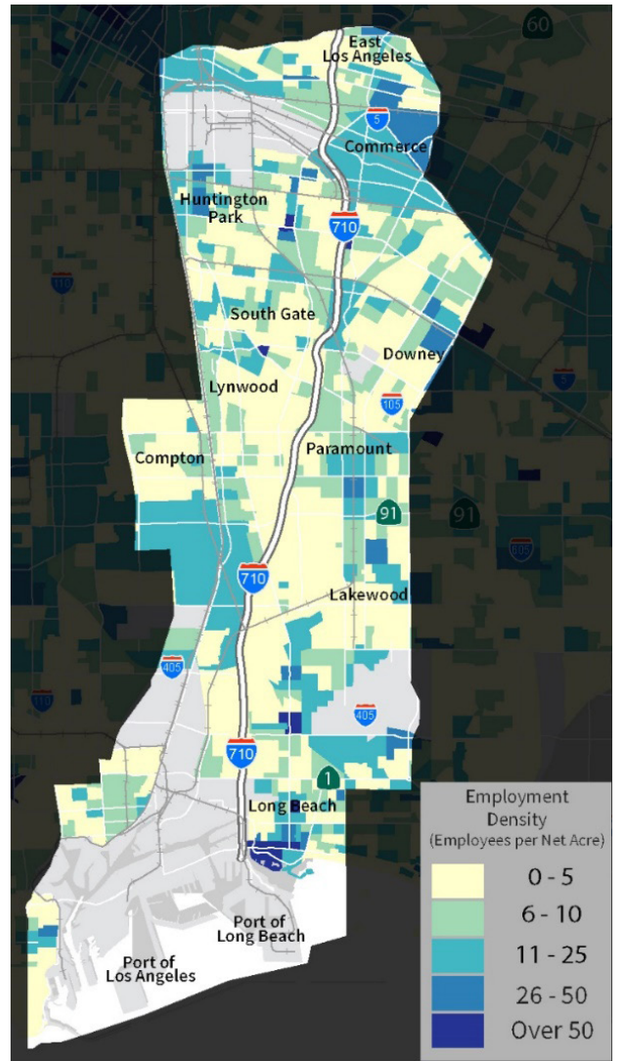



Figure 3-16. Employment Density




Source: 2015-2019 American Community Survey, 2019 Longitudinal Employer-Housing Dynamics (LEHD)

Figure 3-17. Commercial Jobs

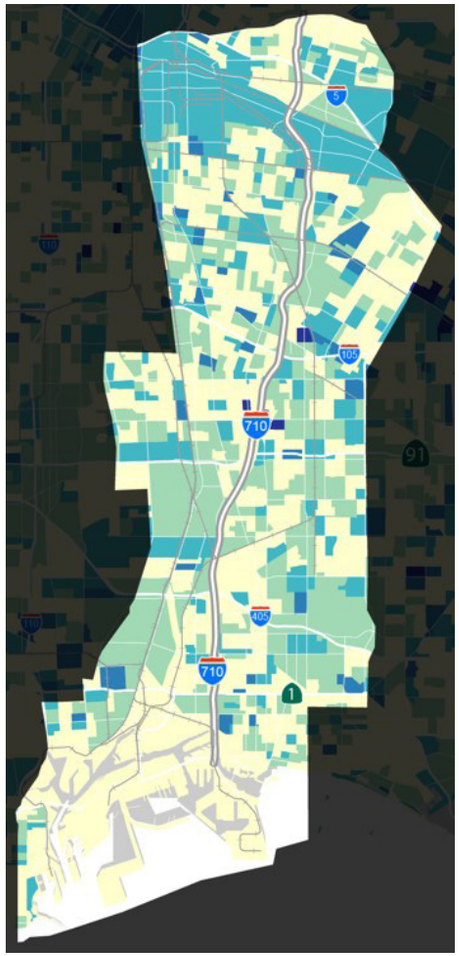


Figure 3-18. Industrial Jobs



Figure 3-19. Professional, Scientific, and Technical Services

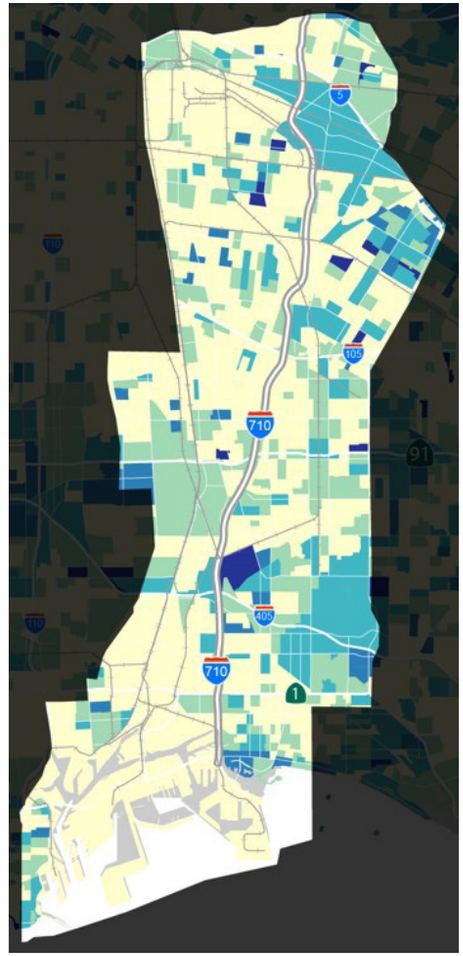


Figure 3-20. Other Services Jobs






Source: 2019 Longitudinal Employer-Housing Dynamics (LEHD)

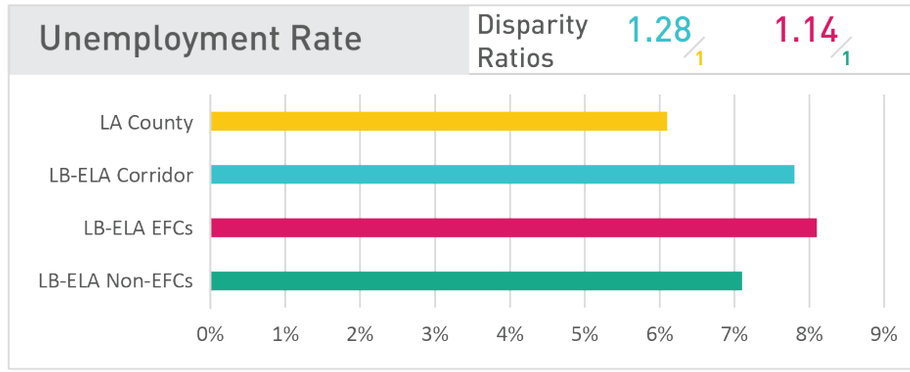
"Industrial," "Professional, Scientific, and Technical Services," and "Other Services."[22] "Commercial Jobs" includes wholesale trade, retail trade, arts, entertainment and recreations, and accommodation and food service. "Industrial Jobs" include construction, manufacturing, transportation and warehousing, and utilities. "Professional, Scientific, and Technical Services" includes finance and insurance, real estate, educational services, and health care and social assistance jobs. "Other Services" includes repairs, religious activities, grantmaking, advocacy, laundry, personal care, death care, and other personal services.

The job distribution by industry is fairly even for the top two job categories. "Other Services" jobs have the highest percentage, at 30.2%, and "Industrial" jobs are 29.2% of the total jobs in the Study Area; "Professional Services" have 21.9%; and the remaining 18.7% are "Commercial" jobs. "Commercial" and "Professional, Scientific, and Technical Services" jobs are scattered throughout the Study Area, with larger clusters to the north close to downtown Los Angeles. "Industrial" jobs are clustered near the Port of Los Angeles and the Port of Long Beach (collectively, the Ports) and areas directly adjacent to the LB-ELA Corridor such as Wilmington, Carson, South Gate, and Vernon. High concentrations of the "Other Services" jobs that make up the greatest number of jobs overall, can be found in most parts of the Study Area other than the industrial areas. The Study Area has more "Industrial" and "Commercial" jobs and fewer "Professional, Scientific, and Technical Services" jobs than the county averages.

### 3.2.2.5 Unemployment Rate

Despite its importance to the regional economy, the Corridor has a slightly higher average percentage of the workforce who are unemployed (7.8%) than LA County (6.1%), with a majority of the Corridor's highest unemployment rates (as high as 42%) associated with EFCs.[23] As shown in **Figure 3-21**, high unemployment rates appear to reflect areas with lower educational attainment rates, such as Compton, Lynwood, Huntington Park, and East LA. In **Figure 3-22**, the ACS data indicates that people in the Corridor and EFCs experience moderate disparities in unemployment rates in comparison to the County and non-EFCs, respectively. The discrepancy between the Corridor's regional economic significance and its local employment outcomes is a primary concern raised by Corridor communities. **Figure 3-23** displays the distribution of residents with no high school degree or higher level of education. Metro is committed to ensuring that Corridor residents are well-positioned to benefit from economic opportunities generated by the projects and programs within the Investment Plan. The Investment Plan has significant potential to create, expand, and increase access to employment opportunities for Corridor residents by catalyzing new infrastructure projects that provide high-quality jobs through construction and operation, improve travel options to connect residents to job centers, schools, and vocational institutions, and supporting policies and community programs that promote local economic and workforce development.

Figure 3-21. Unemployment Rates Comparison




Source: LA Metro, 2015-2019 American Community Survey

22 North American Industry Classification System, 2022, https://www.census.gov/naics/reference_files_tools/2022_NAICS_Manual.pdf

23 East Los Angeles, Commerce, Compton, East Compton, Long Beach, Wilmington, and San Pedro.

Figure 3-22. Unemployment Rate

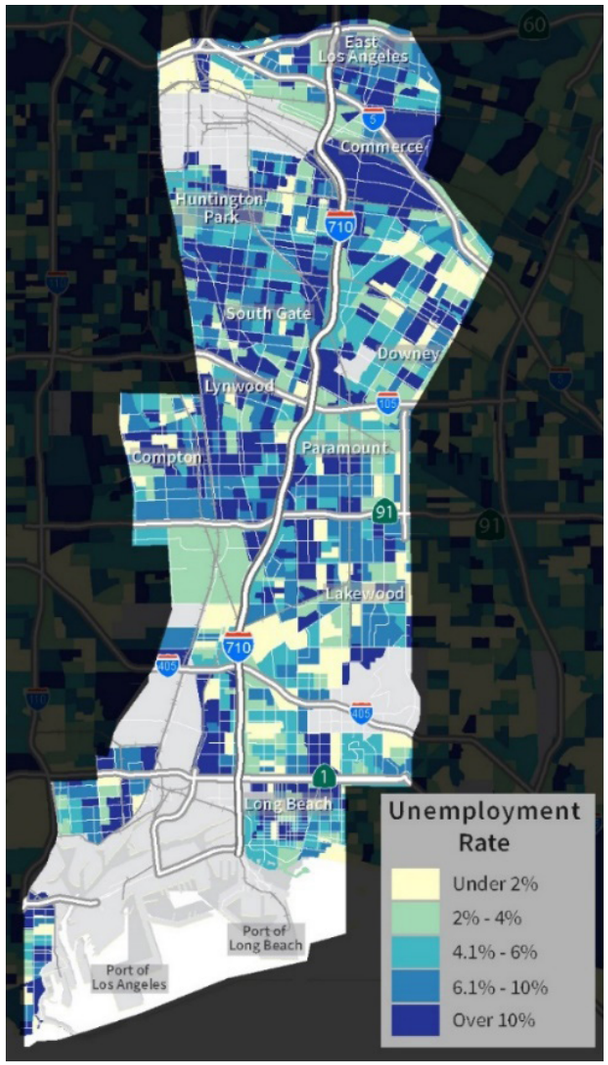
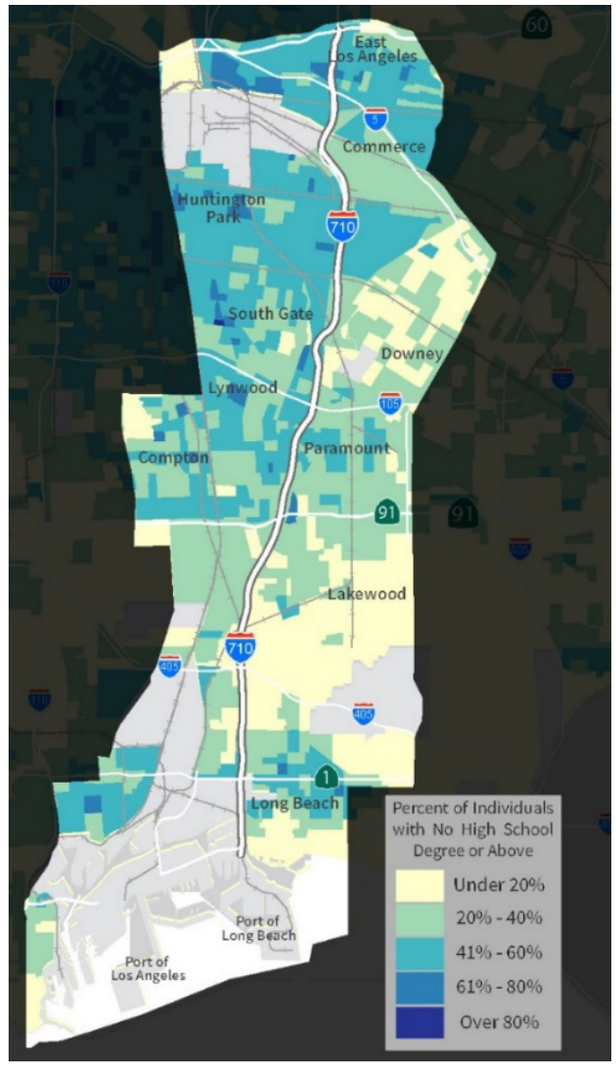



Figure 3-23. Individuals with No High School Degree or Above



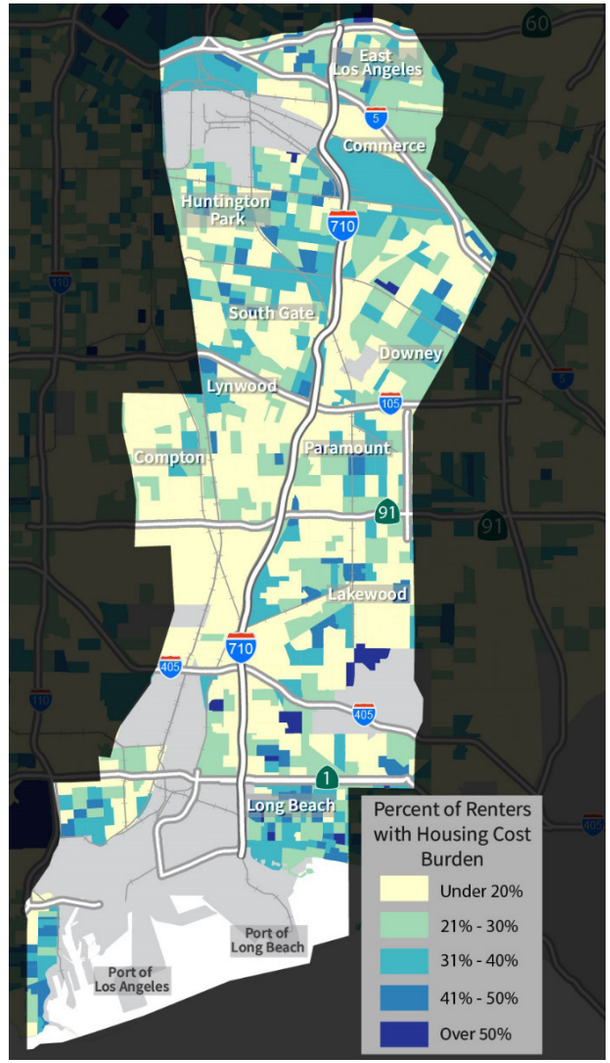

Source: 2015-2019 American Community Survey

### 3.2.2.6 Housing Burden Indicators

Housing burden for renters is defined as the percentage of renters within a census block group who spend more than 30% of their household income on rent each month. As shown in the map of Cost Burdened Renters in **Figure 3-24**, the Study Area has a relatively low rate of cost burdened renters. In certain areas, such as Downtown and Central Long Beach, the higher rates of cost burdened renters reflect the high cost of living and competitive rental markets in urbanized locations with high renter populations. In the LB-ELA Corridor Study Area, we can also see high renter burdens in commercial activity centers with greater constraints on rental housing stock. It is important to note that high renter cost burden rates in predominantly industrial areas likely reflect very small populations within those large census block areas.

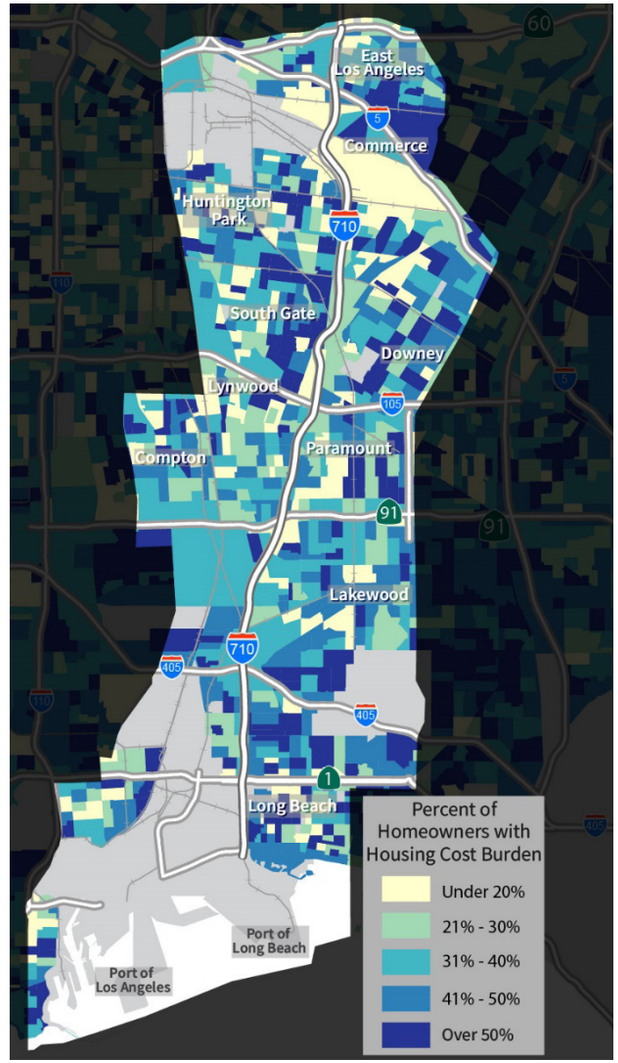
Housing burden for homeowners is defined similarly to that for renters but using mortgage payments instead of rent. As shown in the map of Cost Burdened Homeowners in **Figure 3-25**, a much higher share of Corridor homeowners are cost burdened compared to renters. High rates of cost burdened homeowners are distributed fairly evenly throughout the Study Area, but generally appear in low-density residential areas.

Figure 3-24. Cost Burdened Renters



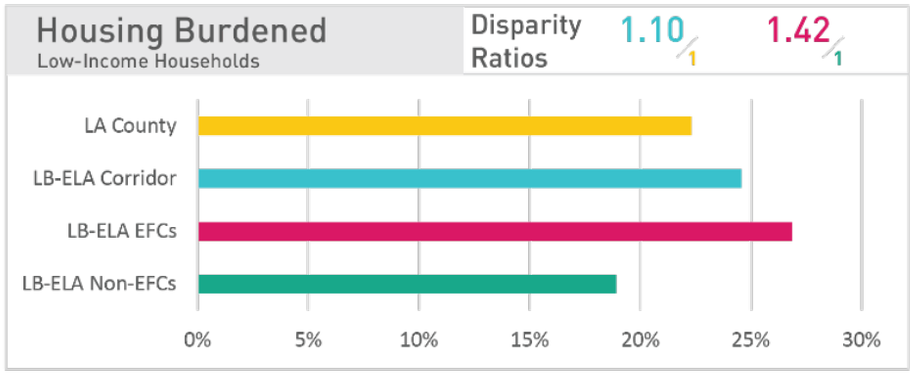

Source: 2015-2019 American Community Survey

Figure 3-25. Cost Burdened Homeowners

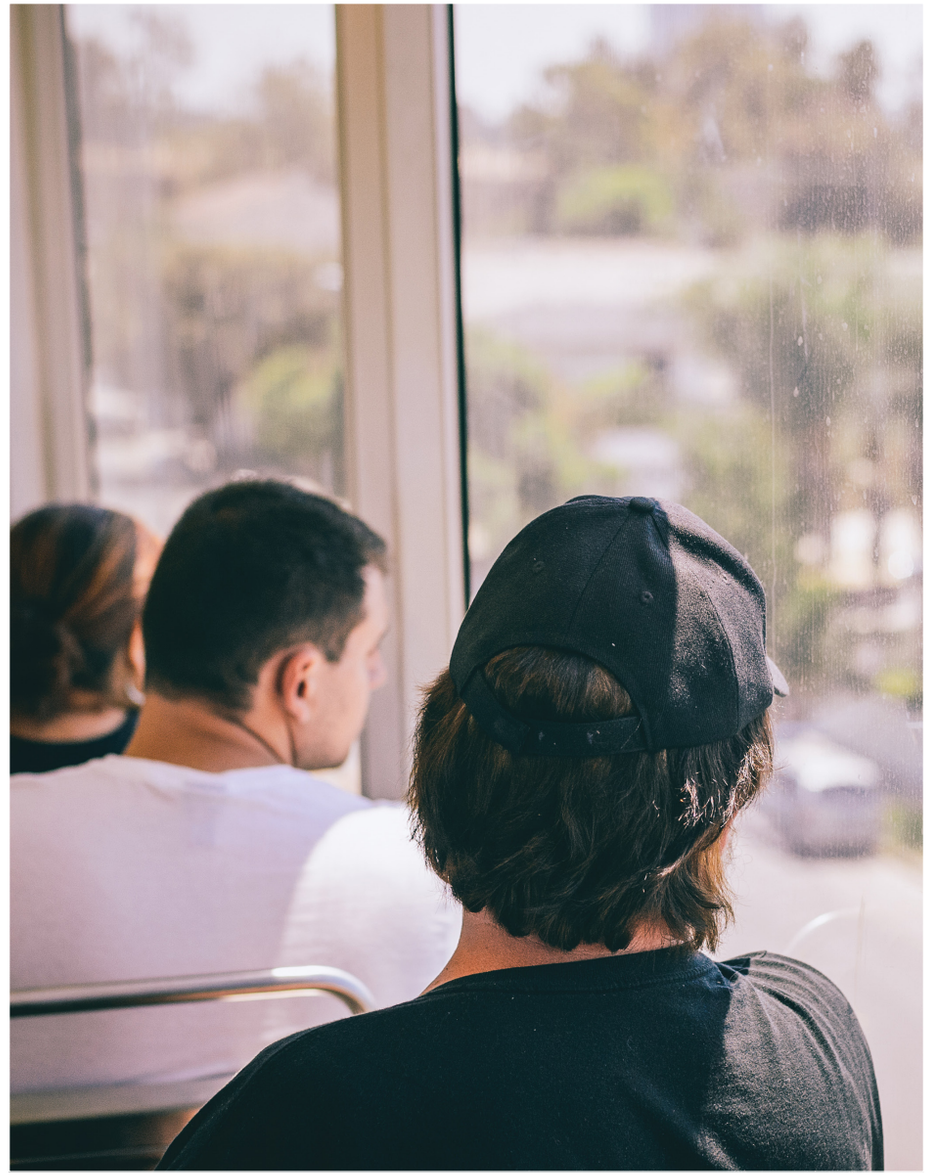


The Housing Burden Comparison chart in **Figure 3-26** indicates a notable disparity in the share of Housing Burdened Low-income Households in EFCs (27%) compared to non-EFCs in the Corridor (19%).[24]

Figure 3-26. Housing Burden Comparison




Source: LA Metro, 2015-2019 American Community Survey



24 Data from the 2015-2019 American Community Survey 5-year estimates

## 3.3 Community Impacts

This section highlights key data points related to the Corridor's equity issues identified and elevated in previous planning efforts and various stages of community input. These issues, referred to in this section as Community Impacts, relate to air quality and other environmental conditions, health outcomes, safety outcomes, and access to resources. Where County comparisons and EFC overlays are applied (to select metrics), a consistent pattern of disparity is revealed, with the LB-ELA Corridor generally facing greater burdens than the rest of the County, and EFCs facing greater burdens than the non-EFC areas within the Corridor.

### 3.3.1 Air Quality and Environmental Conditions

#### 3.3.1.1 Particulate Matter

Particulate matter 2.5 ($PM_{2.5}$) and diesel particulate matter (DPM) are used as indicators to map out the air quality in the Study Area.

$PM_{2.5}$ are small particulates that are less than 2.5 microns in diameter. Breathing in particle pollution can be harmful to health. Several studies have evaluated the relationship between $PM_{2.5}$ and the ensuing risk of lung cancer occurrence and fatality. Their findings have indicated that $PM_{2.5}$ may be a risk factor for lung cancer. A study based on prospective cohort data gathered by the American Cancer Society[25] declared that prolonged exposure to $PM_{2.5}$ significantly affected survival, with each increase of 10 micrograms per cubic meter ($\mu g/m^3$) being associated with an approximately 8% increase in the risk of death from lung cancer. The level of $PM_{2.5}$ is measured in $\mu g/m^3$. Levels above 12 $\mu g/m^3$ exceed the federal standard for $PM_{2.5}$. **Figure 3-27** shows that the highest concentrations of $PM_{2.5}$ occur in the middle and northern portions of the Study Area.

DPM comes from exhaust from trucks, buses, trains, ships, and other equipment with diesel engines. The DPM map in (**Figure 3-28**) displays tons of DPM emitted per year by mobile and stationary sources in the nearby populated parts of each census tract. DPM concentrations occur throughout the Study Area, including around the Ports, south Long Beach, near the I-710/SR 91 interchange, along I-710, and in the northern portion of the Study Area.



25 Pope CA 3rd, Burnett RT, Thun MJ, Calle EE, Krewski D, Ito K, Thurston GD. Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution. JAMA. 2002;287(9):1132–41.

Figure 3-27. Particulate Matter 2.5 ($PM_{2.5}$)

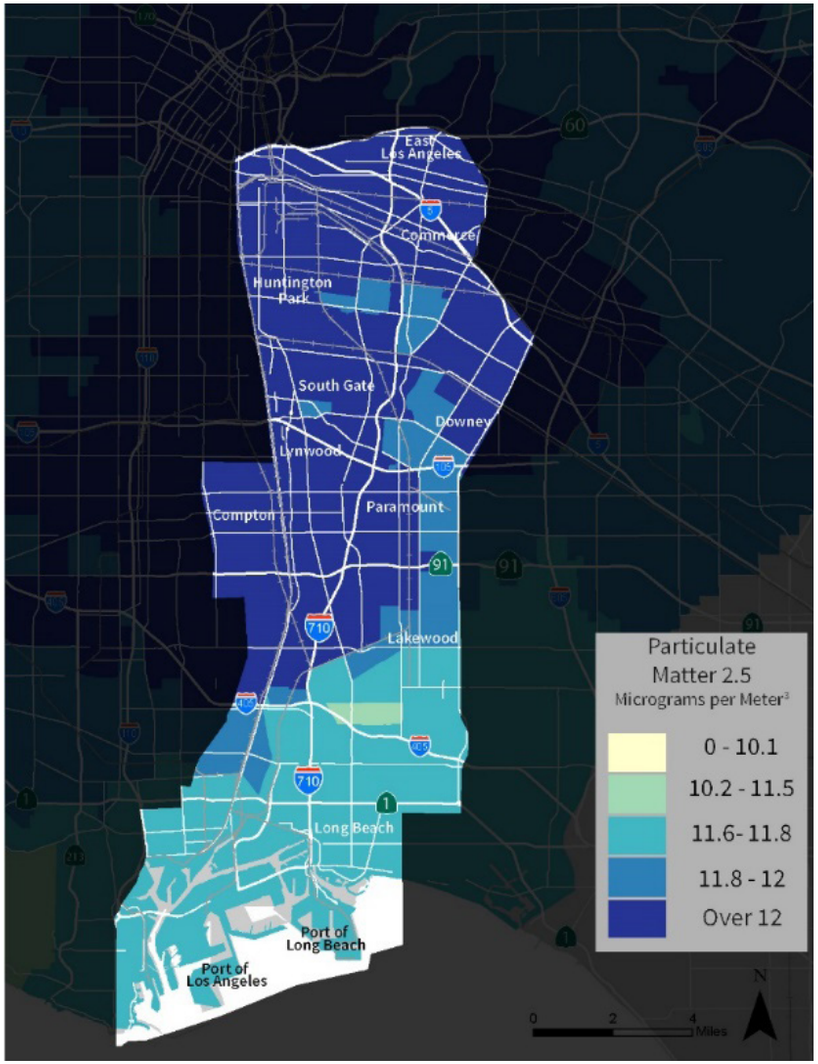
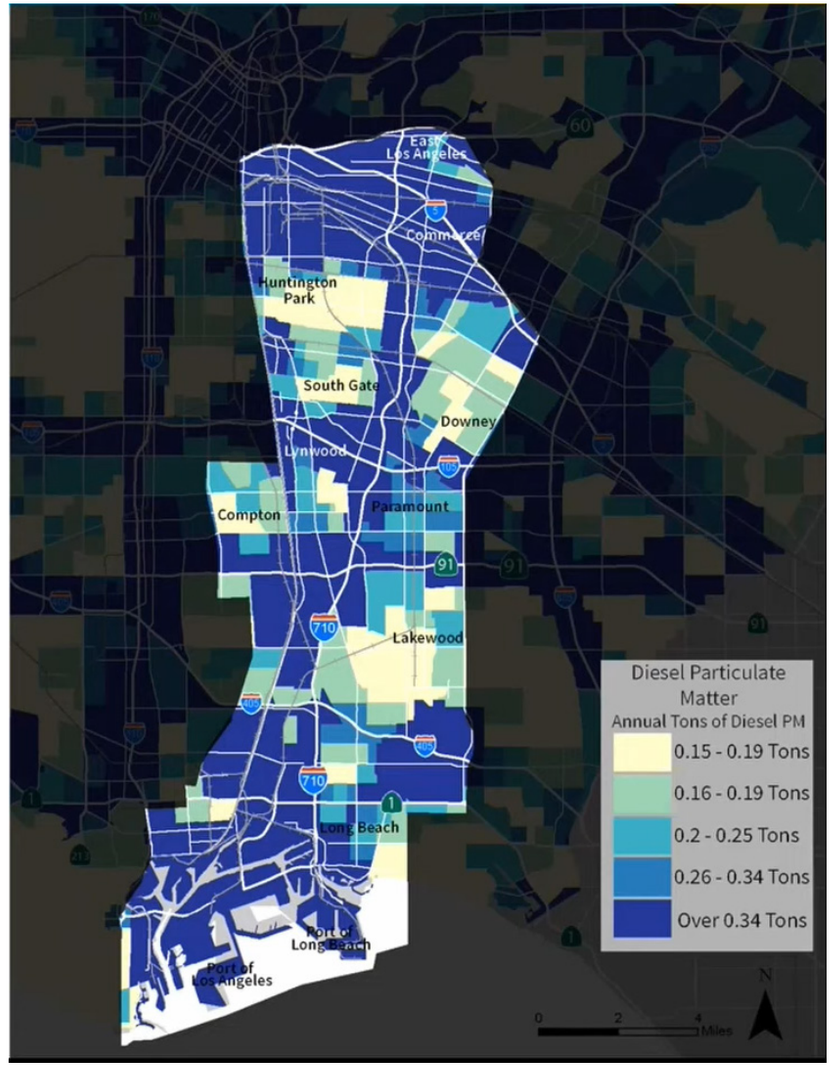



Figure 3-28. Diesel Particulate Matter (DPM)

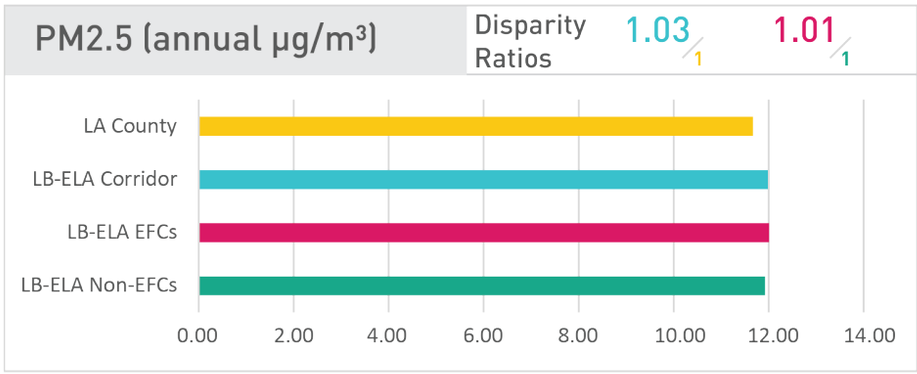



Source: CalEnviroScreen 4.0

**Figure 3-29** shows slight $PM_{2.5}$ disparities facing the Corridor and Corridor EFCs but suggests that major variations in $PM_{2.5}$ generally occur at a larger, regional scale.

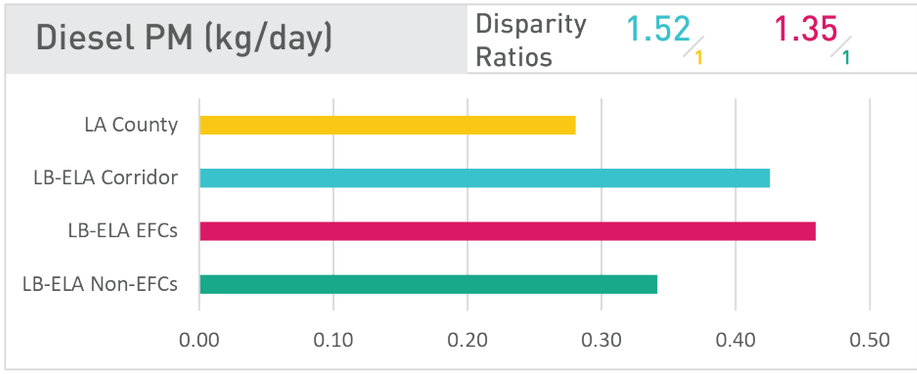
**Figure 3-30** shows that DPM pollution is a critical air quality disparity impacting the Corridor and Corridor EFCs.

Figure 3-29. Particulate Matter 2.5 Comparison

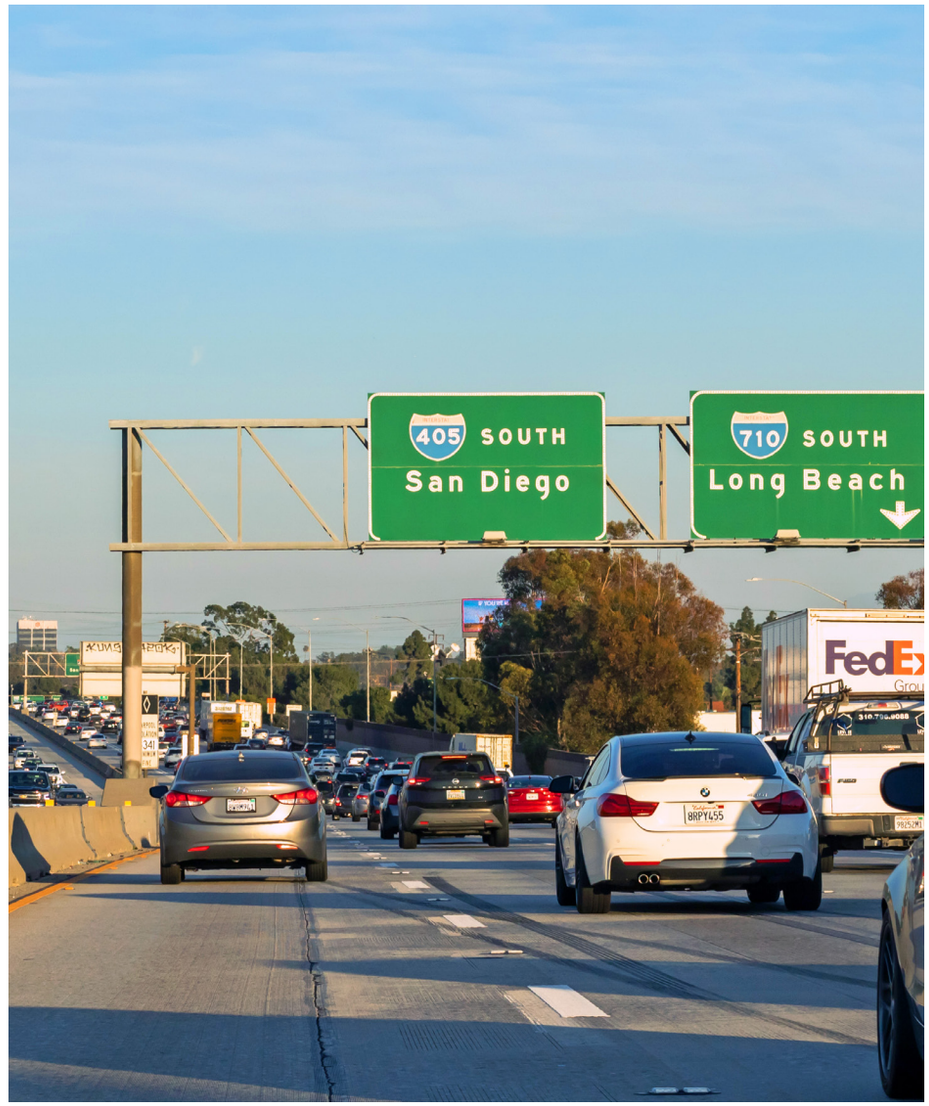



Source: LA Metro, CalEnviroScreen 4.0

Figure 3-30. Diesel Particulate Matter Comparison




Source: LA Metro, CalEnviroScreen 4.0

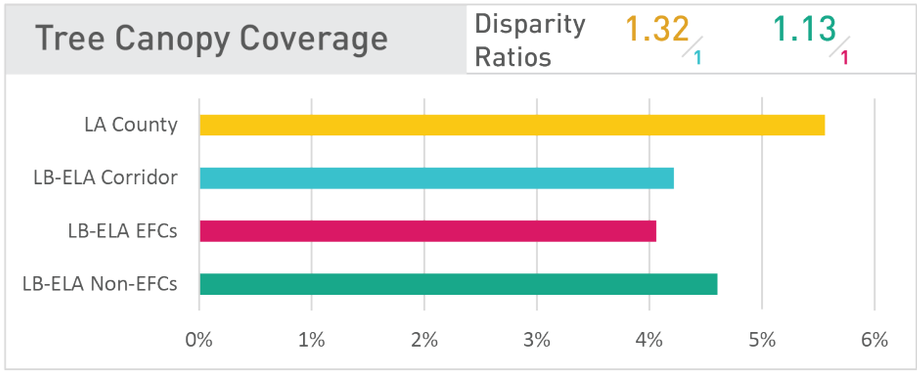


### 3.3.1.2 Environmental Indicators

Analysis of other environmental indicators is shown in **Figures 3-32** through **3-37**, including "Percentage of Population Covered by Tree Canopy," "Urban Heat Island Effect (UHIE)," and "Ground Toxic Cleanup Sites" throughout the Study Area.

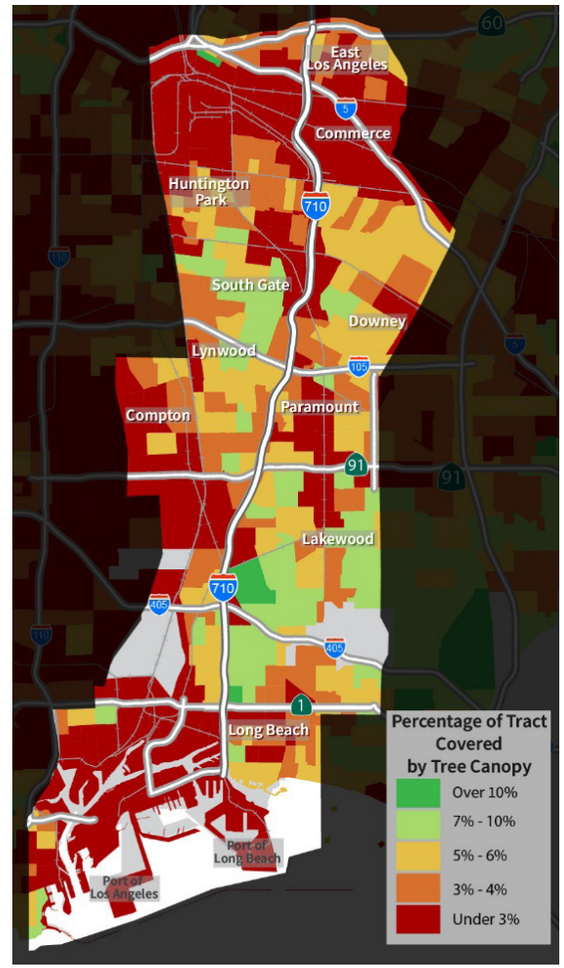
"Tree canopy" refers to the layer of tree leaves, branches, and stems that provide tree coverage of the ground when viewed from above. A robust tree canopy can help reduce temperatures and air pollution, provide shade, improve neighborhood aesthetics, enhance property values, and attract residents/businesses. The map shows the population-weighted percentage of the census tract area with tree canopy (the percentage of land covered by tree canopy, weighted by people per acre). The LB-ELA Corridor has many areas that lack tree canopy. Areas with less than 3% of the population covered by tree canopy are scattered throughout, including Commerce, Vernon, and portions of Compton, Paramount, and Long Beach. Areas with a higher percentage of the population covered by tree canopy (7 to 10%) are also scattered throughout, including neighborhoods in and around Lakewood, South Gate, and Long Beach. As shown in **Figure 3-31** and **Figure 3-32**, the Corridor and EFCs face disparities in tree canopy coverage. The average tree canopy 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%.[26]

Figure 3-31. Tree Canopy Coverage Comparison




Source: LA Metro, Healthy Places Index 3.0, CDPH/National Land Cover Database

Figure 3-32. Percentage of Population Covered by Tree Canopy




Source: Healthy Places Index 3.0, CDPH/National Land Cover Database

26 CDPH/National Land Cover Database, accessed via the California Healthy Places Index

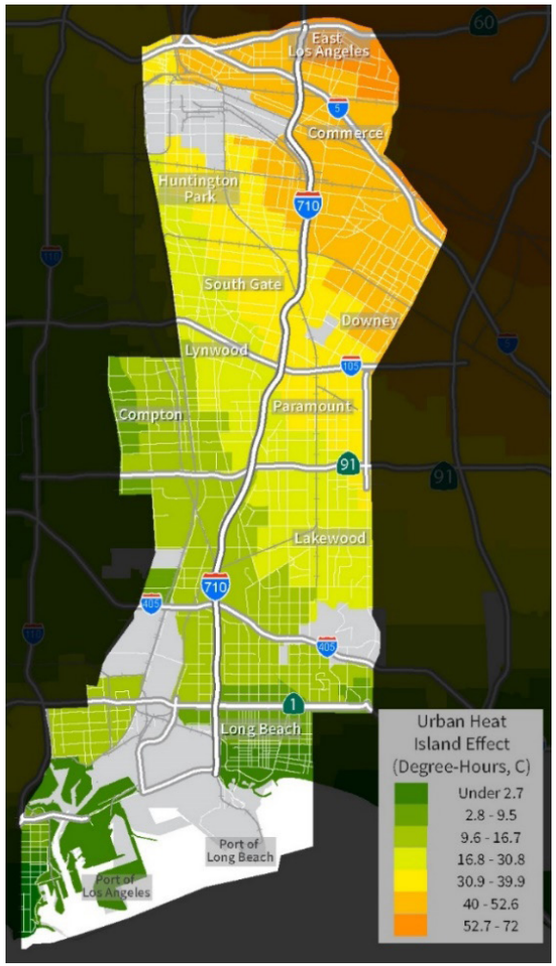
> **The northeastern section of our Study Area experiences the greatest heat increase from the UHIE. This condition reflects that the heat generated by urban heat islands in coastal areas tends to move inland, where mountains trap warmer air. On a more localized scale, a lack of tree canopy and vegetative ground cover can also contribute to the UHIE**

Heat islands are created by a combination of heat-absorptive surfaces, heat-generating activities, and the absence of vegetation, typically associated with highly urbanized areas. The index score measures the UHIE by calculating the difference in temperature for urban areas relative to rural areas. The UHIE increases health risks from both heat exposure and the enhanced formation of air pollutants, especially ozone. It also contributes to significant energy consumption due to additional air conditioning needs. **Figure 3-33** shows that the northeastern section of our Study Area experiences the greatest heat increase from the UHIE. This condition reflects that the heat generated by urban heat islands in coastal areas tends to move inland, where mountains trap warmer air. On a more localized scale, a lack of tree canopy and vegetative ground cover can also contribute to the UHIE.

Contaminated sites indicate degradation to the natural environment, pose health risks to surrounding communities, and contribute to an overall lack of land area available for community-serving land uses due to the presence of hazardous substances. Contaminated sites are aggregated into CalEnviroScreen's "Cleanup Sites" indicator, which applies weighting to sites based on the nature and magnitude of threat and burden posed, and proximity to populated areas. The Cleanup Site database of points contains information on numerous types of cleanup sites, including Federal Superfund, State Response, Corrective Action, School Cleanup, Voluntary Cleanup, Tiered Permit, Evaluation, Historical, and Military Evaluation sites. **Figure 3-34** shows that substantial concentrations of Cleanup Sites are located throughout the northern and western portions of the Study Area, within and surrounding the Ports, and in areas of Paramount, Long Beach, and Signal Hill.

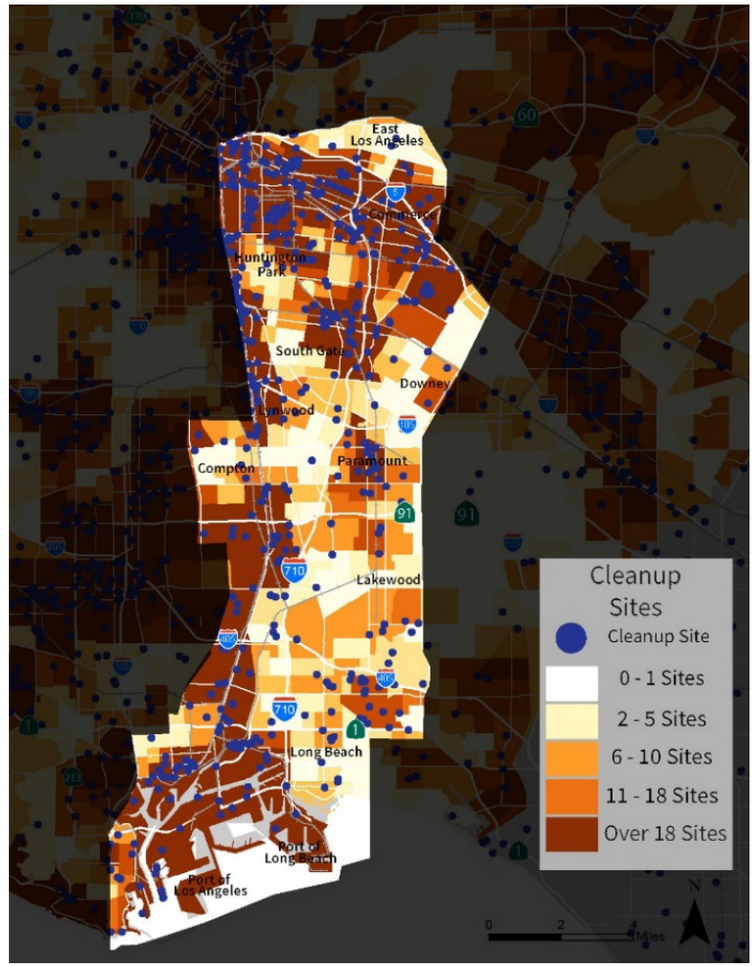


Figure 3-33. Urban Heat Island Effect




Source: CalEPA

Figure 3-34. Ground Toxic Cleanup Sites




Source: EnviroStor Cleanup Sites Database

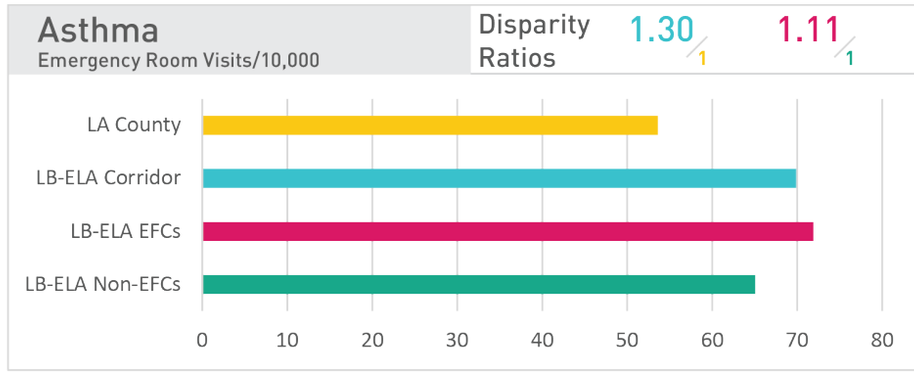
## 3.3.2 Health Outcomes

Communities within the LB-ELA Corridor face significant health disparities, which have been consistently elevated by Task Force, Working Group, CLC, and community members throughout the Task Force's planning process, and are documented by health and environmental justice screening tools such as CalEnviroScreen, CA Healthy Places Index, the Center for Disease Control and Prevention Environmental Justice Index Explorer, and a number of studies related to vehicular pollution and health outcomes surrounding I-710 and throughout the region.[27,28,29,30] The analysis in this section highlights how key indicators impact communities throughout the Corridor and examines disparities facing Corridor and EFCs.

### 3.3.2.1 Health Indicators

"Asthma Rate" can be measured by estimating the number of emergency department visits for asthma per 10,000 people. **Figure 3-35** shows that high rates of asthma incidents can be found throughout the Study Area, particularly south of I-105, and in Vernon and East LA to the north. **Figure 3-36** shows that a substantial disparity exists in asthma hospitalization rates when comparing the Corridor with LA County.

Figure 3-35. Asthma Comparison

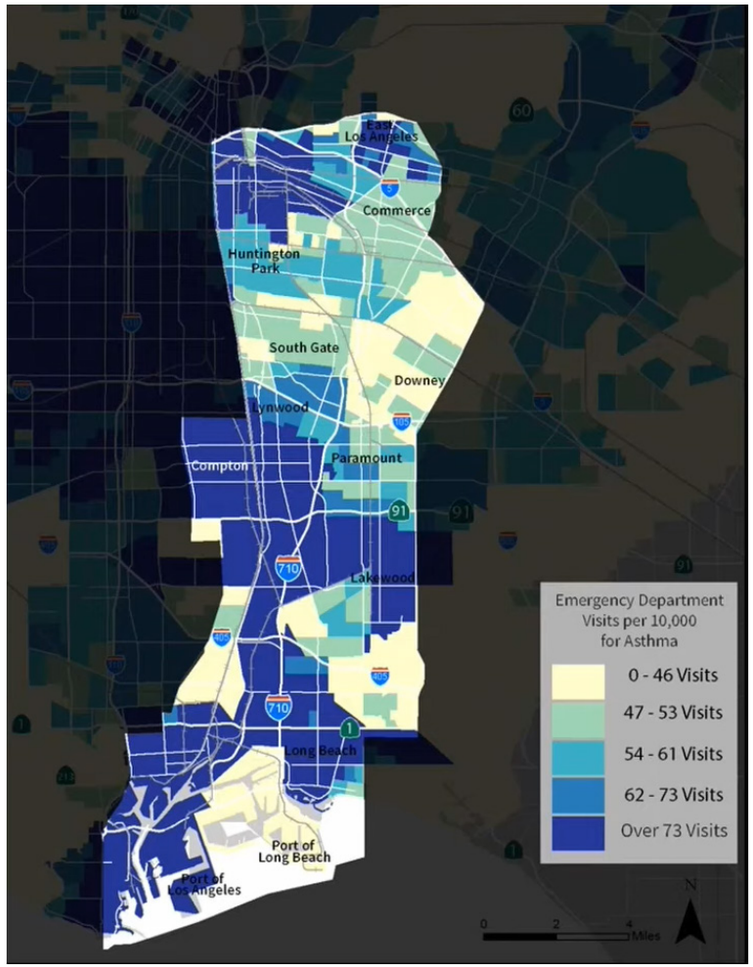



Source: LA Metro, CalEnviroScreen 4.0

"Cancer Risk" is expressed as the number of extra cancer cases occurring over a 70-year lifetime per 1 million people exposed to toxic air contaminants. **Figure 3-37** shows the highest Cancer risk in the POLB and Downtown Long Beach areas and the lowest risk in the central-eastern portion of the Study Area.

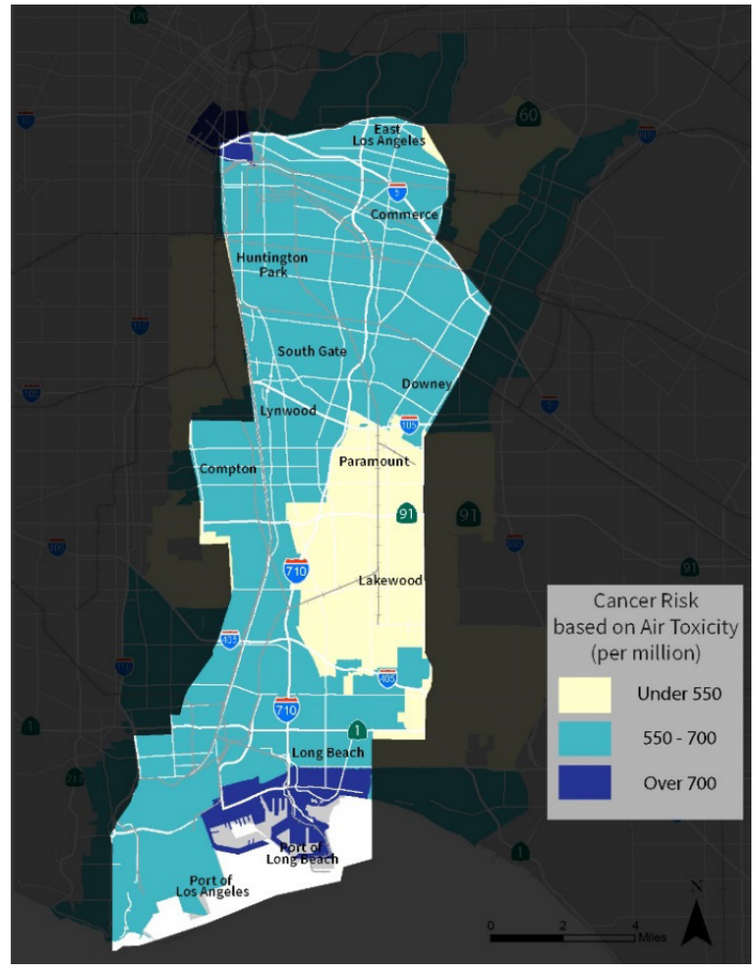
27 The Gateway Cities Air Quality Action Plan, November 2011, https://humanimpact.org/wp-content/uploads/2017/09/HIA-I710-Air-Quality-Plan.pdf
28 Community Health in the I-710 Corridor, September 2019, https://la.myneighborhooddata.org/2019/09/community-health-in-the-710-corridor/
29 Race, Class, and the Production of and Exposure to Vehicular Pollution in Los Angeles, July 2021, https://www.metrans.org/assets/research/psr-20-19_boeing_final-report_v2.pdf
30 Improving Environmental Justice and Mobility in Southeast Los Angeles Executive Summary, August 2021, https://www.metrans.org/assets/research/psr-18-sp91_giuliano_final-report.pdf

Figure 3-36. Asthma Rate




Source: CalEnviroScreen 4.0

Figure 3-37. Cancer Risk




Source: Multiple Air Toxics Exposure Study V

**Concentrations of bicycle and pedestrian crashes are predominantly located in EFCs in the Study Area, highlighting the importance of safe active transportation infrastructure as a key equity issue for Corridor communities.**

## 3.3.3 Safety

### 3.3.3.1 Bike and Pedestrian Crashes

The "Bicycle or Pedestrian Crashes Location and Severity" map in **Figure 3-38** shows that downtown Long Beach has a high concentration of bicyclist or pedestrian-involved crashes. Other areas with concentrations of bicycle and pedestrian crashes include parts of Lakewood/North Long Beach, Carson, Compton, East Los Angeles, Wilmington, and the northwestern portion of the Study Area.

The "Bicycle or Pedestrian Crashes Fatality and Serious Injury" map in **Figure 3-39** shows the locations of only serious injuries and fatalities in the Study Area. Similar to total bicycle and pedestrian crashes, higher concentrations of crashes with a fatality or serious injury occur in downtown Long Beach, Carson, Compton, Lakewood, the northwest part of the Study Area, and East Los Angeles.

Concentrations of bicycle and pedestrian crashes are predominantly located in EFCs in the Study Area, highlighting the importance of safe active transportation infrastructure as a key equity issue for Corridor communities.



*Photo courtesy of Caltrans District 7*

Figure 3-38. Bicycle or Pedestrian Crashes Location and Severity

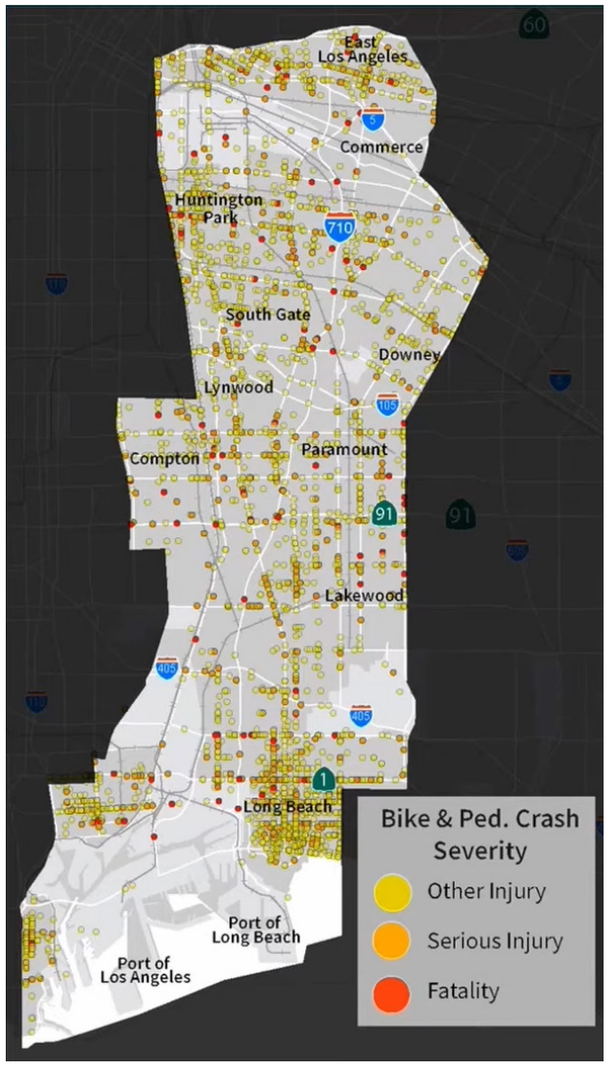
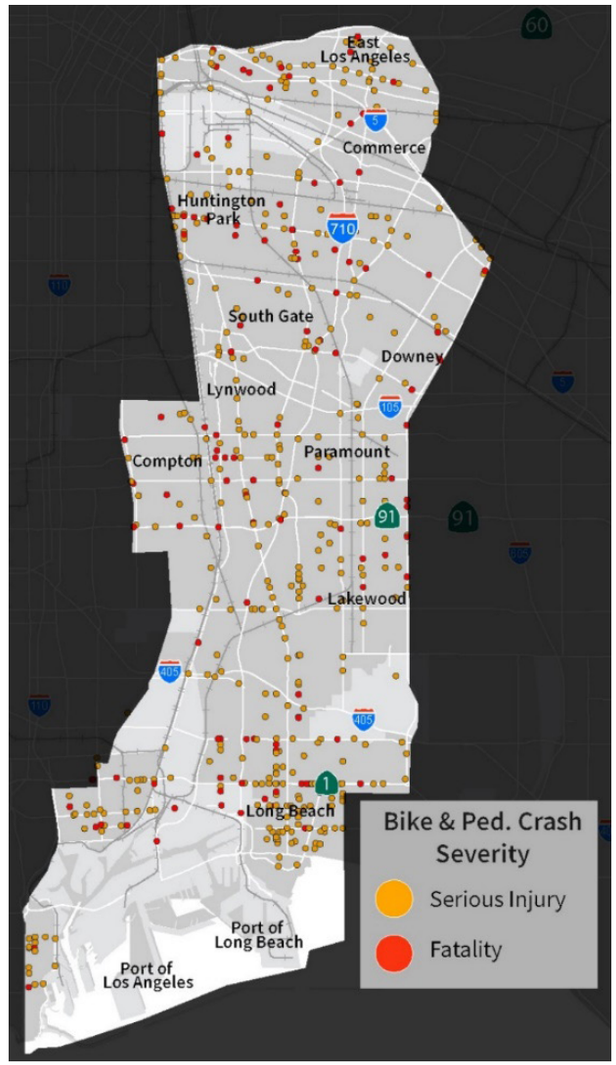



Figure 3-39. Bicycle or Pedestrian Crashes Fatality and Serious Injury




Source: Transportation Injury Mapping System (TIMS), 2017-2019

### 3.3.3.2 Truck Crashes

**Figure 3-40** shows the location and severity of the truck crashes. Truck crashes predominantly occur along truck routes—including all freeway and arterial roadways that allow truck movements, such as Alameda Street and Pacific Coast Highway. Concentrations of truck crashes also occur in the areas with more industrial and warehousing land uses, such as the northern portion of the Study Area, the Ports, and the Rancho Dominguez area west of I-710 and south of SR-91 (**Figure 3-41**).

Fatalities and serious injuries are small in volume, but they occur throughout the Study Area. The I-710 freeway has a high level of truck crashes. Hot spots include the northwestern portion of the Study Area and along several Countywide Strategic Truck Arterial Network (CSTAN) routes: Del Amo Boulevard, Anaheim Street, Pacific Coast Highway, Alameda Street, and Long Beach Boulevard. (**Figure 3-42**)

### 3.3.3.3 All Crashes

**Figure 3-43** and **Figure 3-44** show the locations and severity of all crashes in the Study Area, including those on I-710. Looking at all crashes—including vehicle, bicyclist-involved, and pedestrian-involved crashes—the northern portion of the Study Area and downtown Long Beach have the highest concentration of crashes.

Finally, along I-710 itself, more fatalities and serious injuries occur at the I-710/SR 91 interchange, near the Pacific Coast Highway, south of I-105, and at other isolated locations along I-710. These crash data indicated a critical need for safety improvements specifically at I-710 interchanges, which is reflected in the types of freeway improvement concepts that performed well in the evaluation of potential safety benefits.



> These crash data indicated a critical need for safety improvements specifically at I-710 interchanges.

Figure 3-40. Truck Crash Location and Severity

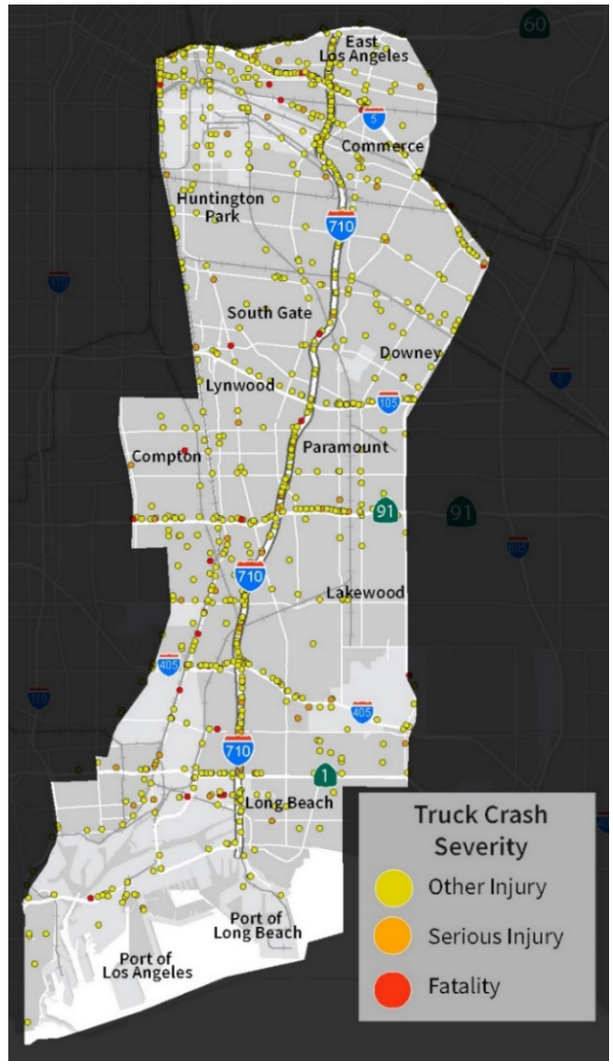
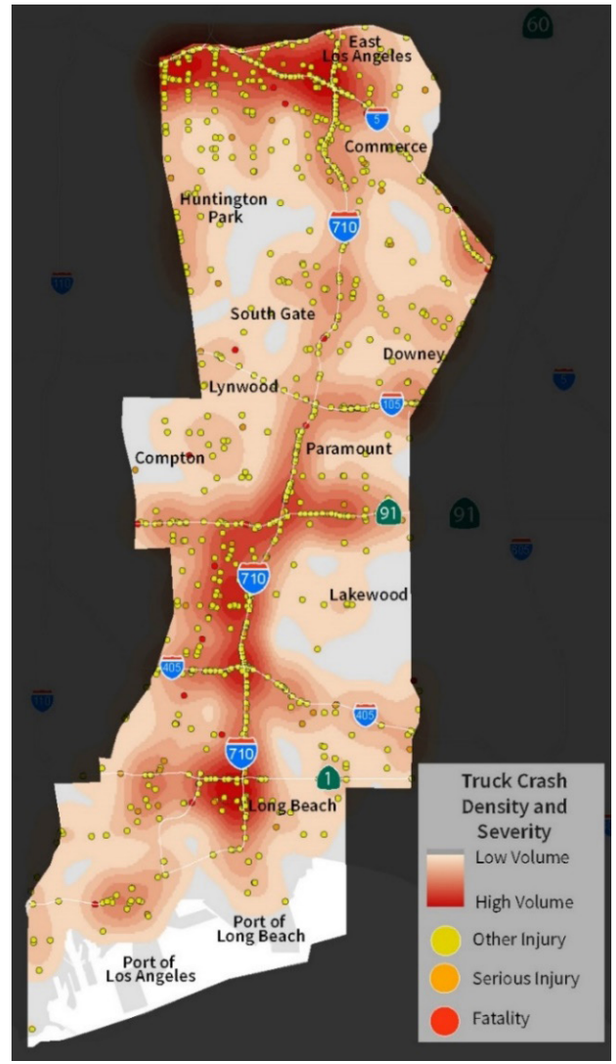



Figure 3-41. Truck Crashes Concentrations




Source: Transportation Injury Mapping System (TIMS), 2017-2019

Figure 3-42. Truck Crashes with CSTAN

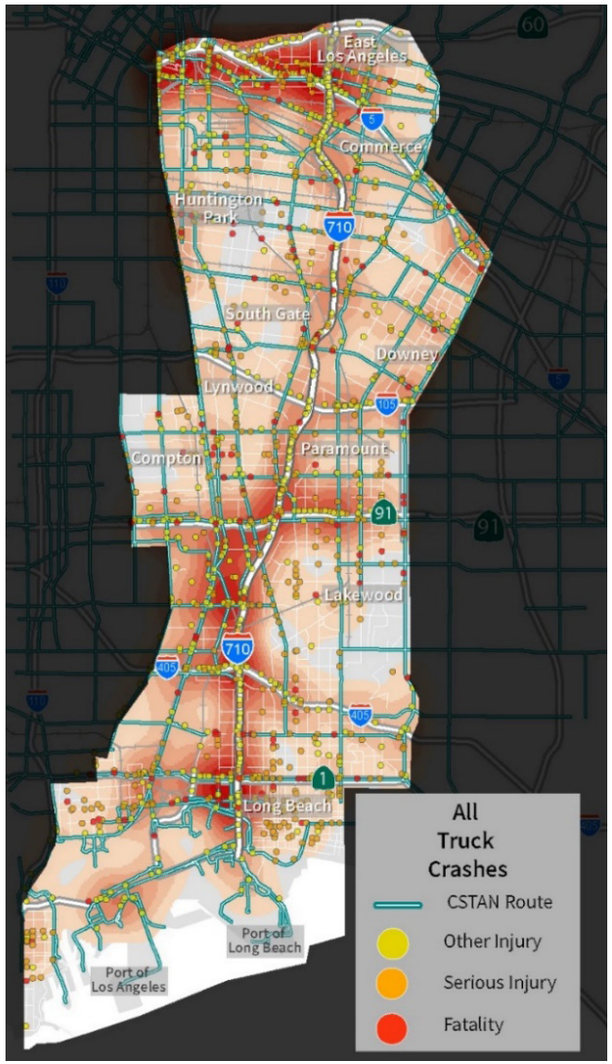



Figure 3-43. All Crashes

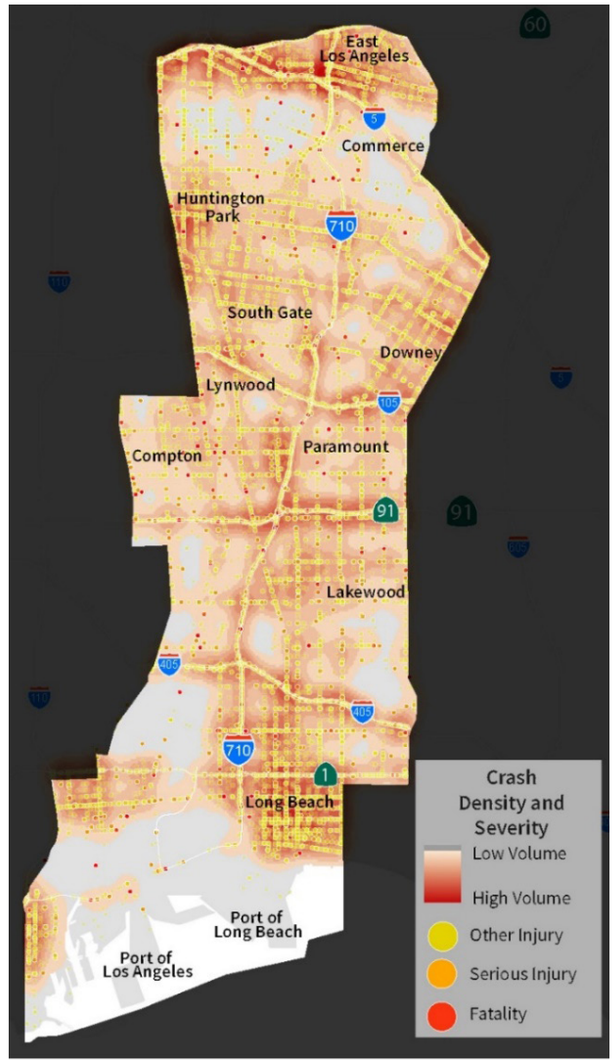
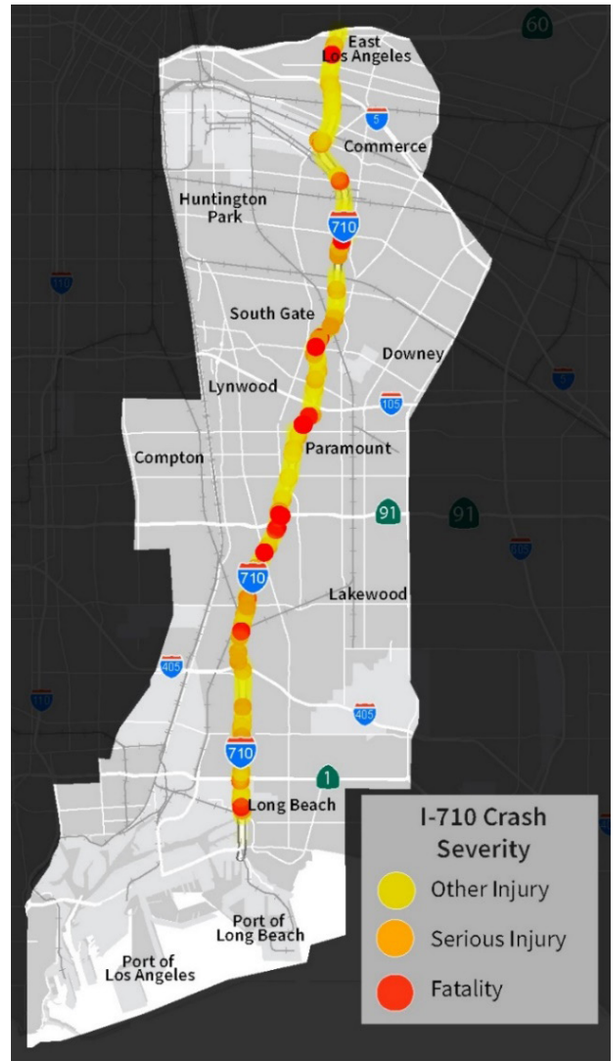



Figure 3-44. I-710 Crashes – Locations and Severity




Source: Transportation Injury Mapping System (TIMS), 2017-2019

## 3.3.4 Access to Resources

Access to resources is measured by five indicators in this section: "Lack of Park Access," "Lack of Supermarket Access," "High-Quality Transit Area (HQTA)," "LA River Access," and "Public School Access" (see **Figure 3-45** through **Figure 3-49**).

### 3.3.4.1 Lack of Park Access

Park access is defined as the percentage of the population living within walkable distance (½ mile) of a park, beach, or open space of 1 acre or more. Having parks nearby can encourage physical activity, reduce chronic diseases, improve mental health, and foster community connection. Areas with the lowest percentage of the population with park access include neighborhoods in and around Huntington Park, South Gate, Downey, Paramount, Compton, and Long Beach. Large portions of the remainder of the Study Areas have a higher percentage of the population with park access, including neighborhoods like Commerce, Compton, Lakewood, and Long Beach.

### 3.3.4.2 Lack of Supermarket Access

Supermarket access is defined as the percentage of the population in urban areas who live less than ½ mile from a supermarket/large grocery store. Having access to a nearby supermarket can encourage better diet and eating behaviors; lower the costs of obtaining food; reduce chronic diseases; and lower the risk of food insecurity, which is the lack of consistent access to enough food for an active, healthy life. Areas with the lowest percentage of the population with supermarket access include the neighborhood of Commerce; portions of Long Beach and Paramount; and the neighborhoods directly south of Compton and SR 91, west of I-710. Some of these are industrial areas with no grocery stores and low population. Areas with a higher percentage of the population with grocery store access include neighborhoods like South Gate, Compton, Downey, Lakewood, and Long Beach.

### 3.3.4.3 High-Quality Transit Area (2045)

High-Quality Transit Areas (HQTAs) are defined by the Southern California Association of Governments (SCAG) as an area within ½ mile of a well-serviced transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. SCAG's 2045 HQTAs are based on the planned transit system according to the SCAG 2020-2045 Regional Transportation Plan. Frequently, convenient transit service is a key driver in creating viable nonmotorized transportation options for traveling to work, school, home, or other destinations, especially for those without a car who rely on the service as the primary mode of travel. 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 an HQTA. An even higher proportion of study area EFCs are located in 2045 HQTAs (85%), but only 60% of LA County falls within a 2045 HQTA.

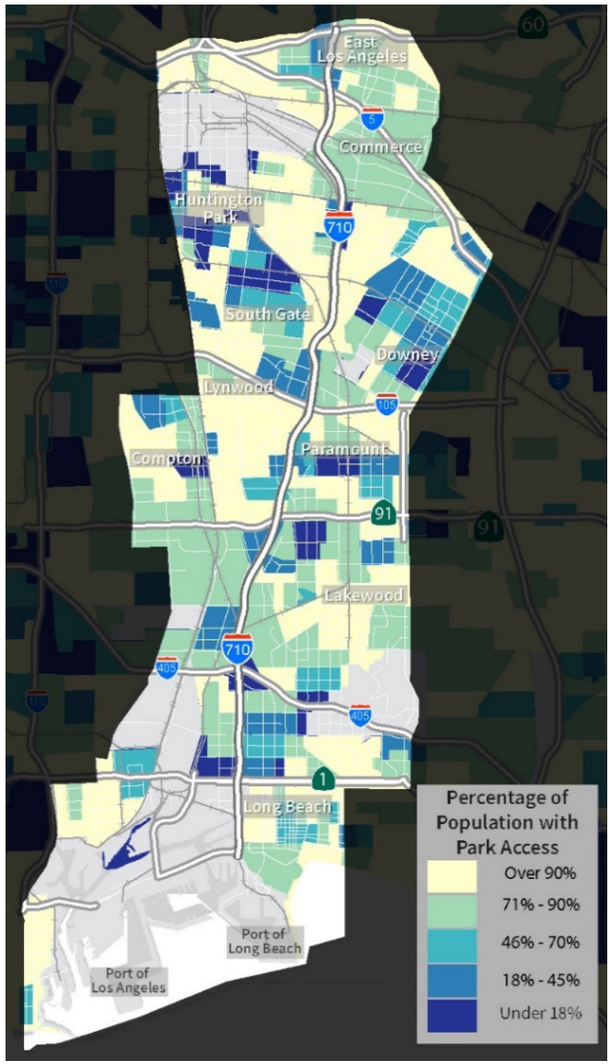
### 3.3.4.4 LA River Access

The LA River is a regional amenity that provides walking paths, bicycle paths, access to river adjacent parks, and other activities. Specifically, the Study Area contains the LA River Bikeway, 29.1 miles of continuous bikeway between Vernon and Long Beach. The Lower LA River Revitalization Plan identifies proposed multi-use path enhancements, complete streets, river channel enhancements, and bridge crossing improvements. About 23% of residents in the LB-ELA Corridor reside within ½ mile of the LA River Bikeway.

### 3.3.4.5 School Access

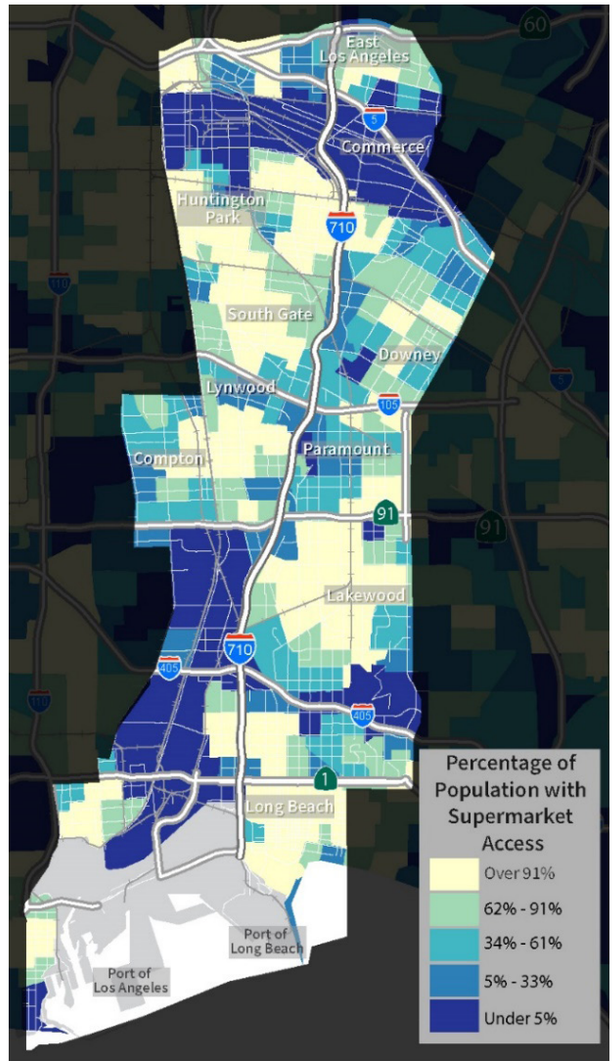
School access is defined as the distance less than ½ mile from a school. The industrial areas in the Study Area do not include school locations. Nearly all of residents in the Study Area reside within ½ mile of a public school.

Figure 3-45. Lack of Park Access



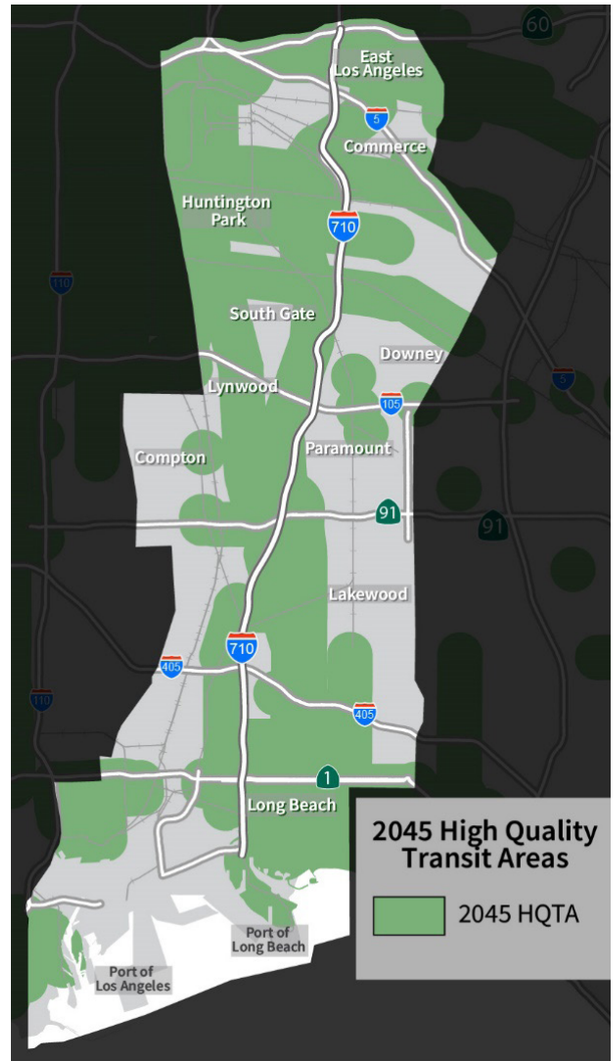

Source: LA County Park Needs Assessment

Figure 3-46. Lack of Supermarket Access



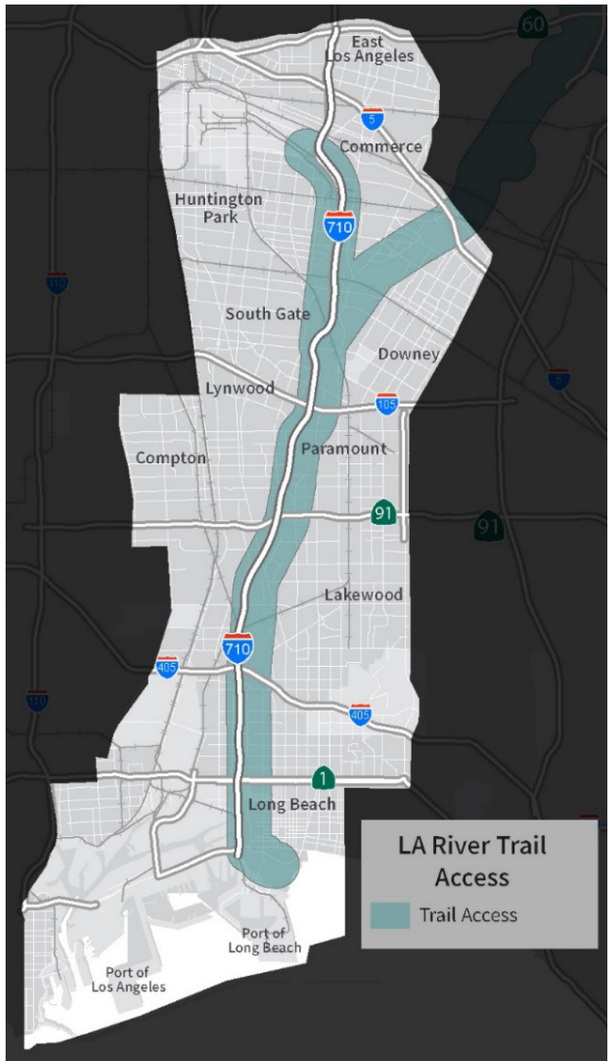

Source: Healthy Places Index 3.0, USDA Food Access Research Atlas (2017)

Figure 3-47. High-Quality Transit Areas (HQTA) (2045)



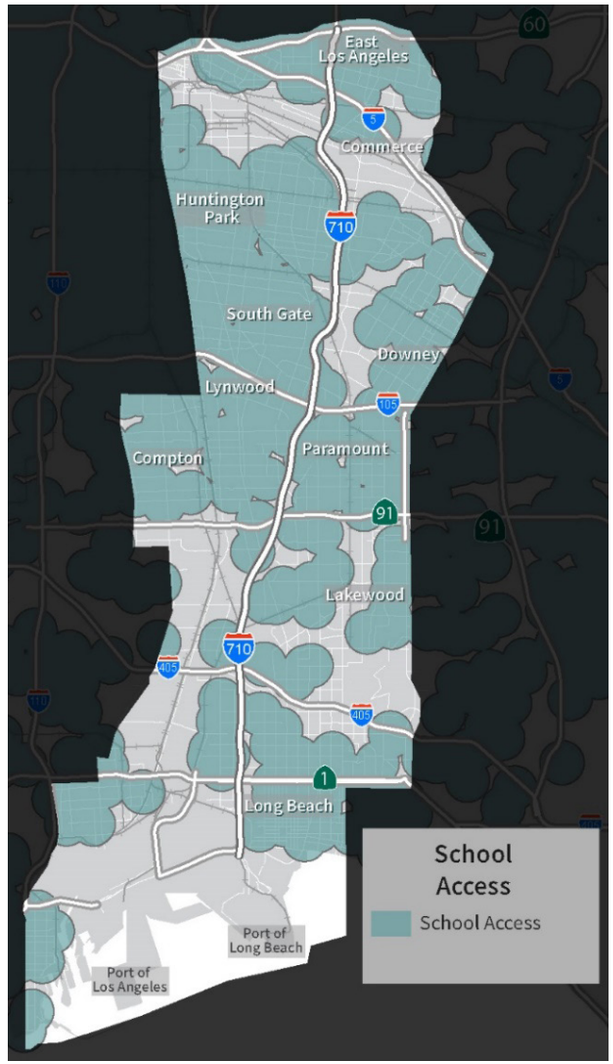

Source: Southern California Association of Governments (SCAG)

Figure 3-48. LA River Access




Source: LA Metro

Figure 3-49. Public School Access

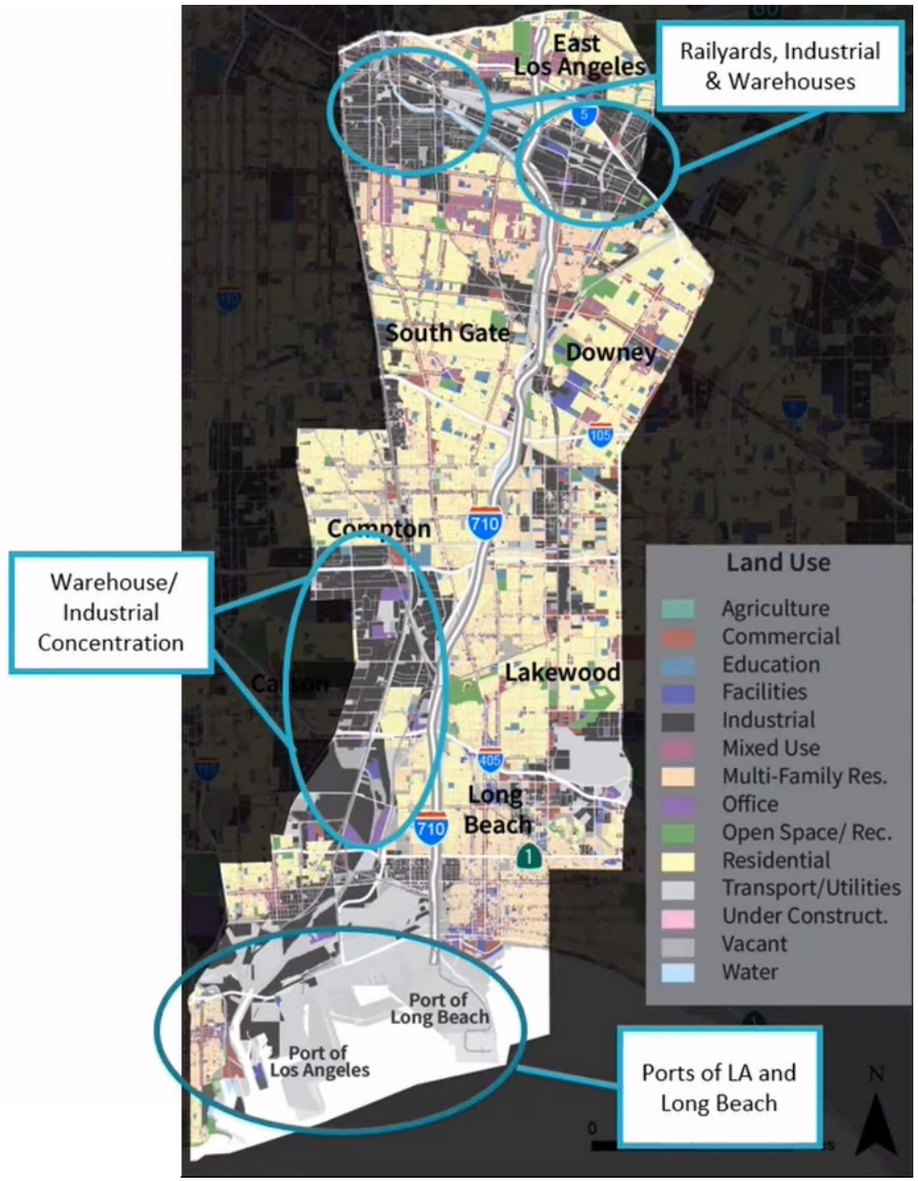



Source: California Department of Education

## 3.4 Land Use Characteristics

The Study Area land uses are primarily industrial and residential, with less commercial and office uses, unlike much of LA County. In several locations residential and industrial uses are close to, or adjacent to one another, for example the Ports which is associated with larger pollution impacts and for those residents. **Figure 3-50** shows the land uses of the Study Area and highlights the industrial concentrations.

Figure 3-50. Land Use Map




Source: SCAG

# 3.5 Transportation Conditions

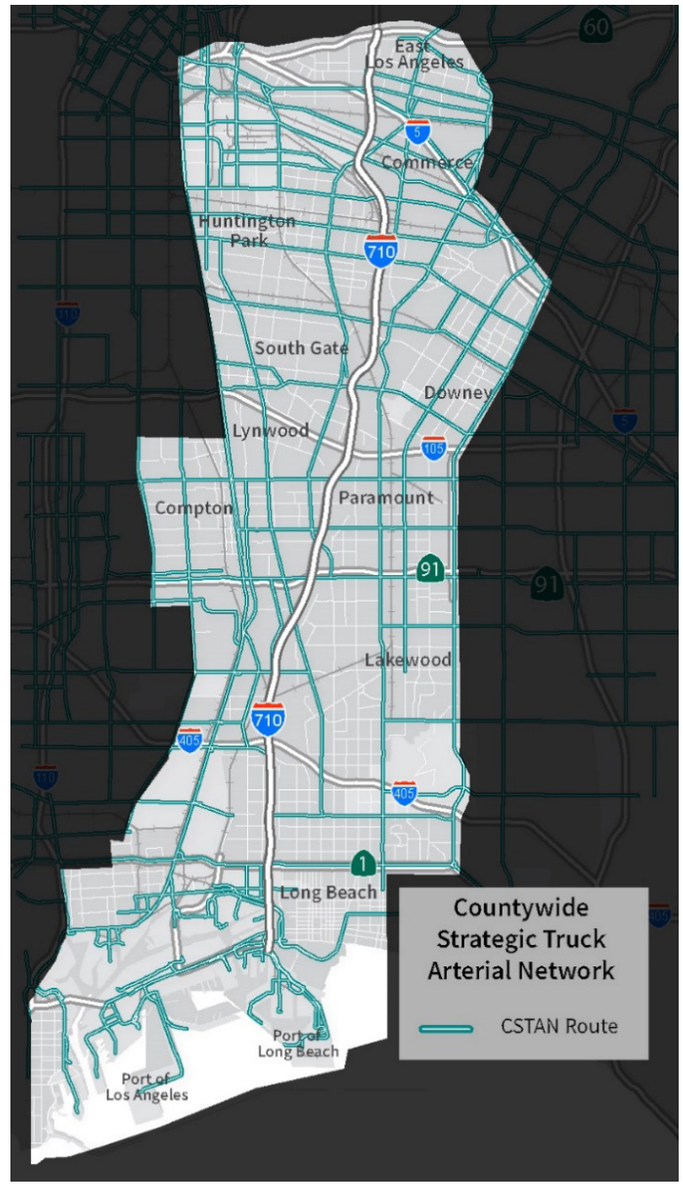
## 3.5.1 Goods Movement

In the LB-ELA Corridor, I-710 serves as the principal transportation connection for goods movement between the Ports, both at the southern terminus of I-710 and the Burlington Northern Santa Fe/Union Pacific rail yards in the cities of Commerce and Vernon, along with warehouses and freight trans-shipment facilities within and beyond the Corridor.

### 3.5.1.1 Goods Movement Infrastructure

The CSTAN, as indicated in **Figure 3-51** identifies the primary truck arterial network in LA County and prioritizes truck related improvements. CSTAN helps to create the inter-jurisdictional truck route system and supports the Federal Primary Freight Network.

Figure 3-51. Countywide Strategic Truck Arterial Network



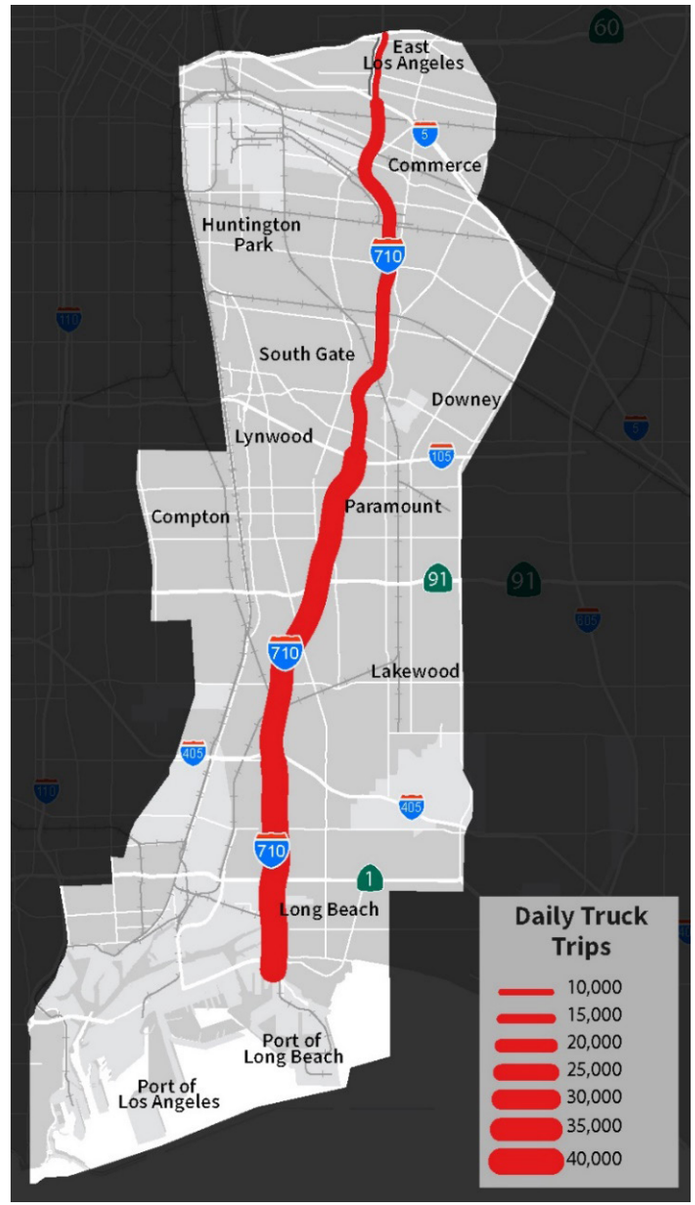

Source: LA Metro

**These impacts include truck traffic diversion from the freeway to parallel arterials such as Atlantic Boulevard and Long Beach Boulevard.**

### 3.5.1.2 Goods Movement Travel

**Figure 3-52** maps the daily truck trips along I-710. Clearly, heavier truck volumes occur at the southern end of the Corridor, near the Ports, with nearly 40,000 daily heavy-duty truck trips. In addition, the goods movement activities can be segmented by the east-west freeways that intersect with I-710. The truck volumes and the truck percentage are extremely high south of SR 91 when compared with typical freeways. However, truck trips decrease substantially north of I-105. Most of the heavy-duty trucks south of I-405 are oriented toward Port activities.

Figure 3-52. Daily Truck Trips



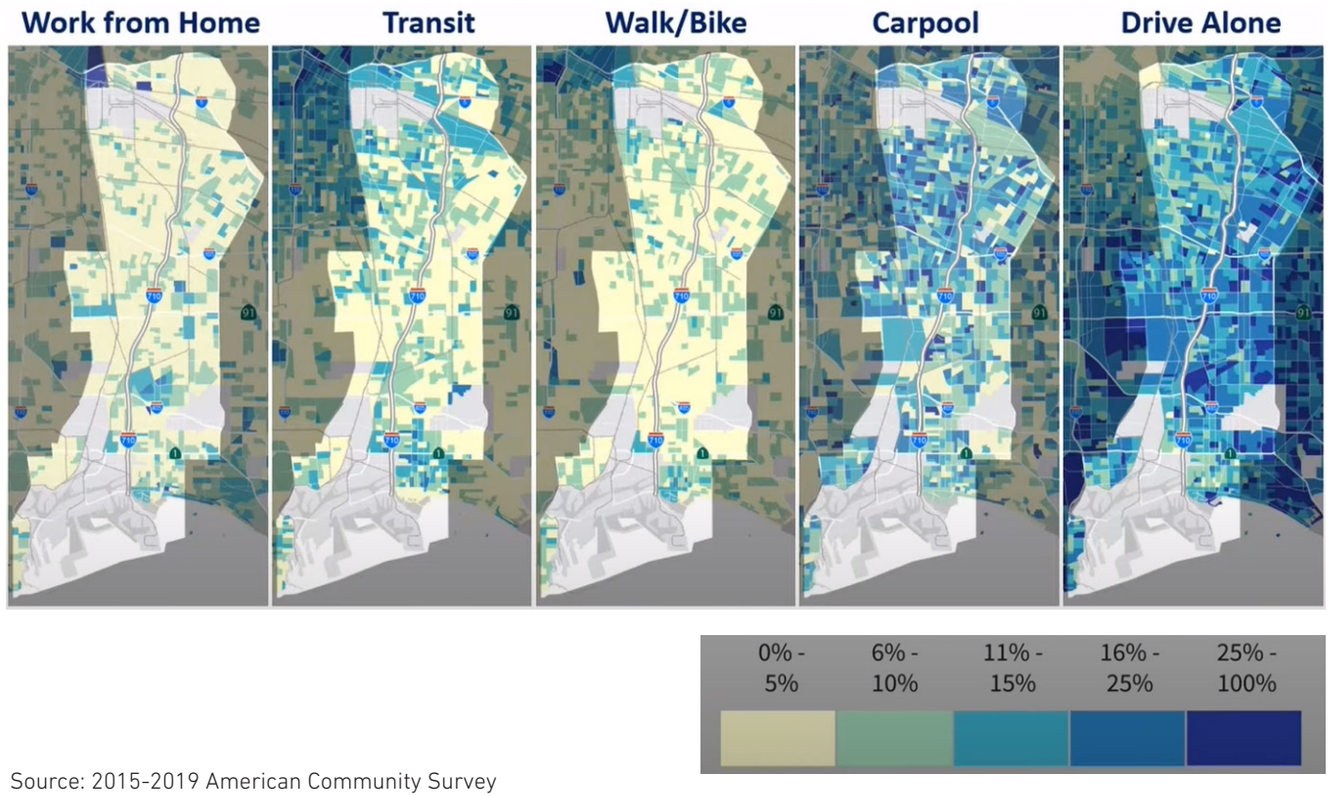

Source: PorTAM

## 3.5.2 Travel to Work Mode Share

This section discusses how people travel to work through the Study Area, reflecting the availability and quality of multimodal infrastructure and user preferences. Note that the analysis in this section uses 2019 data.

**Figure 3-53** shows that driving alone and carpooling are the predominant modes for people to get to work, indicating a strong dependency on the private automobile in the Study Area. The existing mode split means that I-710 carries high volumes of vehicles and suffers from the resulting congested conditions and traffic-related impacts. These impacts include truck traffic diversion from the freeway to parallel arterials such as Atlantic Boulevard and Long Beach Boulevard. These conditions affect the quality of life of those traveling through and living in the Corridor and region.

Figure 3-53. Public School Access



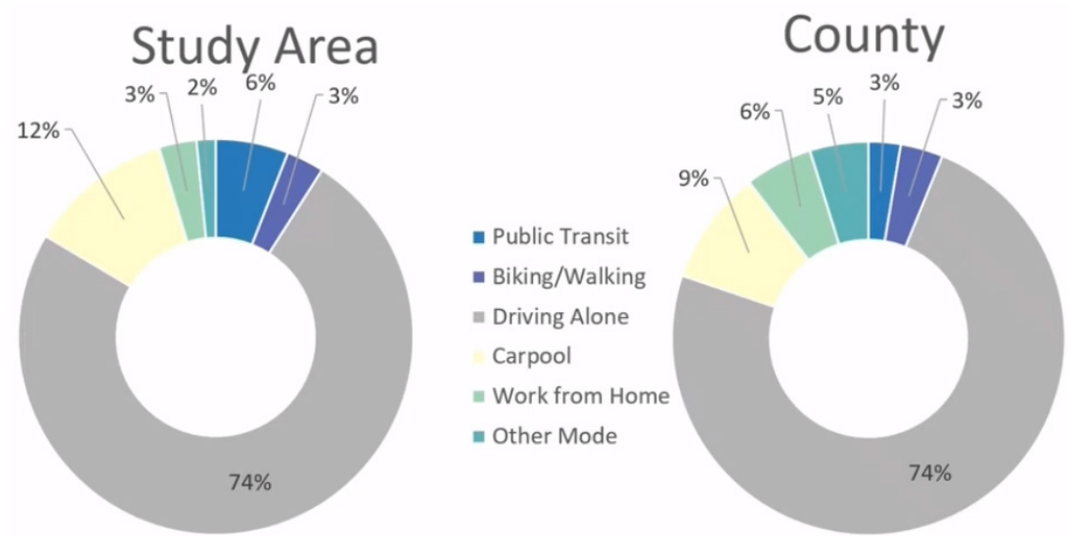

Source: 2015-2019 American Community Survey

**Figure 3-54**. displays the share of work trip travel each travel mode: work from home, transit, walk/bicycle, carpool, and drive alone. As indicated in **Figure 3-54**, the work trip mode share in the Study Area is similar to that of the County as a whole, with a higher percentage of carpooling and less work from home but double the use of transit.



*Photo courtesy of Caltrans District 7*

Figure 3-54. Mode Share Comparison




Source: 2015-2019 American Community Survey

## 3.5.3 Active Transportation

### 3.5.3.1 Active Transportation Infrastructure

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 I-710 and LA River.[31] **Figure 3-55** shows the active transportation deficiencies which include pedestrian and bicycle crossing gaps along I-710 and the bicycle lane network in the Study Area. A major north-south protected multiuse path for bicycles and pedestrians along the LA River provides continuous north-south access for active transportation travelers. However, there are many issues related to active transportation infrastructure, such as a lack of sidewalks, crosswalks, designated bicycle routes in much of the Study Area, a lack of designated bicycle lanes at many of I-710 and LA River east/west crossings, and difficulty in crossing both the freeway and the river due to the lack of bicycle lanes or missing/unpaved/ narrow sidewalks. As also shown in **Figure 3-56**, many of I-710 and LA River east/west crossings do not have designated bicycle lanes or other bicycle facilities. Some crossings have missing, unpaved, or narrow sidewalks, which creates gaps in the active transportation network. In addition to high volumes of private vehicles entering and exiting the freeway, these gaps make crossing the freeway and river safely difficult for bicyclists and pedestrians.

Figure 3-55. I-710 Active Transportation Crossing Gaps

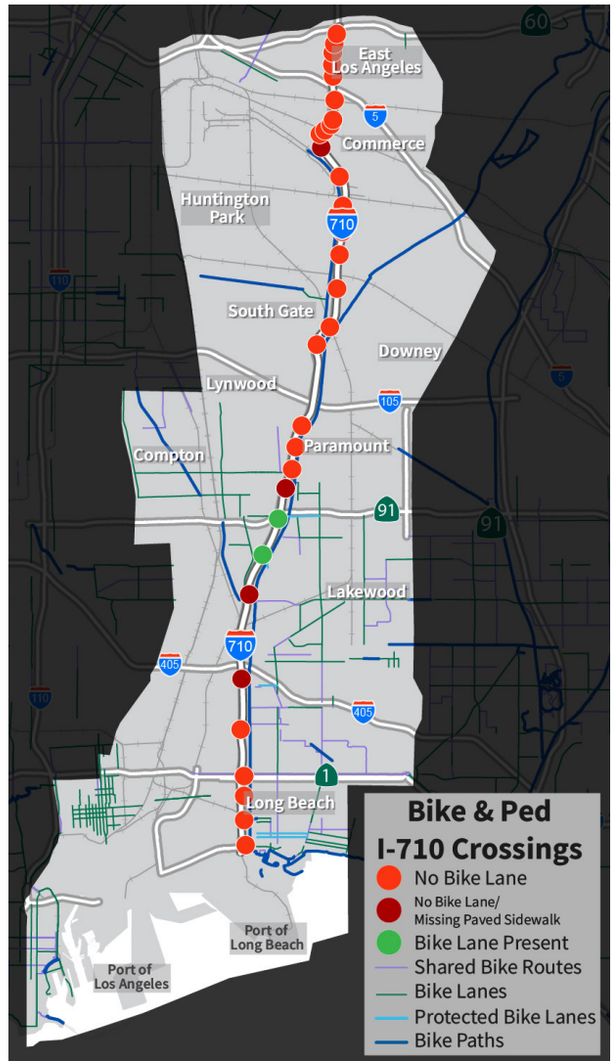
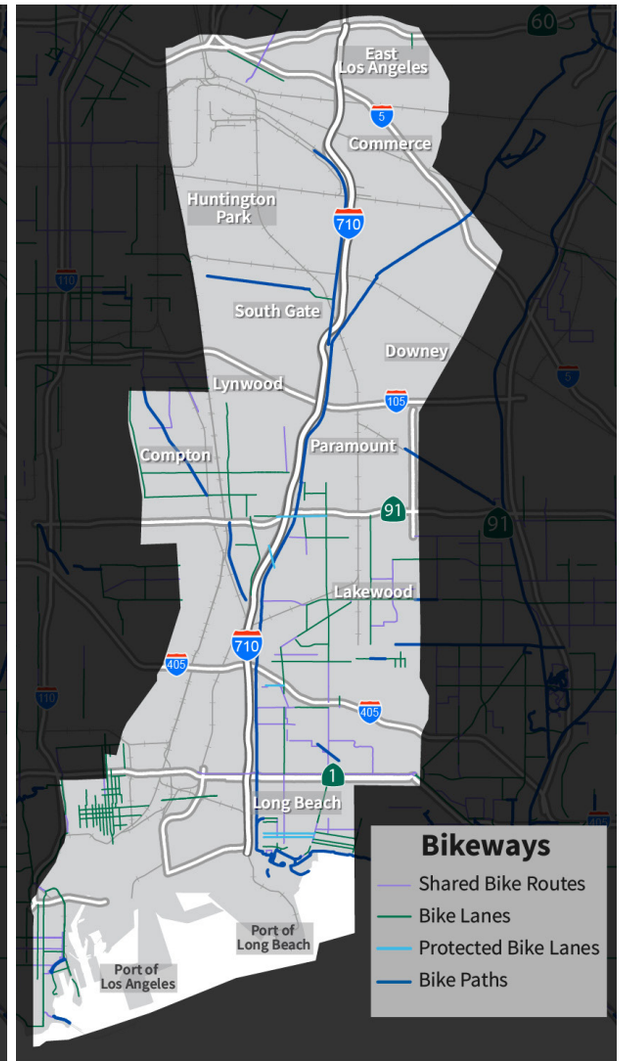



Figure 3-56. Bicycle Lane Network




Source: SCAG, LA County Bikeways Data

31 Bikeways Data from Southern California Association of Governments and LA County

## 3.5.4 Arterial Roadway

### 3.5.4.1 Study Area Arterial Roadway Network

As shown in **Figure 3-57**, I-710 extends 19.2 miles in the Study Area. There are four freeway interchanges with east/west freeways, including I-5, I-105, SR 91, and I-405. No high-occupancy vehicle lanes nor truck lanes were constructed as part of I-710. In addition, many key arterials are paralleling I-710.

**Figure 3-58** also shows that I-710's pavement condition is considered "Good," as are most of the local streets in the Corridor. Generally, the roadway conditions of the streets in the southern portion of the Study Area are better than those in the north.

Figure 3-57. Major Arterials

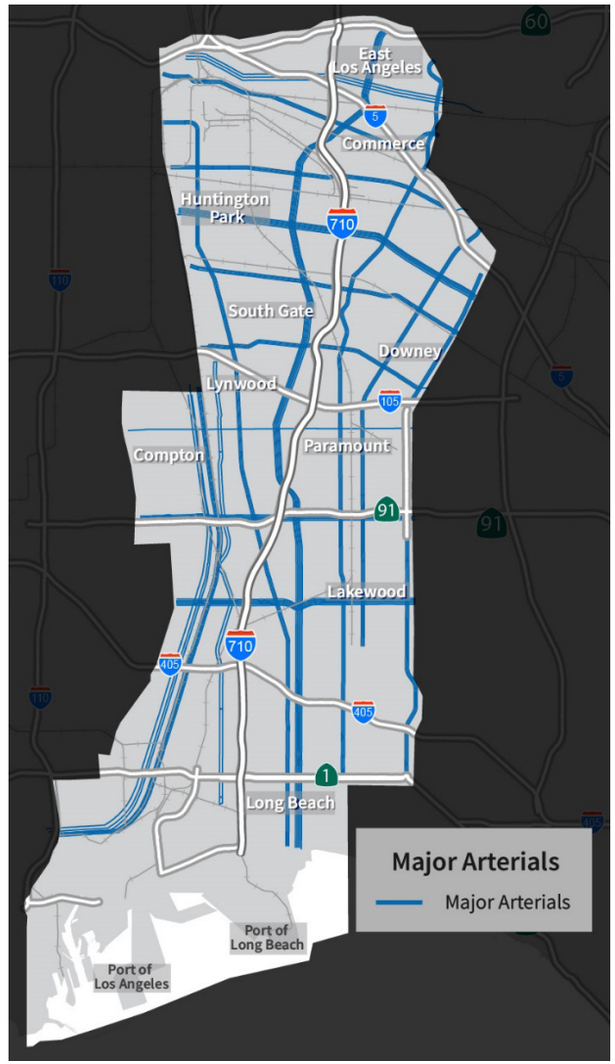
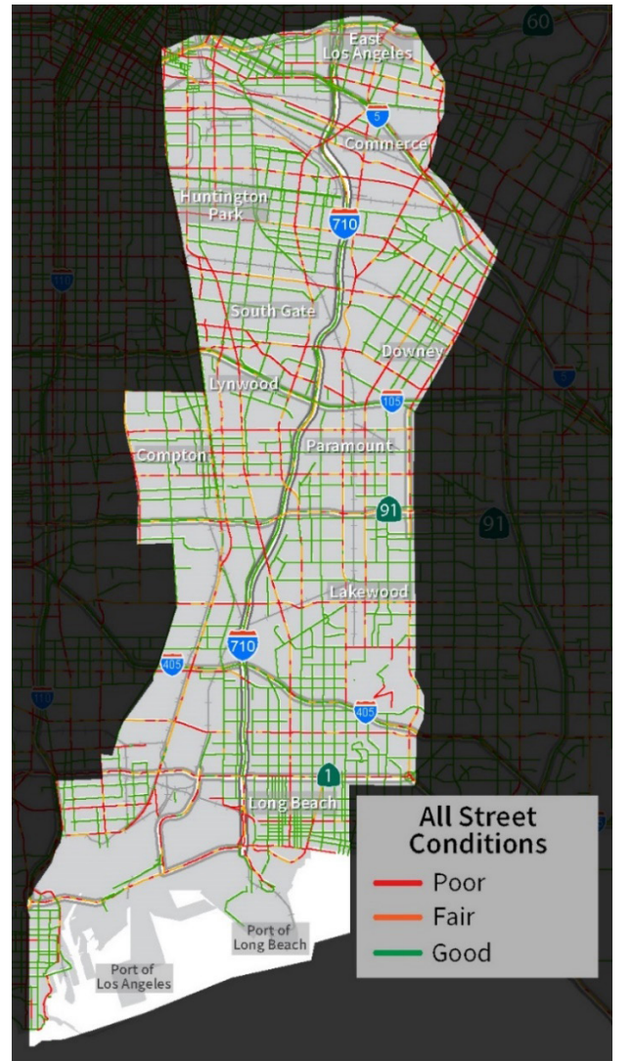



Figure 3-58. Street Conditions



**The LB-ELA Corridor Study Area features higher percentages of bridges in poor and fair condition than LA County as a whole.**

### 3.5.4.2 Study Area Bridges and Pavement

As indicated in **Table 3-1** below, the LB-ELA Corridor Study Area features higher percentages of bridges in poor and fair condition than LA County as a whole. Several bridges along I-710 are in "Poor" condition, as the map in **Figure 3-59** indicates.

Pavement condition is classified for local and arterial roads using four levels: "Poor," "Fair," and "Good." As shown in **Table 3-2** and **Figures 3-59** and **3-60**, no jurisdictions in the Study Area have their roads classified as "Poor"; however, more than half of the area is classified as "Fair."

Table 3-1. Bridge Condition Comparison

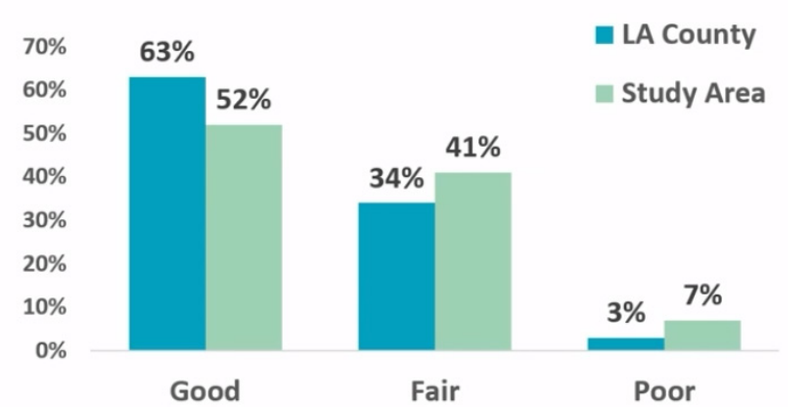



Table 3-2. Pavement Condition Comparison

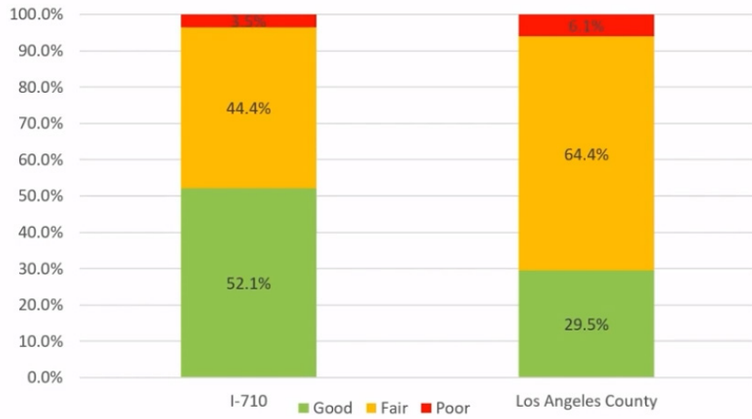


Figure 3-59. Bridge Condition

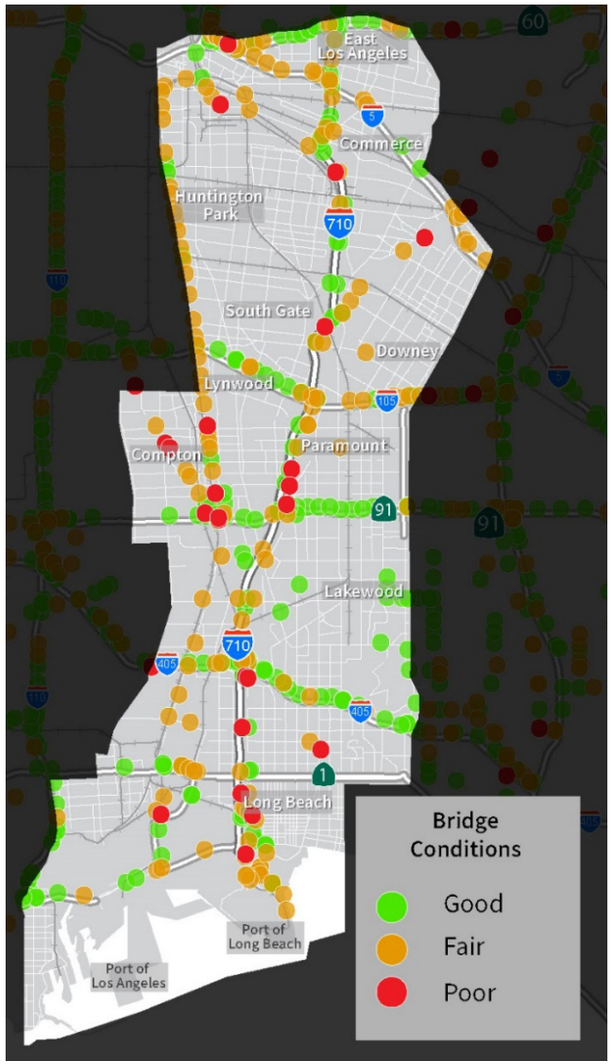
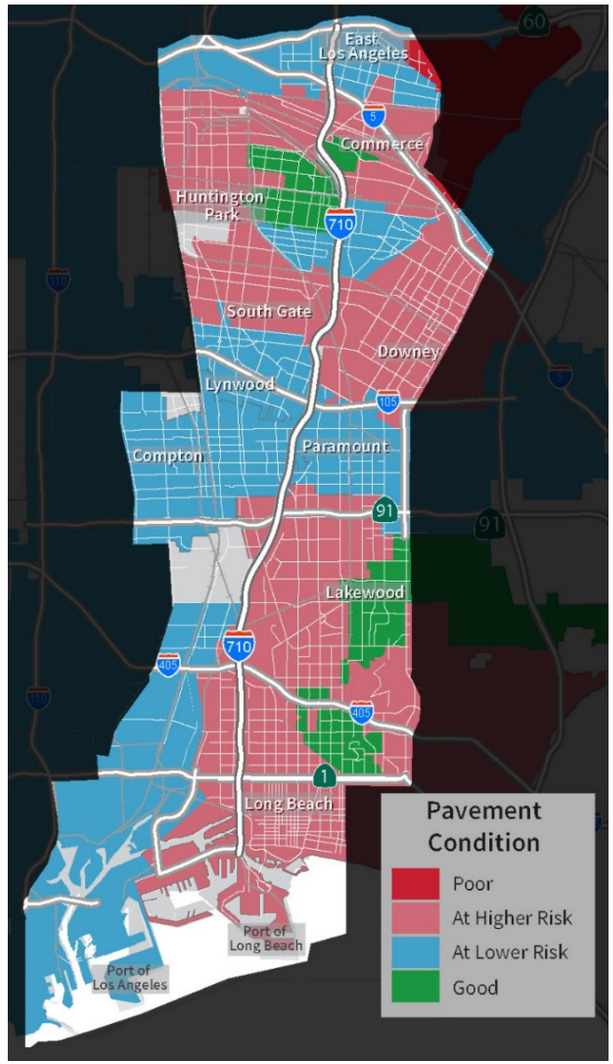



Figure 3-60. Pavement Condition



**The Study Area contains many arterials with high levels of delay and significant congestion. Routes with higher delay include Long Beach Boulevard, Atlantic Avenue, Cherry Avenue/Garfield Boulevard, Lakewood Boulevard, and several other east/west routes.**

### 3.5.4.3 Arterial Roadway Travel Characteristics

**Figure 3-61**, **Figure 3-62**, and **Figure 3-63** illustrate the infrastructure characteristics for vehicles in the Study Area through congestion and travel speeds, specifically "Arterial Roadway Daily Vehicle Hours of Delay," "Morning Arterial Roadway Speeds," and "Evening Arterial Roadway Speeds."

The Study Area contains many arterials with high levels of delay and significant congestion. Routes with higher delay include Long Beach Boulevard, Atlantic Avenue, Cherry Avenue/Garfield Boulevard, Lakewood Boulevard, and several other east/west routes.

Vehicle speeds during the morning hours tend to remain greater than 18 miles per hour, and there seems to be greater morning congestion in the northbound direction. The arterials with the lowest speed during the morning hours include Long Beach Boulevard, Atlantic Avenue, westbound Whittier Boulevard, Slauson Avenue, Florence Avenue/Mills Avenue, Alameda Street northbound, and Manchester Avenue eastbound/Firestone Boulevard. Four additional corridors contain vehicle speeds less than 18 miles per hour in the evening peak hours compared to the morning peak hours. They include Whittier Boulevard eastbound, Slauson Avenue, Atlantic Avenue southbound, and Santa Fe Boulevard southbound.

Figure 3-61. Arterial Roadway Daily Vehicle Hours of Delay

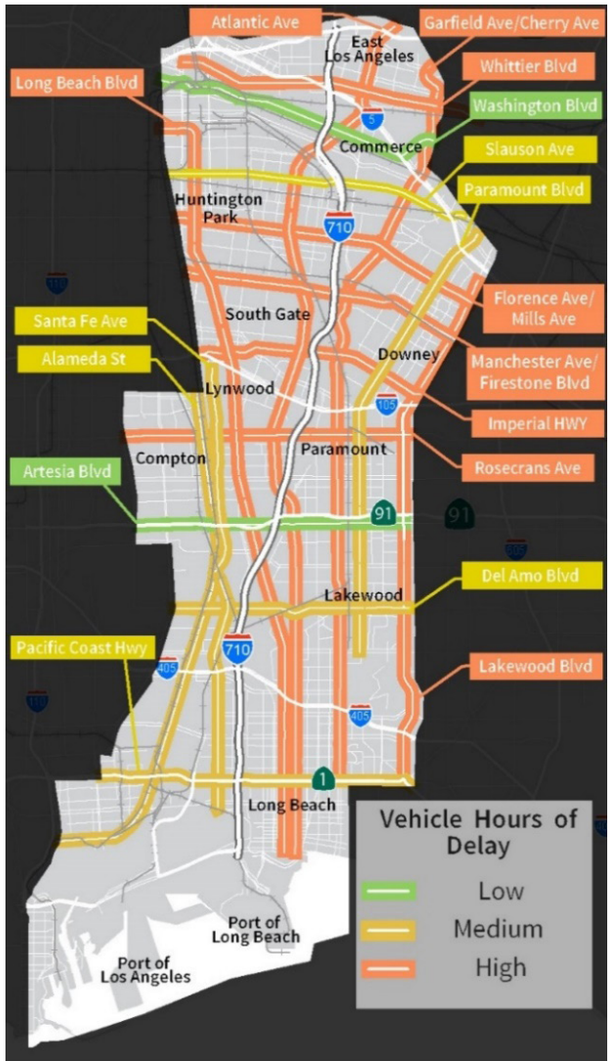



Figure 3-62. Morning Arterial Roadway Speeds

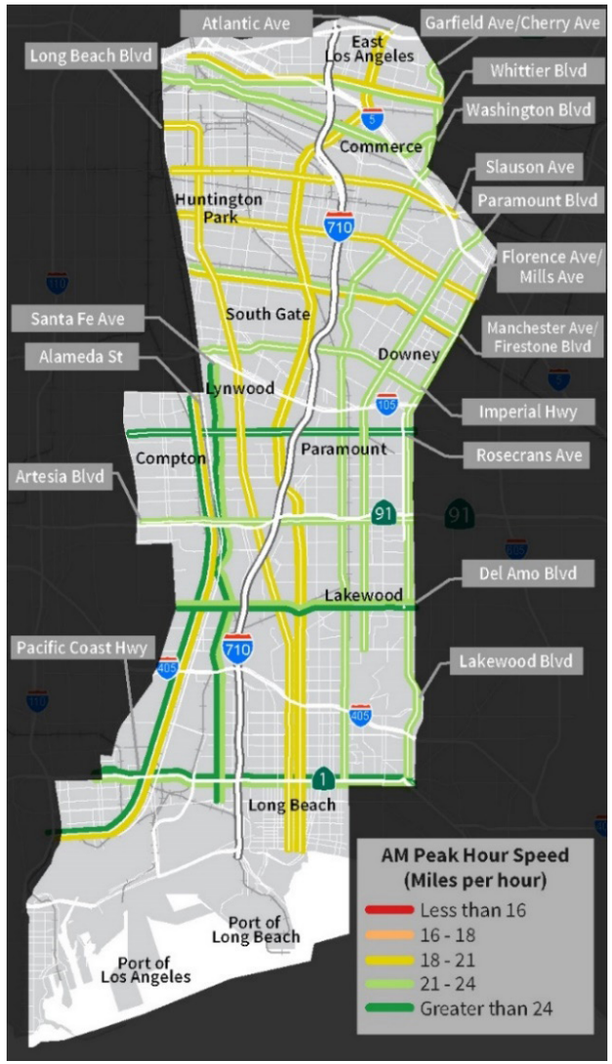
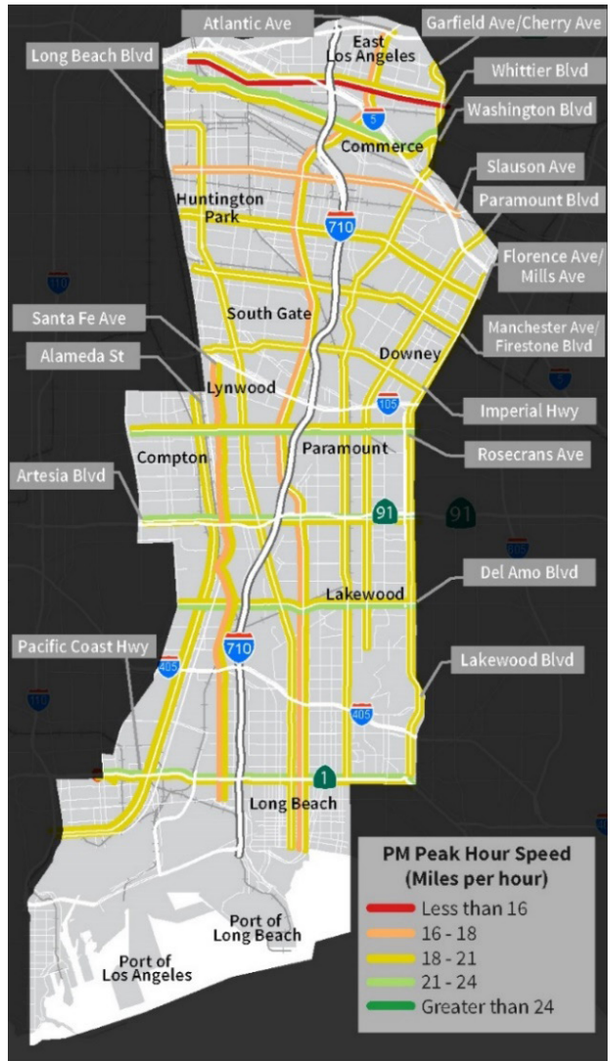



Figure 3-63. Evening Arterial Roadway Speeds

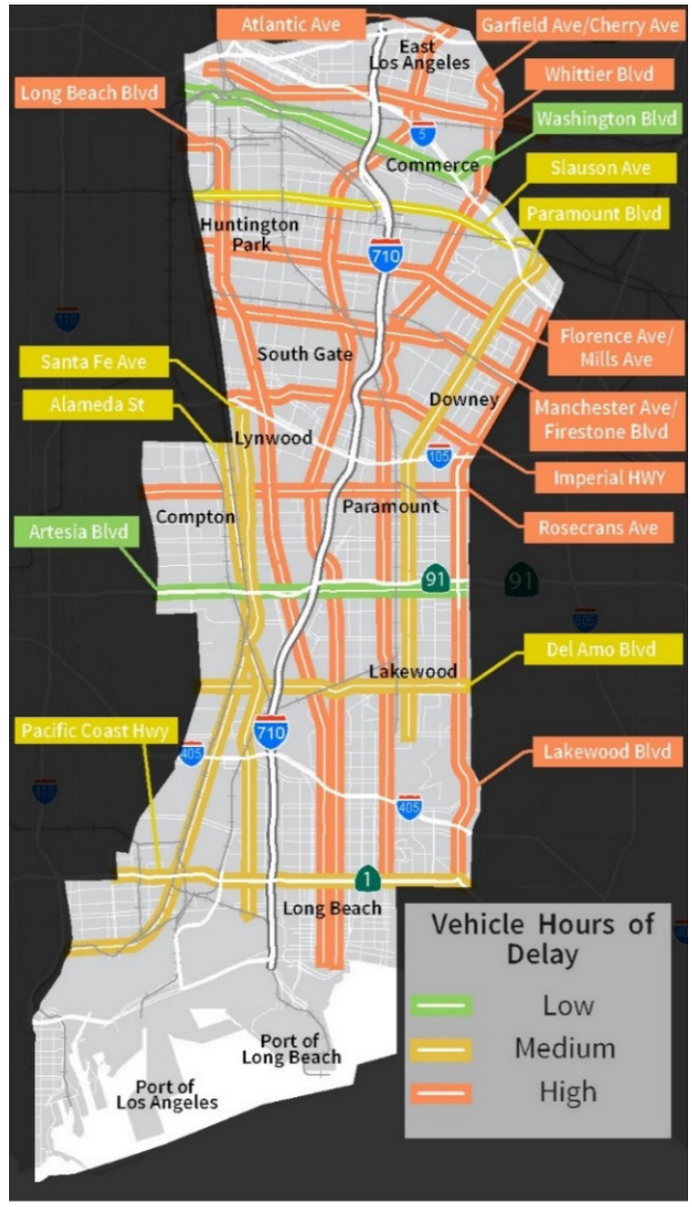



Source: Metro Arterial Performance Measurement (Measure Up)

**The VMT in the Study Area is about 12% of LA County's VMT.**

"Daily Vehicle Miles Traveled (VMT)" was chosen to quantify and visualize the number of trips taken on arterials roadways in the Study Area. The VMT in the Study Area is about 12% of LA County's VMT. As shown in **Figure 3-64**, the Study Area contains many arterials with high levels of VMT and they generally match the arterials with high daily vehicle hours of delay. This is because more vehicles are filling up the freeway space, creating congestion; that is, the more miles people are driving their vehicles, the more vehicles there are on the roadway at any given time. The routes with higher VMTs include Santa Fe Avenue, Cherry Avenue/Garfield Boulevard, Lakewood Boulevard, Paramount Boulevard, and several other east/west routes.

Figure 3-64. Study Area Arterial Roadway Daily Vehicle Miles Traveled




Source: SCAG Regional Travel Demand Model

## 3.5.5 Freeway

### 3.5.5.1 Freeway Travel Characteristics

**Figure 3-65** and **Figure 3-66** shows that driving on I-710 itself features speeds under 45 miles per hour, with a substantial portion of the Corridor under 35 miles per hour. The highest speeds in the morning are in the mid-Corridor area southbound between I-405 and I-105. In the evening, the northbound has one segment with higher speeds in the Commerce area, and the southbound has one segment of higher speeds from north of I-105 to SR 91.

Figure 3-65. I-710 Freeway Morning Speed

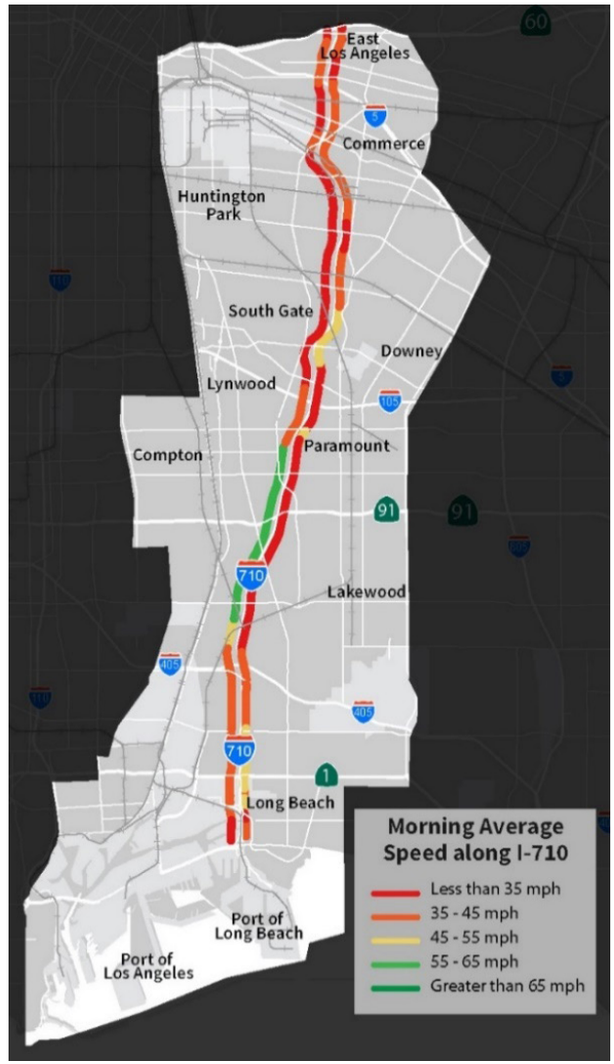
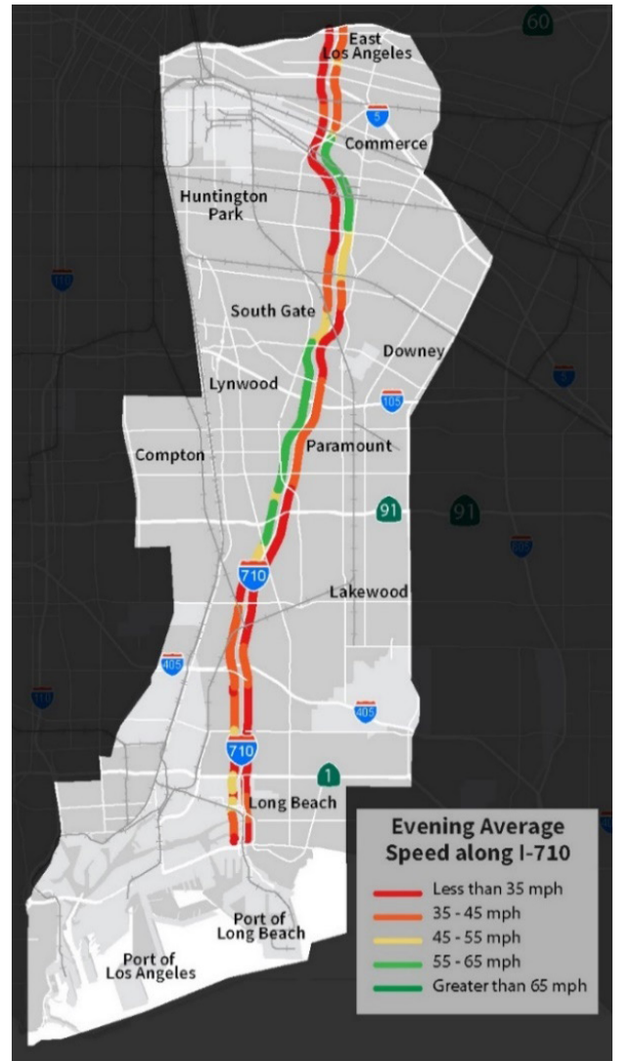


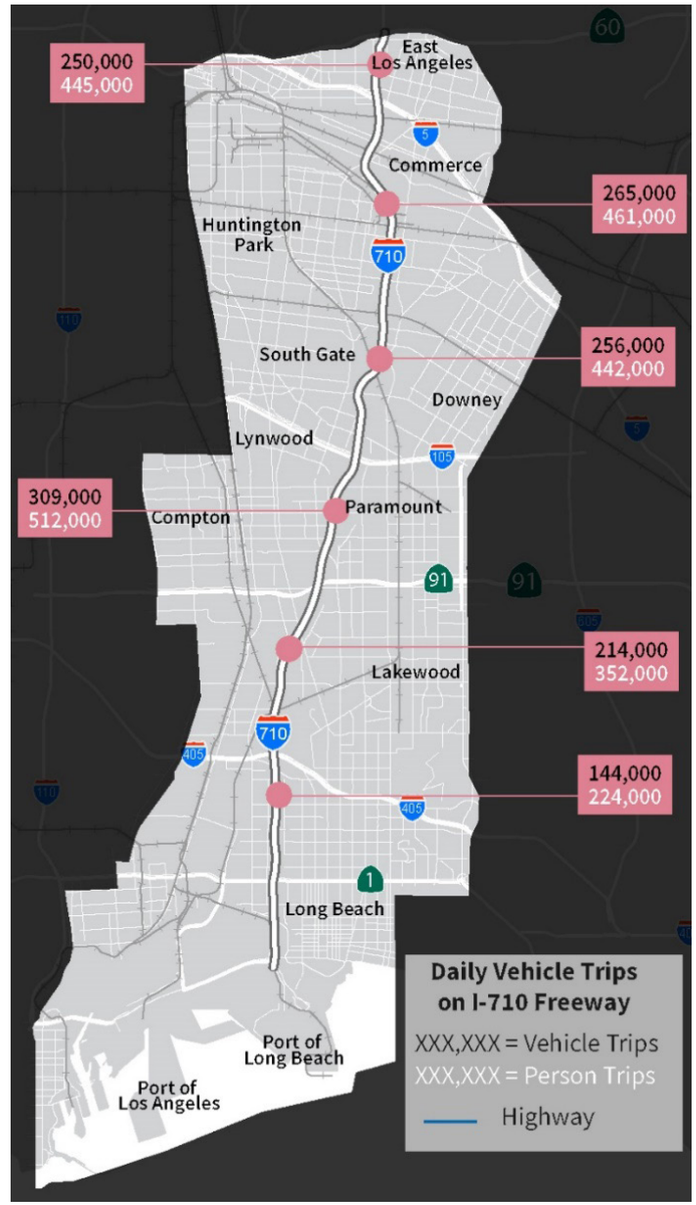

Figure 3-66. I-710 Freeway Evening Speed




Source: National Performance Management Research Data Set

"Daily Vehicle and Person Trips" was chosen to quantify and visualize the number of trips taken along I-710 in the Study Area. **Figure 3-67** indicates that daily vehicle trips range from 144,000 trips per day south of I-405 to more than 300,000 between SR 91 and I-105. Daily person trips range from 224,000 south of I-405 to more than 500,000 between SR 91 and I-105. The segment between SR 91 and I-105 has the highest number of vehicle and person trips. The southern segment contains the lowest number of vehicles and person trips. **Figure 3-70** displays freeway pavement conditions in the study area.

Figure 3-67. Daily Vehicle and Person Trips on I-710




Source: Caltrans

### 3.5.5.2 Freeway Bottlenecks

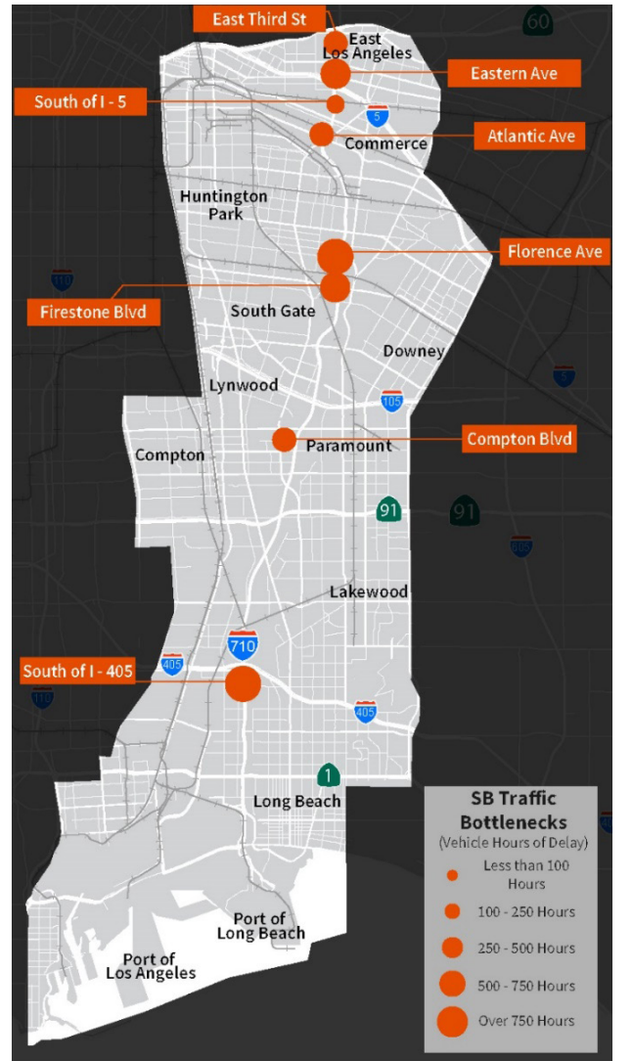
Congestion and slow speeds cause bottlenecks in the roadway system; bottlenecks are locations that experience specific increases in delay. As shown in **Figure 3-68** and **Figure 3-69** bottlenecks occur throughout the LB-ELA Corridor along I-710. The worst northbound bottlenecks occur at Willow Street, Long Beach Boulevard, Imperial Highway, and Atlantic Avenue. The worst southbound bottlenecks occur at Florence Avenue and the vicinity where I-405 meets I-710.

**Figure 3-70** displays freeway pavement conditions in the study area.

Figure 3-68. Northbound Bottlenecks Along I-710




Figure 3-69. Southbound Bottlenecks Along I-710

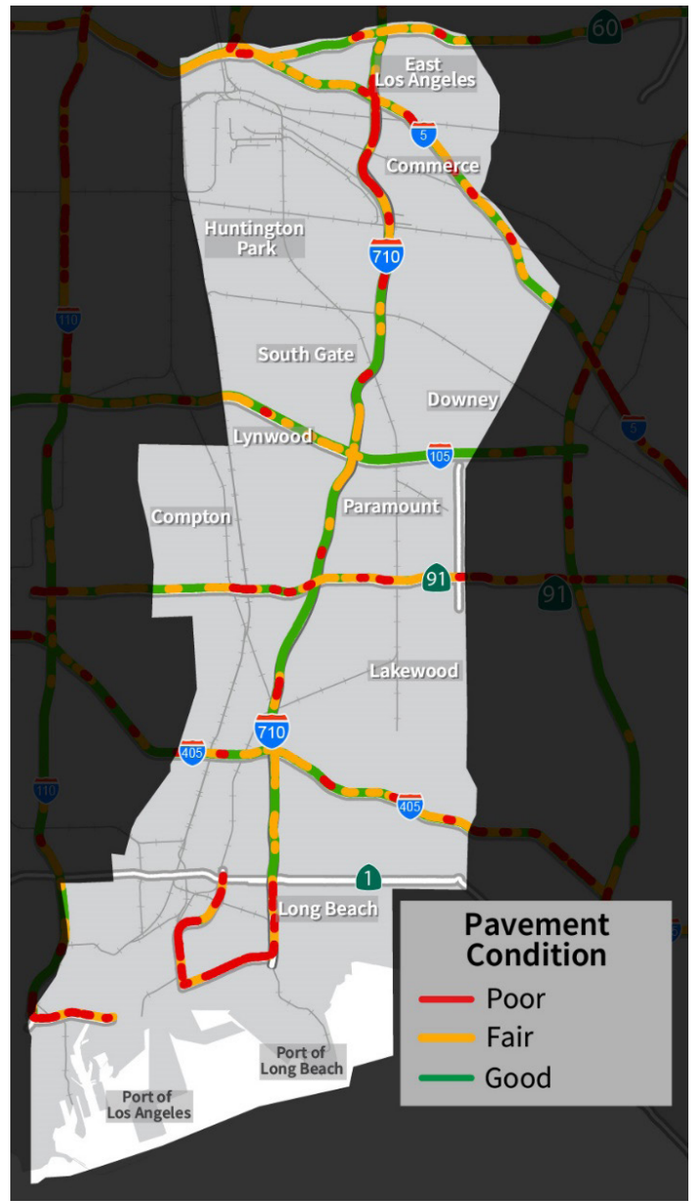



Source: Caltrans Performance Measurement System (PeMS)

### 3.5.5.3 Freeway Pavement Conditions



Figure 3-70. Freeway Pavement Conditions



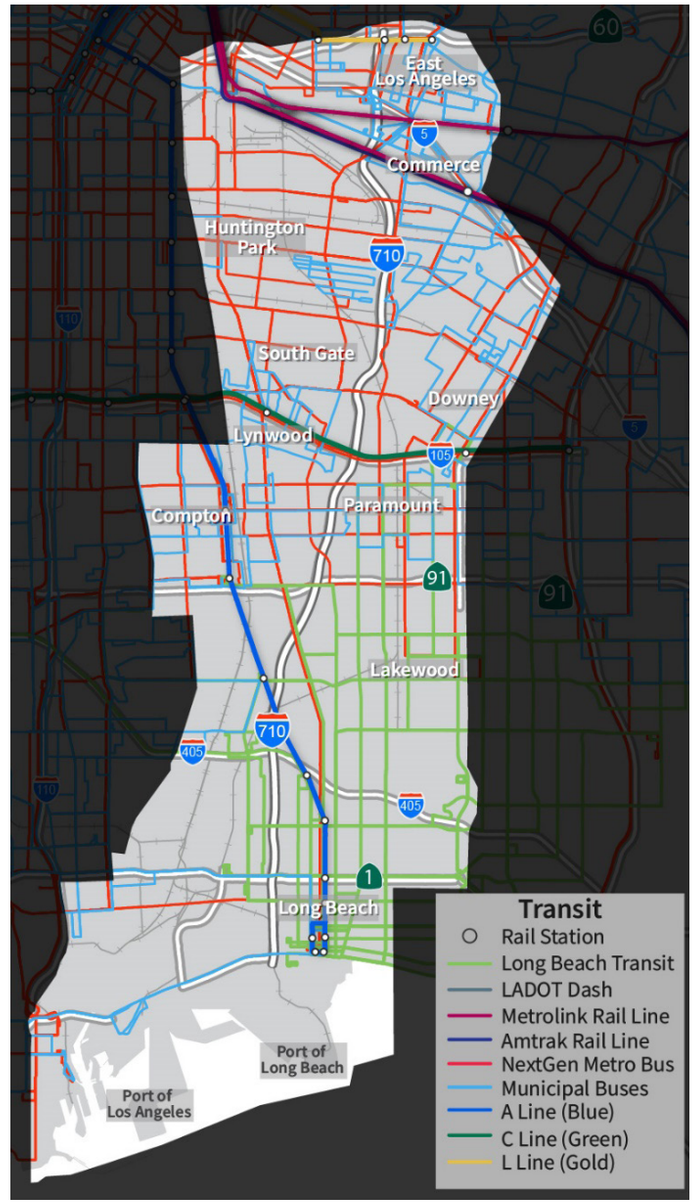

Source: Caltrans High Performance Monitoring System (HPMS)

## 3.5.6 Transit

### 3.5.6.1 Transit Infrastructure

In terms of infrastructure for transit, multiple transit services are in or touch the Study Area as shown in **Figure 3-71**. These transit services including LA Metro rail and bus, Metrolink, Long Beach Transit, Amtrak, Los Angeles Department of Transportation Dash, and local community bus circulators.

Figure 3-71. Transit Infrastructure




Source: LA Metro, Amtrak, Long Beach, and LADOT DASH Route Lines

### 3.5.6.2 Transit Usage

Currently, there are about 111,000 total Metro bus and rail boardings and nearly 50,000 Long Beach Transit boardings on a daily basis in the Study Area (**Figure 3-72** and **Figure 3-73**). Metro rail boardings in the Study Area constitute 8.5% of all Metro Rail boardings. The highest ridership stations are at transfer stations, and many rail passengers board at the end of the A Line in Long Beach. The pandemic that began in 2020 imposed a significant negative impact on ridership, and ridership is still slowly recovering.

Figure 3-72. Transit Rail Boarding

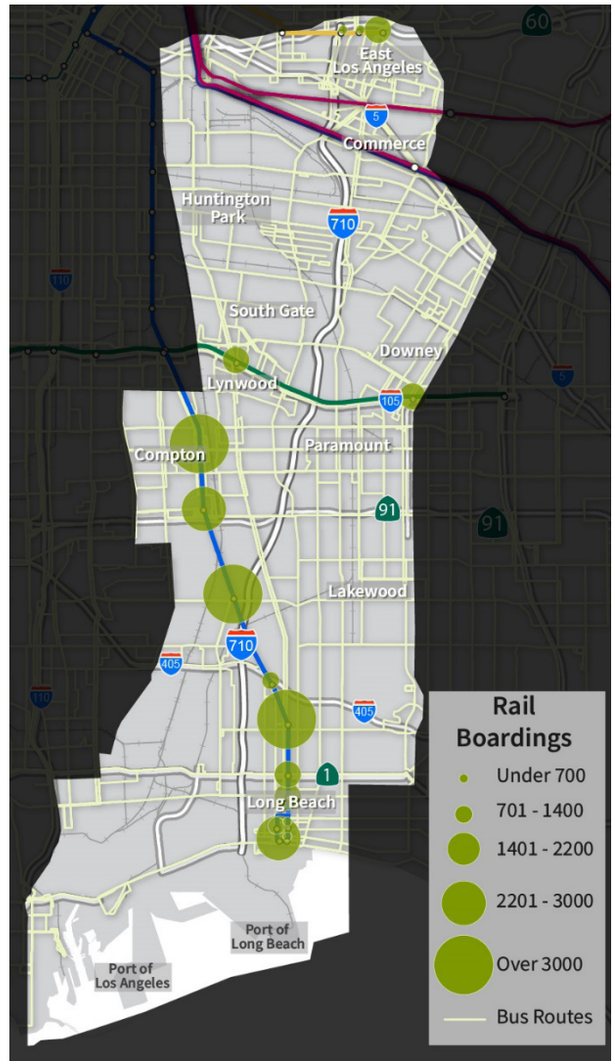
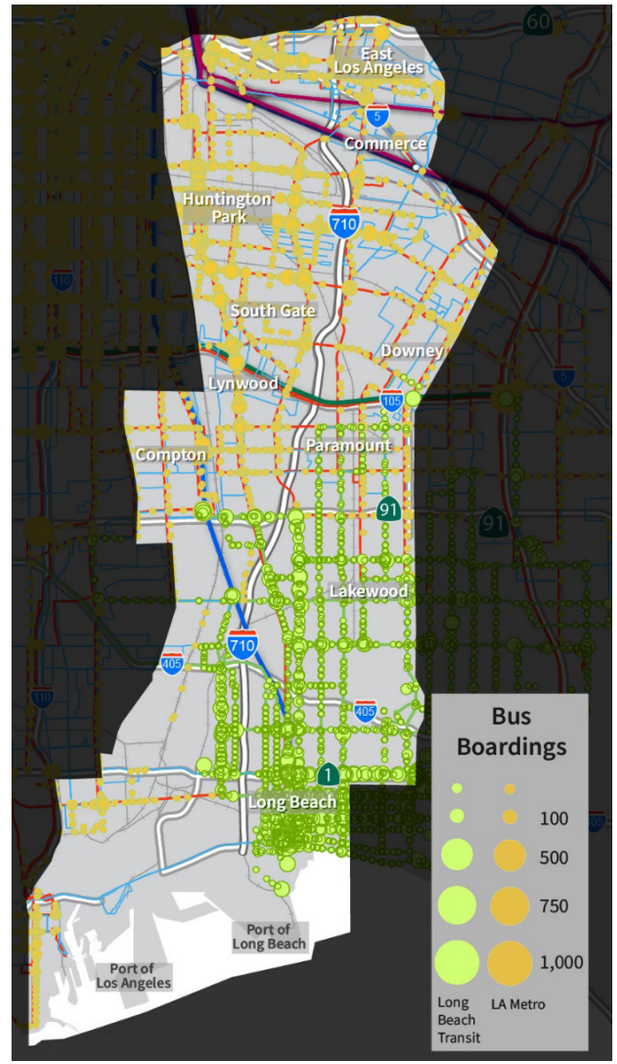



Figure 3-73. Transit Bus Boarding




Source: 2019 LA Metro Ridership Data



# 4. Corridor Vision, Goals, and Guiding Principles

The Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (Investment Plan) expresses and advances myriad investment priorities identified by the Corridor's residents and stakeholders to support their Vision for the LB-ELA Corridor. The Vision is supported by seven Goals and two Guiding Principles, which are informed by Metro's policy priorities while also responding to the many specific and interconnected challenges facing the LB-ELA Corridor today within the historical context of Interstate 710 (I-710) and its generational impacts on surrounding communities.

The Plan's Vision, Goals, and Guiding Principles further Metro's Equity Platform, respond to the communities' needs and priorities along and within the corridor. The Plan builds on California's ambitious transportation decarbonization goal set by Executive Order N-79-20, and support the principles outlined in the State of California's Climate Action Plan for Transportation Infrastructure, the framework and goals in the California Transportation Plan 2050, the California State Transportation Agency's Core Four Priorities, and California's Climate Change Scoping Plan. The Plan's commitment to a zero-emission future for the LB-ELA Corridor also reflects the current national and state policies and guidance set forth by the National Zero-Emission Freight Corridor Strategy, designation of the National Highway Freight Network as the National Electric Vehicle Corridors, and the state's SB671 Clean Freight Corridor Efficiency Assessment. This plan is a qualifying CMCP under CTC SCCP guidelines.

The Investment Plan's Vision, Goals, and Guiding Principles also closely align with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy, the 2020 Metro Long Range Transportation Plan, Metro's Vision 2028 Goals, and the Metro Board approved plans, policies, and initiatives providing the foundation for the evaluation framework to assess projects against multiple criteria. This chapter introduces the LB-ELA Corridor Vision, Goals, and Guiding Principles and describes the process through which these statements were inspired, drafted, refined, and adopted.

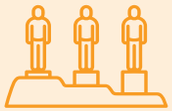
## Vision

*A concise statement that captures the collective aspirations, desires, and outcomes of the project*

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

## Guiding Principles

*Values that guide all processes and outcomes through a cohesive and intentional framework*



**EQUITY**
A commitment to (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and (3) eliminate disparities in project processes, outcomes, and community results. The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.



**SUSTAINABILITY**
Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/ conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.

## Goals

*Desired outcomes for general areas of concern to support and realize the overall Vision*



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



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



**ENVIRONMENT**
Enhance the natural and built environment.



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



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



**PROSPERITY**
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 LB-ELA Corridor communities, which have been and continue to be harmed by economic activity and development.



**SAFETY**
Make all modes of travel safer.

## 4.1 Identification of Issues

The issues Metro intended to address through the LB-ELA Corridor Task Force process and Investment Plan are wide-ranging, reflecting the geographic scale of and the depth of unmet investment need in the Corridor. These issues are compounded by the many challenges associated with serving the nation's busiest seaport complex, a highly populated region, and the residual effects of the project history from which the renewed LB-ELA Corridor planning process emerged. In addition to the travel characteristics and infrastructure conditions typically assessed for transportation planning efforts, issues identified in this process encompass the last century of racial, economic, and environmental injustice that was reinforced by public policy and infrastructure decisions and continues to impact the Corridor's communities today.

To identify the Corridor's key issues and opportunity areas, the project team initially reviewed planning studies and community responses from the past two decades of planning and community advocacy around the LB-ELA Corridor to establish context and lessons learned for the new LB-ELA Corridor visioning process. This initial research was followed by community listening sessions, a vision and goals public survey, a public meeting, and a robust analysis of existing conditions, all of which were discussed across a series of meetings with Task Force and Community Leadership Committee (CLC) members. Applying a shared understanding of the Corridor's issues, the Task Force, CLC, and Equity Working Group collaborated to envision a future that balances the diverse needs of the Corridor's stakeholders. 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 development process and outcomes.

This effort aligns with Metro's Multimodal Highway Investment Objectives policy, adopted in June 2022, which includes the following objective: "Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity of and quality of life of those communities with minimal or no displacement during the implementation of highway projects."

**The Investment Plan is consistent with CALSTA's (California State Transportation Agency) Core Four Priorities**



### SAFETY

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



### EQUITY

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



### CLIMATE ACTION

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



### ECONOMIC PROSPERITY

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

**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, the project team 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. More than 3,000 stakeholders received the survey, and the 451 responses comprised 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, 51% selected travel options, and 50% selected street safety for all transportation users.

**March 2022: Vision and Goals Development Public Meeting**

The project team held a Vision and Goals Development public meeting (virtually) 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.

### 4.1.1 Winter 2021 – Spring 2022: Existing Conditions Analysis

As detailed in Chapter 3, 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 and compare them with LA County. Based on the issues and opportunity areas identified through public input and prior studies, 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 ground-truth quantitative data to gain a more comprehensive understanding of the LB-ELA Corridor communities.

A subsequent existing conditions 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 (EFCs) as an overlay to identify patterns and disparities in conditions for EFC and non-EFC areas within the Corridor. This project planning analysis further helped identify that people along the LB-ELA Corridor are overburdened in many ways compared with other parts of the region. Given the high percentage of BIPOC populations in the Corridor, these issues were identified as reinforcing racial inequities and demonstrating how structural racism persists in urban communities.

### 4.1.2 Summary of Key Issues

Key issues highlighted by initial research and engagement, which informed the development of the LB-ELA Corridor Vision, Goals, and Guiding Principles, are summarized below:[32]

- high freeway emissions and poor air quality;
- cumulative community health burdens;
- unsafe and hostile streets for pedestrians and bicyclists;
- poor transit service reliability;
- slow travel times;
- lack of green space and shade;
- goods movement capacity and impacts;
- disconnected communities;
- historic disinvestment and disenfranchisement;
- lack of trust from the previous I-710 project and process; and
- disparities in municipal capacity and resources within the LB-ELA Corridor.



*Photo courtesy of Caltrans District 7*

32 For additional equitable project planning discussion of LB-ELA Corridor issues, see Appendix 2-E Equity Planning and Evaluation Tool Documentation

## 4.2 Task Force, CLC, and Working Group Input and Approval

Between April and September 2022, the Task Force, CLC, and Equity Working Group each spent several meetings crafting the Vision, Goals, and Guiding Principles to balance the various stakeholder priorities represented carefully and to develop language that provides accurate and actionable statements of the Task Force and CLC's shared values. The Task Force served as the formal voting body to approve the Vision, Goals, and Guiding Principles, with the CLC and Equity Working Group providing multiple rounds of input and voting on recommendations for the Task Force. The following timeline summarizes key points of Task Force[33], CLC, and Equity Working Group Input and Approval:

- **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.

33 For additional equitable project planning discussion of LB-ELA Corridor issues, see Appendix 2-E Equity Planning and Evaluation Tool Documentation

## 4.3 Overview of Adopted Vision, Goals, and Guiding Principles

### 4.3.1 Vision

#### 4.3.1.1 Vision Statement

An equitable, shared LB-ELA Corridor transportation system that provides safe, quality multimodal options for moving people and goods that will foster clean air (zero emission), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the corridor.[34]

The Vision statement reflects the collective input of the public between December 2021 and March 2022, and four months of thoughtful deliberation and refinement in the Task Force, CLC, and Equity Working Group meetings between April and July 2022. The central themes of the Vision statement were consistent throughout these discussions, with consensus that the Vision should expand beyond the operation of the freeway and support a multimodal transportation system that improves the quality of life for people living and working in communities throughout the LB-ELA Corridor. The approved Vision Statement reflects the CLC's desire to include several key terms and concepts in the statement:

- including mention of both the "community" and "residents" in the statement;
- using the term "fosters" versus the previously used "support," to make the Vision Statement more action-oriented;
- including the phrase "economic empowerment" versus "economic resilience" to lift up Corridor community members; and
- including direct reference to zero emission to set the goal for how to achieve "clean air."

Members of the Task Force and CLC did not always agree on the use of specific words in the Vision statement, demonstrating the importance of the language used to express the Task Force's values and aspirations for the Corridor. Debate within these meetings primarily focused on whether to incorporate a direct reference to goods movement in the Vision statement. Members in favor highlighted that goods movement is a significant function of the Corridor, contributing to the regional economy and the needs of community residents and small businesses. Additionally, the project team reminded the Task Force and CLC that goods movement is included in the mission statement of Metro's enabling legislation. However, many CLC and Task Force members expressed concern over the explicit inclusion of "goods" and "users" in the Vision statement, emphasizing that planning efforts in the Corridor have historically prioritized goods movement at the expense of Corridor residents and that this focus contributed to the ongoing environmental and health burdens impacting these communities. These members argued that reference to a "multimodal" transportation system sufficiently captured goods movement among other modes of transportation and that omission of language specific to goods movement would reflect a commitment to prioritizing Corridor residents. In an unsuccessful motion to remove the language "goods" and "users," the following alternative Vision statement was raised to a vote:

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

Ultimately, the Task Force voted to adopt the Vision statement that contained direct references to goods movement and all users of the Corridor.

34 The Vision Statement was adopted with reference to the "An equitable, shared I-710 South Corridor transportation system…". However, since then, the project name has been formally changed to the "Long Beach-East LA Corridor," which is reflected in this document.

## 4.3.2 Goals

*Air Quality: Foster local and regional clean air quality*

Air quality was the number one area of concern for respondents to the Vision and Goals survey, and air quality issues in the Corridor were documented extensively in prior research and existing conditions analysis for the project. The LB-ELA Corridor accounts for 20% of all particulate emissions in Southern California.[35] The high levels of diesel pollutants affecting communities within a quarter mile of the freeway have earned the Corridor the name "diesel death zone," referring to the linkage between diesel pollution and respiratory and cardiovascular health conditions.[36] Task Force discussion around the Air Quality goal highlighted that the Investment Plan has an opportunity to impact air quality at both local and regional scales, which is reflected in the adopted Goal statement.

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

The Task Force, CLC, and members of the public have consistently advocated for prioritizing public health issues throughout the planning process. The health and quality of life of LB-ELA Corridor communities is deeply connected to the transportation system, land uses, and quality of other public facilities and infrastructure in the Corridor. The Corridor communities' respiratory and cardiovascular health burdens from freeway emissions and other polluting land uses are compounded by long-standing health disparities and healthcare access.[37] Limited access to safe and comfortable active transportation and outdoor recreational infrastructure,[38] and exposure to heat through a lack of shade and greening[39] also contribute to health burdens in the Corridor.

*Environment: Enhance the natural and built environment.*

The Environment Goal as an area of concern captures a range of issues related to the natural and built environment, from biodiversity, water quality, and extreme heat to noise pollution and the visual quality of infrastructure and development. 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. The lack of publicly accessible green space also limits access to opportunities for outdoor recreation, which impacts community health and quality of life.[40] Initially considered as a combined Goal of "Sustainability and Environment," the adopted Goal title was simplified to "Environment," and Sustainability was elevated to a Guiding Principle applying broadly across all Goals.

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

A reliable and efficient system of multimodal travel options for people and goods is a top priority for Corridor stakeholders. For individuals traveling throughout the Corridor, the quality of a multimodal transportation system contributes both to the user experience and to the systemwide mode share, with individuals' decisions to use transit or active transportation over a personal vehicle having broader impacts on air quality, congestion, and street safety.[41] Vehicle congestion results in impacts to 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

35 South Coast Air Quality Management District, http://www.aqmd.gov/docs/default-source/news-archive/2021/JETSI-aug31-2021.pdf
36 Nelson, Laura J. "710 Freeway is a 'diesel death zone' to neighbors," Los Angeles Times, March 1, 2018.
37 OEHHA CalEnviroScreen 4.0, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
38 SCAG Regional Bikeways Data, https://gisdata-scag.opendata.arcgis.com/datasets/e4734b0af74b4405b0c9772d6f1f2c06_0/explore?location=33.852814%2C-118.181178%2C12.26
39 Tree People, LA County Tree Canopy Map, https://www.treepeople.org/los-angeles-county-tree-canopy-map-viewer/
40 Tree People, LA County Tree Canopy Map, https://www.treepeople.org/los-angeles-county-tree-canopy-map-viewer/, Los Angeles County Park Needs Assessment, https://lacountyparkneeds.org/pnaplus-home/
41 LA Metro NextGen Bus Plan, https://www.metro.net/about/plans/nextgen-bus-plan/, Southeast LA (SELA) Transportation Study (Giuliano et al., 2018), https://calstatela.patbrowninstitute.org/wp-content/uploads/2018/05/Giuliano_ForWeb.pdf

and active transportation users in the Corridor, who are often forced onto indirect routes given a lack of safe and connected infrastructure. Reliable transit service directly impacts access to resources and opportunities, particularly for the Corridor's transit-dependent residents and workers.

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

Expanding access to economic opportunities is another top priority for the LB-ELA Corridor, both in terms of the quantity and quality of jobs, workforce development opportunities, and other quality-of-life needs and amenities, and the accessibility and reliability of transportation options to get to those jobs, opportunities, and amenities. High congestion levels on the freeway and significant arterials, combined with the lack of safe, accessible, timely, and reliable active transportation and transit options, all impact community members' ability to reach these destinations. The I-710 as a facility reinforces and expands the division between communities on either side of the LA River, and other freeways and rail infrastructure in the Corridor also impede connections between neighboring communities and opportunities, creating a major need to "reconnect communities" divided by this infrastructure. In response to CLC and Task Force input, an initially considered "Economy" Goal was separated into two Goals – "Opportunity" and "Prosperity" – to account for the distinction between and the need for both access to economic opportunities for Corridor residents, and regional economic growth and competitiveness. The CLC felt strongly that this goal must ensure that project outcomes first and foremost benefit the communities in the Corridor rather than focusing on the larger "region."

*Prosperity: 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 LB-ELA Corridor communities, which have been and continue to be harmed by economic activity and development.*

The LB-ELA Corridor plays a nationally significant role in transporting goods to and from the nation's busiest seaport complex comprising the Ports of Long Beach and Los Angeles, contributing to LA County's global stature, economic strength, and workforce opportunities. However, tens of thousands of daily truck trips along I-710 contribute to air quality, noise, congestion, and other environmental impacts on the surrounding communities.[42] Additionally, the past century of planning and policy decisions in the Corridor, including the development and construction of I-710 in the 1960s, have created and reinforced patterns of segregation and disinvestment, leaving many communities vulnerable to adverse impacts of regional and national commerce without the resources and opportunities to participate fully in economic development. A subset of CLC and Task Force members felt that a Goal relating to regional prosperity may reinforce an extractive condition under which LB-ELA Corridor communities have historically been exploited and subjected to environmental harm for the region's benefit. Responding to these concerns, the adopted language of the Prosperity Goal indicates that the Investment Plan has an opportunity to strengthen the LB-ELA Corridor's role in regional prosperity while recognizing past harms and intentionally prioritizing LB-ELA Corridor communities as the beneficiaries of future economic growth.

*Safety: Make all modes of travel safer.*

Safety for all modes of travel is a primary area of concern in the Corridor. Streets within the Corridor are generally designed for high volumes of vehicular traffic with limited or poorly maintained active transportation and pedestrian infrastructure. Additionally, the heavy presence of trucks in the Corridor contributes to a higher-than-usual prevalence of conflict points between trucks and cars, bicycles, and pedestrians. Due to the increased severity of truck-involved collisions, safety improvements to the I-710 and surrounding roadways are critical to reducing traffic injuries and fatalities for all users. Although some jurisdictions have introduced dedicated infrastructure and safer street design in recent years, a cohesive network of safe bicycle and pedestrian infrastructure is lacking throughout the Corridor. The I-710 freeway has also yet to be modernized since it was constructed 60 years ago, and

42 LA Metro, LA County Goods Movement Strategic Plan, 2021, http://media.metro.net/2021/Goods-Movement-Strategic-Plan-Spreads.pdf

existing conditions have led to safety issues that spill over into neighboring communities. Given high volumes of vehicles entering and exiting the freeway, bicycle and pedestrian safety is of particular concern surrounding freeway on/off-ramps and overcrossings.[43] Improvements to the on and off ramps serving the freeway have the potential to significantly improve safety for all users of the roadway especially bicyclists and pedestrians.

### 4.3.3 Guiding Principles

During the discussion and refinement of the preliminary Goal statements, the Equity Working Group recommended elevating the concern areas of Equity and Sustainability to serve as overarching Guiding Principles rather than individual Goals, given their broader applicability to each of the other Goal areas and the overall Task Force process. This approach provides a clear commitment by the Investment Plan to speak to these vital issues, unlike the prior I-710 South Corridor project and process.

*Guiding Principle: Equity*

A commitment to (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and (3) eliminate disparities in project processes, outcomes, and community results. The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.

Equity is at the core of the LB-ELA Corridor's renewed Vision and planning process. The Guiding Principle of Equity reflects Metro's expanding agency-wide commitment to equity, as demonstrated by the establishment of Metro's Office of Equity and Race, the adoption of the Metro Equity Platform, and the piloting of the Equity Planning and Evaluation Tool (EPET) to guide the LB-ELA Corridor Task Force process. In discussions of equity—initially considered as a Goal—the Equity Working Group determined that a standalone goal of Equity would not capture its broader application to each Goal area and the planning process.

Beyond addressing inequities in the distribution of benefits and impacts of public infrastructure and services, the LB-ELA Corridor planning process was grounded in repairing broken trust and building new trust between Metro and the communities it serves within the LB-ELA Corridor. The previous I-710 South Freeway project featured the expansion of the freeway right-of-way into adjacent communities to accommodate new general-purpose travel lanes to create greater capacity for growing traffic and population. This project's scope 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 that would bear the project's adverse impacts, thus eroding trust in Metro and Caltrans among many Corridor residents and environmental stakeholders.[44]

The definitions of Procedural, Distributive, Restorative, and Structural equity were introduced in the Equity Working Group to support focused discussions of equity throughout this planning process. Note that these detailed definitions are not part of Metro's official definition of Equity.[45]

43 SCAG Regional Bikeways Data, LA County Bikeways Open Data, Transportation Injury Mapping System (TIMS), 2017-2019, https://tims.berkeley.edu/

44 East Yard Communities for Environmental Justice, I-710 Corridor, https://eycej.org/index.php/campaigns/i-710/

45 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 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 toward."

| | |
|---|---|
| **Procedural Equity** | • Proactive and accessible community engagement bridges linguistic, technology, and ability gaps to meet communities where they are and enable participatory and representative decision-making processes.<br>• 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.<br>• 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.<br>• 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.<br>• Restructuring of organizational systems and hierarchies to empower historically marginalized groups. |

*Guiding Principle: Sustainability*

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.

Sustainability is at the core of the renewed vision and planning process for the LB-ELA Corridor. The Guiding Principle of Sustainability reflects Metro's expanding agency-wide commitment to sustainability, as demonstrated by the establishment of Metro's Sustainability Council, adoption of numerous sustainability plans and policies, and development of sustainability toolkits and regional collaboration efforts. Sustainability was initially considered as part of a combined "Sustainability and Environment" Goal, however, further discussions of Sustainability in the Task Force touched upon the overlap between Sustainability and each of the other Goals. Sustainability addresses the potential of projects to integrate benefits across goal areas to advance positive systems change and innovate to protect and enhance community and environmental well-being. Following the precedent set by the Equity Guiding Principle, the project team proposed elevating Sustainability to serve as a second Guiding Principle and introduced the proposed language to the Task Force for discussion and refinement.

## 4.4 Board Adoption

The Vision, Goals, and Guiding Principles were recommended to the Metro Board of Directors at the regular Board Meeting on September 22, 2022, along with the Pre-Investment Plan Opportunity and the Project Name change from the I-710 South Corridor Mobility Investment Plan to the Long Beach-East LA Corridor Mobility Investment Plan.[46] The Metro Board formally adopted the recommended Vision, Goals, and Guiding Principles, the Pre-Investment Plan Opportunity, and the new Project Name as policy. The Board's adoption of the LB-ELA Corridor Vision, Goals, and Guiding Principles was a significant milestone in the development of the Investment Plan, representing the first formal success of the Task Force, CLC, and Working Groups' collaborative decision-making process. The six-month decision-making process was an immense and challenging effort, informed by previous planning efforts and decades of lived experience in the Corridor, which required participants to confront differing perspectives and work through tension to reach consensus on shared aspirations for the Corridor.




46 Metro Board Motion / Motion Response, https://metro.legistar.com/LegislationDetail.aspx?ID=5844793&GUID=BEDCE3EF-A791-4ACD-AA1D-DB2C13CD61BB

## A Vision for a Zero-Emission Corridor

From the start of the Long Beach-East LA (LB-ELA) Corridor Mobility Investment Plan development, Metro consistently heard from community stakeholders that air quality impacts on public health were a top concern for remediation. During the development of the Vision, Goals, and Guiding Principles, community members made clear their desire for zero-emission (ZE) technology to be the goal for local, state, and federal investment in the Corridor.

Metro shares the vision of transforming the LB-ELA corridor into a ZE corridor with the communities adjacent to I-710. This goal was articulated in the Vision Statement approved by the CLC and Task Force and speaks to the community's desire to invest strategically in the LB-ELA Corridor to promote ZE technology across all modes of transportation – from the freight sector to public transit.

This vision is supported by the federal and state governments, which have sent strong policy signals toward transportation decarbonization and the transition to ZE technology as a vehicle to achieve this goal. At the federal level, the Joint Office of Energy and Transportation was formed through the Bipartisan Infrastructure Law, with a series of funding programs made available through the U.S. Department of Transportation, the U.S. Department of Energy, and the U.S. Environmental Protection Agency. At the state level, the California Air Resources Board has adopted the Advanced Clean Truck (ACT) Rule, which requires manufacturers to sell ZE trucks, and the Advanced Clean Fleet (ACF) Rule, which requires a phased-in use of ZE vehicles for targeted fleets and that manufacturers only manufacture ZE trucks starting in the 2036 model year. The ACT Rule has been adopted by 11 other states across the country. In December 2023, the California Transportation Commission approved the SB671 Clean Freight Corridor Efficiency Assessment, identifying priority freight corridors across the state to accelerate the transition to ZE goods movement. The Assessment includes the LB-ELA Corridor as part of its Priority Clean Freight Corridors.

The Investment Plan supports this ZE vision through several significant investments, as follows:

- **Heavy-duty freight trucks:** $50 million in seed funding will support the delivery of $200 million in ZE infrastructure designed to support the accelerated deployment of ZE heavy-duty freight trucks in the LB-ELA Corridor. (LB-ELA_0004 / LB-ELA_0023)
- **Freight locomotives:** $10 million to support a multi-partner effort to advance the development and use of ZE locomotives in the Corridor with the goal of converting the Alameda Corridor into a ZE-only locomotive facility.
- **Community Program – Zero-Emission Infrastructure for Automobiles:** Catalyzed with $40 million for Community Programs Catalyst Fund, this program would work with local jurisdictions, public agencies, and private-public partners to develop and site additional charging stations for ZE vehicles in the LB-ELA Corridor.
- **Community Program – Bus electrification projects:** Catalyzed with $40 million for Community Programs Catalyst Fund, this program would seek incentives to accelerate the deployment of ZE transit and vanpool vehicles in the LB-ELA Corridor. Projects could include bus electrification (public transit buses and school buses) and ZE charging infrastructure.

These investments complement existing policies and programs adopted by Metro intended to support decarbonizing transportation and sustainability throughout the region, including Metro's Climate Action Plan, Zero-Emission Electric Bus and Infrastructure Program, and the Electric Vehicle Parking Strategic Plan. The Investment Plan takes the ZE and sustainability approach and includes a zero-emission freight rail pilot program to evaluate the feasibility and potential of transitioning freight rail locomotives to ZE.

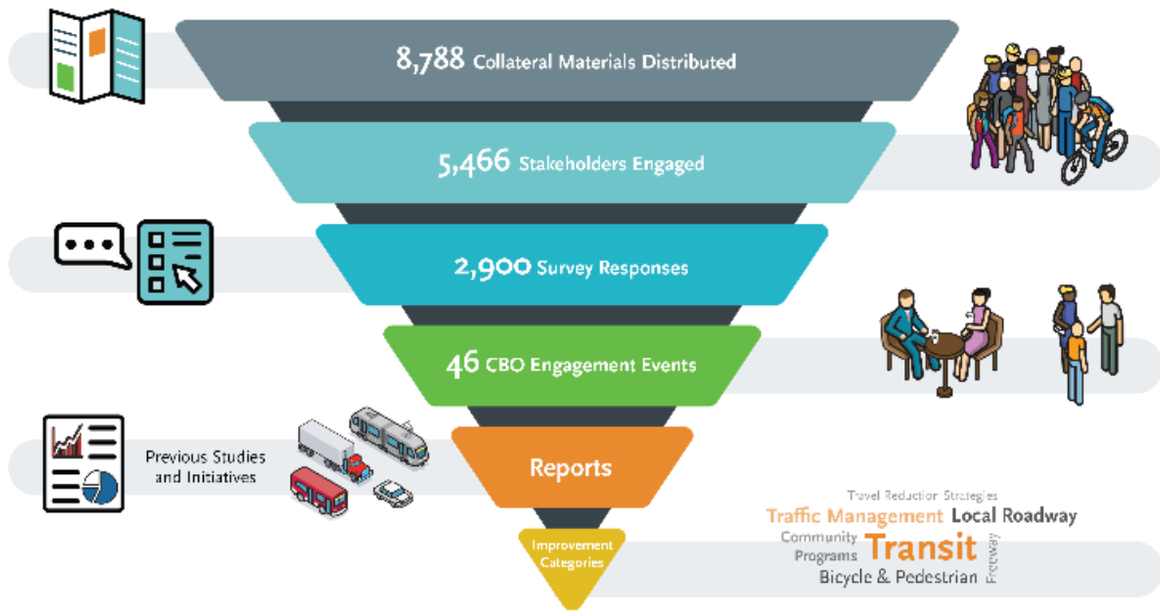
Transforming the LB-ELA Corridor into a ZE corridor will require unprecedented coordination with many stakeholders in many policy areas to deliver a comprehensive approach to eliminating tailpipe emissions, improving public health, and providing community benefits in the Corridor. The Investment Plan will serve as the foundation to realize the LB-ELA Corridor's vision to be transformed into a ZE Corridor in a way that reflects and advances the Vision, Goals, and Guiding Principles set forth by the Corridor's residents and stakeholders.


Downtown LA
Downtown LA
Downtown LA

## 5.1 Development Process of Initial List of Multimodal Strategies, Projects, and Programs

Following the Board's adoption of the Task Force's recommended Vision, Goals, and Guiding Principles, the project team initiated the next phase of the work plan: Developing Multimodal Strategies and Identifying Projects and Programs **(Figure 5-1)**. The Task Force sought as inclusive a set of MSPPs as possible, using a broad outreach and engagement approach to receive input from Corridor residents, community groups, interested stakeholders, partner agencies, and other parties. An extensive public engagement effort was conducted to contribute to the list of candidate MSPPs, with a particular focus on engagement with impacted communities supplemented by partnerships with CBOs. Involving more than 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 give 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 by those residents most impacted within the Corridor.

Figure 5-1. Phase 3 Overview of the LB-ELA Investment Plan




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. The project team included select elements of the original Interstate 710 (I-710) South Corridor project, including envisioned "I-710 early action projects," defined by the Metro Board in Motions 5.1 and 5.2. The project team screened these candidate early action projects to exclude project concepts that would intrinsically result in displacements of residences or businesses in local communities or could not be feasibly redesigned to avoid significant displacement. A set of recommendations created by the Gateway Cities Council of Governments' (GCCOG's) I-710 Ad Hoc Committee and the "Community Alternative 7" proposed by community activists in 2014 before the I-710 South Corridor Project were also included[45]. The project team also included planned projects from Corridor cities and LA County, the Ports, Caltrans, Metro's Measure R/M expenditure plans, the Metro Long-Range Transportation Plan, the Metro 2028 Mobility Concept Plan, the Metro Active

45 Community Alternative 7 https://eycej.org/wp-content/uploads/2021/09/CEHAJs-DEIR-comments-regarding-the-CA7-1.pdf

Transportation Strategic Plan, and the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy. Projects and programs from these sources that met the Task Force Vision, Goals, and Guiding Principles and other Metro policies, such as the Metro Multimodal Highway Investment Objectives[46] were included in developing the initial MSPP list. In addition, projects and programs from partner agencies such as the San Pedro Bay Ports, Long Beach Transit (LBT), California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), and California Transportation Committee (CTC), to name a few, were also considered in developing the MSPP list.

Overall, the MSPP was informed by:

- previous studies and initiatives;
- social pinpoint interactive map and public surveys;
- public workshop meetings/CBO engagement; and
- working group, CLC, and LB-ELA Corridor Task Force meetings.

At first, more than three hundred strategies, projects, and programs were identified through all these various efforts; however, over the 18 months it has taken to develop the Investment Plan, this list has evolved due to changes in project development status or scope and advancements in project implementation, including the fact that some projects have been funded for implementation or have initiated construction during that timeframe.

Similar MSPPs are grouped into modal categories for two purposes in the Investment Plan: general organization and supporting their readiness for the evaluation phase. However, the project team recognized that most projects or programs will advance multiple goals and that the full set of MSPPs work together from a multimodal transportation system perspective.

The MSPPs were sorted into the following six categories, listed in alphabetical order:

- Active Transportation/Traffic Demand Management
- Arterial Roadways/Complete Streets
- Community Programs[47]
- Freeway Safety and Interchange Improvements
- Goods Movement
- Transit

**Figure 5-2** displays an example of how an initial list of the MSPPs aligned with modal categories and the Goals and Guiding Principles of the Investment Plan.

The Multimodal Groupings of Strategies, Projects, and Programs represent the transportation modes and community programs and align well with the Task Force's adopted Vision, Goals, and Guiding Principles. Each category comprises four sub-categories that help classify and group the broad range of projects and programs that compose the Initial List of MSPPs into similar projects that can be evaluated in the next phase of the plan's development. The project team also presented information on the Initial List of MSPPs to the CLC at seven meetings and the Equity Working Group at five meetings between August 2022 and February 2023. Input received from these groups was used to refine the Initial List and provide feedback to the Task Force for consideration at its meetings reviewing the MSPPs. Some key questions and concerns centered on ensuring impacts on local communities, particularly safety and air quality, were drawn from the assessment process.

46 Metro Objectives for Multimodal Highway Investment approved by the Metro Board on 6/23/22
47 All Community Programs are all in the "Initial Investment" category as described in chapter 8 Recommendations.

### 5.1.1 Pre-Investment Plan Opportunity (PIPO)

Recognizing the unprecedented amount of discretionary grant funding made available at the State (through programs administered by California's Transportation Commission and State Transportation Agency) and Federal levels (through existing, augmented, and new programs funded through the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law) in 2022, the Board directed staff via Motion 9 to return with a "minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022," in advance of the 710 Task Force Investment Plan being finalized in 2023.

To fulfill this directive, Task Force membership, the CLC, cities, local agencies, and organizations to provided nominations for projects it had or could submit for State or Federal grant funding in 2022 - with the understanding that these projects must be located within the LB-ELA study area and would not draw down on the remaining Measures R and M funding for the I-710 South Corridor Project to be leveraged by the Task Force's Investment Plan.[48] This outreach generated 22 project nominations and Metro identified an additional 13 projects. After analyzing the projects, understanding the concerns raised and input provided by the CLC, EWG, Task Force and other stakeholders, and identifying projects for which a grant application had not yet been submitted, Metro identified a full PIPO for Board review and a set of early initiative projects **(Table 5-1)** for Board consideration.

These projects comprise pedestrian and bicycle safety, active transportation, transit enhancement, goods movement, corridor mobility, intelligent transportation system, and Zero-Emission technology project components. Collectively these projects represent an approach to investment in the LB-ELA Corridor that advances Metro's Multimodal Highway Investment Objectives policy and aligns with the Goals recommended by the Task Force. All four PIPO projects were awarded grants from state and federal programs prior to the adoption of the Investment Plan, signaling the strength of these projects, which represent various modes of transportation, in leveraging significant funding as envisioned by the Investment Plan.

Table 5-1. PIPO Early Initiative Candidate Projects[49]

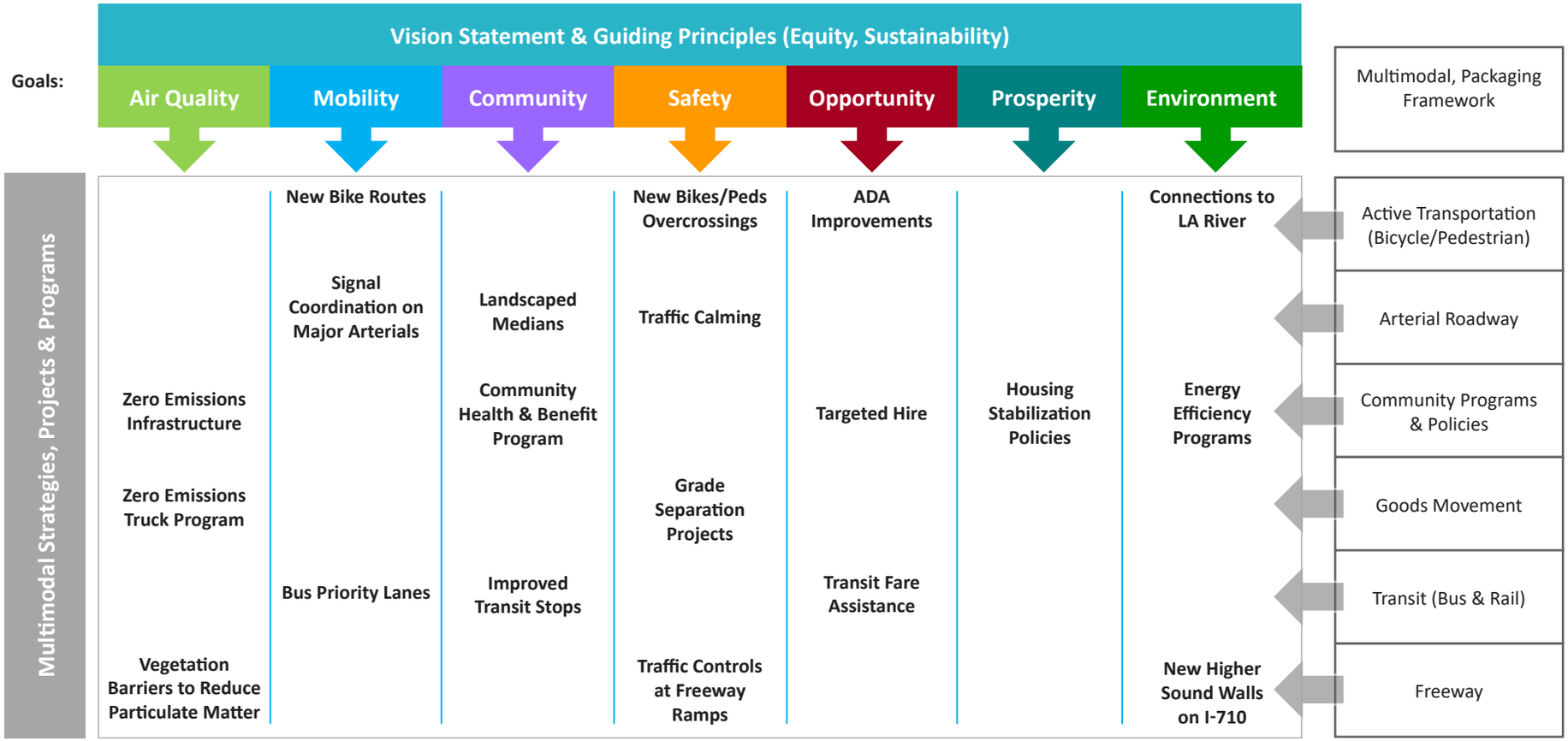
| Project | Funding Program(s) | Project Cost (est.) | Local Match | Awarded Amount |
|---|---|---|---|---|
| Humphreys Avenue Bike/ Pedestrian Crossing over I- 710 in East LA | LPP-C Other Federal | $12.0 M | $6.0 M | $8.9 M |
| Huntington Park Safe Routes for Students and Seniors | State ATP | $4.8 M | N/A | $4.26M |
| I-710 Integrated Corridor Management Project | State TCEP | $30.2 M | $7.2 M | $27.84 |
| Southeast LA Transit Improvement Program | State LPP-C | $29.5 M | $15.0 M | $14.5 M |

48 The latter criterion assuaged concerns raised by Task Force members that the local funding available as the foundation for the Investment Plan (approximately $743 million) could be siphoned away in support of projects not yet fully vetted nor recommended by the Task Force.

49 ATP = Active Transportation Program
LPP-C = Local Partnership Program - Competitive TCEP = Trade Corridor Enhancement Program
Other Federal = USDOT's Reconnecting Communities Pilot Program, Rebuilding American Infrastructure with Sustainability and Equity, and Neighborhood Access and Equity Grant Program.
This table displays the project information as it was approved in the PIPO stage. Project information has been updated through the Investment Plan process and may differ elsewhere.

The Task Force concluded the Developing Multimodal Strategies and Identifying Projects and Programs phase of the work plan at its February 2023 meeting and supported moving the Initial List of MSPPs into the Evaluating and Refining Projects and Programs Phase (**Figure 5-2** provides an example).

Figure 5-2. Example Formation of Multimodal Groupings of Strategies, Projects, and Programs



### 5.1.2 Previous Studies and Initiatives

Previous studies and initiatives relevant to the scope of Investment Plan that were referenced include the Metro Long Range Transportation Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, the Metro 2028 Mobility Concept Plan, Metro's Active Transportation Strategic Plan, City Bicycle Master Plan(s), GCCOG I-710 Ad Hoc Committee recommendations, CEHAJ proposed Community Alternative 7, Caltrans State Highway Operations and Protection Program, and Metro Board Motions 5.1/5.2 I-710 Early Action Concepts. Collaborative efforts across municipalities and jurisdictions are essential to addressing challenges such as traffic congestion, environmental sustainability, and equitable transportation access, and developing effective and sustainable solutions that meet the diverse needs of the entire region. The wealth of insights, data, and lessons learned from these past efforts can be leveraged to improve the future development of the LB-ELA Corridor.

### 5.1.3 Public and Community Input to the MSPP

As briefly described above, Metro's LB-ELA Corridor Mapping Tool and Survey served as another channel for collecting input on potential MSPPs. This interactive mapping tool allowed respondents to express concerns and provide Metro staff and the LB-ELA Corridor Task Force with geographic-specific recommendations regarding the mobility requirements of communities along the Corridor.

- Metro understands that many needs for Equity-Focus Communities may not have been captured adequately due to their historical lack of technical assistance, resources, and outreach that could have prepared projects for development and readiness as near-term investments. Consequently, Metro has identified equity planning gaps to overcome and to ensure the needs of all communities are fully understood and addressed throughout the life of the Investment Plan through Modal Programs (See Chapter 8 Recommendations). Metro undertook an extensive community outreach and consultation effort to "ground truth" the proposed strategies, projects, and programs included in the MSPP.

Responses from stakeholders to surveys, that were in digital and paper formats, were another layer of input leveraged to select the MSPPs that enhance future mobility for individuals and the efficient movement of goods by identifying mobility improvements. The survey sought input from respondents regarding their experiences and their community's needs. Specifically, it inquired about the projects, programs, and strategies respondents would most like to see implemented in their local community and the Corridor.

### 5.1.4 Initial and Revised Multimodal Strategies, Projects, and Programs Lists

The Initial MSPP List includes more than 200 projects and programs organized into six "Improvement Categories." Outreach yielded the full MSPP list. Each MSPP aligns with multiple elements of the Investment Plan's Vision, Goals, and Guiding Principles that aim to create an equitable and sustainable future for the Corridor. The improvement categories have been thoughtfully crafted to encompass a wide range of transportation modes, exemplifying Metro's dedication to offering diverse and inclusive transportation choices that align with each of the seven overarching Goals. These subcategories are described in greater detail later in the following sections. The improvement categories (in alphabetical order) are as follows:

- Active Transportation
- Arterial Roadways/Complete Streets
- Community Programs
- Freeway Safety and Interchange Improvements
- Goods Movement
- Transit (Bus or Rail)



### 5.1.5 Active Transportation

*Active Transportation* improvements include infrastructure enhancements that promote a variety of walking and cycling needs. These improvements aim to foster safer, more accessible, and more appealing environments for pedestrians and cyclists, ultimately inducing a larger number of individuals to opt for active transportation options instead of relying on motorized ones. The sub-categories for active transportation improvements are:

- pedestrian and first/last-mile improvements;
- bicycle routes and facilities;
- safety and amenities; and
- travel demand management

**Table 5-2** showcases specific project types by sub-category for active transportation improvements.

Table 5-2. Active Transportation Project Types by Sub-Category

| Sub-Category | Project Types |
|---|---|
| Pedestrian and first/last-mile improvements | New pedestrian/bicycle overcrossings |
| | New pedestrian/bicycle pathways |
| | New pedestrian/bicycle connections to rail, transit, LA River |
| | New crosswalks, sidewalks |
| Bicycle routes and facilities | New bicycle paths/trails |
| | New buffer/barrier-protected bicycle routes |
| | New bicycle lanes |
| | New, signed bicycle routes |
| Safety and amenities | High-visibility crosswalks |
| | Wider sidewalks |
| | Pedestrian/bicycle crossing enhancements |
| | Bicycle parking, lighting, repair stations |
| | Bicycle share programs |
| | Traffic controls for pedestrians/bicycles |
| | Americans with Disabilities Act (ADA) improvements |
| | Shade structures, trees, landscaping |
| | Security and lighting |
| Travel demand management | Vanpools/carpool programs |
| | Telecommuting programs |
| | Promotional campaigns to encourage alternative modes of travel |

Source: LB-ELA Corridor Task Force Meeting #16, January 2023.

## LA River Path Project

The LA River Path Project is an eight-mile shared-use bicycle and pedestrian path along the LA River between Elysian Valley and the City of Maywood, through downtown Los Angeles and the City of Vernon. It is the central bike/pedestrian facility through the LB-ELA Corridor. This project will close the gap in the LA River Path, creating a safe, efficient active transportation travel option connecting the San Fernando Valley and Long Beach.

The project is currently conducting environmental analysis and technical studies based on the below schedule. The Draft Environmental Impact Report (EIR) in anticipated in Spring 2024.

### Schedule

**2019**

**Public Scoping**
Public meetings and project scoping comment period

**2019-2023**

**Environmental Analysis and Technical Studies**
Conduct environmental analysis and technical studies

**2023-2024**

**Draft EIR Release**
Public hearings and public comment period

**2024-2025**

**Final EIR Release**
Record of decision with response to public comment and board meeting




https://www.metro.net/projects/lariverpath/

### 5.1.6 Arterial Roadways/Complete Streets

Arterial Roadways/Complete Streets improvements encompass enhancements and updates made to major roads, referred to as arterial roads, to improve their traffic flow, safety, efficiency, and overall effectiveness. These arterial roads serve as vital transportation arteries, managing substantial traffic volumes and connecting diverse neighborhoods within a city or linking cities together. These enhancements aim to increase transportation efficiency, alleviate traffic congestion, enhance safety for all road users, and foster improved connectivity among the LB-ELA Corridor communities.

The sub-categories for arterial roadways/complete streets improvements are:

- complete streets;
- traffic calming;
- general local/regional roadway; and
- signal coordination/transportation systems management (TSM)/intelligent transportation systems (ITS).

Table 5-3 showcases specific project types by sub-category for arterial roadways/complete streets improvements.

Table 5-3. Arterial Roadways/Complete Streets Project Types by Sub-Category

| Sub-Category | Project Types | Sub-Category | Project Types |
|---|---|---|---|
| Complete streets | New green spaces, trees, bioswales | Traffic calming | Speed reductions |
| | Bicycle and pedestrian improvements | | Speed bumps |
| | Public art | | Truck restrictions in neighborhoods |
| | Signage | | Roundabouts |
| | Transit stop amenities (furniture, shelters) | | Road diets |
| | Operational/safety improvements | | Stop signs, traffic signals |
| | ADA upgrades | | Speed enforcement cameras |
| | LED street lighting | | Flashing crosswalks |
| | Stormwater retention | | School zone warning devices |
| General local/regional roadway | Stormwater treatment | Signal coordination/ Transportation Systems Management (TSM)/ Intelligent Transportation Systems (ITS) | Traffic/pedestrian signal upgrades |
| | Upgrade traffic signals, crosswalks, sidewalks, driveways, curb ramps, etc. | | Video camera installation |
| | New/improved bridges | | Equipment upgrades |
| | ADA upgrades | | Emergency vehicle priority |
| | Intersection improvements | | Signage |
| | Pedestrian circulation and safety | | Signal synchronization |
| | Streetscape improvements | | Advanced technologies to manage traffic and to inform the traveling public |
| | Bicycle and pedestrian improvements | | |
| | Roadway widening/realignment | | |

Source: LB-ELA Corridor Task Force Meeting #16, January 2023.

### 5.1.7 Community Programs

Community Programs are improvements that involve enhancing existing programs or creating new ones that directly benefit the local communities more comprehensively than typical transportation investment. These enhancements address specific needs, issues, or interests within the community and foster inclusivity and participation. Several of these programs are not eligible to use Metro funding for implementation; however, because they are very important to the communities within the Corridor and support the Investment Plan's Vision, Goals, and Guiding Principles, the project team recommends Metro commits to identifying and partnering with other agencies and entities that are responsible for those issues—for example, the LA County Department of Health—to help develop, support, fund, and lead these programs. The sub-categories for community program improvements are

- job creation/work opportunities;
- health/air quality/environment; and
- housing stabilization/land use

**Table 5-4** showcases specific project types by sub-category for community program improvements. The program also includes the **Community Catalyst Fund** which will allow each category to be further developed into a fundable project or program, develop priorities for projects and programs, and create strategies for ongoing funding from local sources and discretionary grant sources.

Table 5-4. Community Programs Project Types by Sub-Category

| Sub-Category | Project Types |
|---|---|
| Job Creation/Work Opportunities | Targeted local hire |
| | Employment recruitment initiatives |
| | Vocational educational programs |
| | Economic stabilization policies |
| | Workforce education and development |
| | Partnerships with employers |
| | Partnerships with academic institutions |
| Health/Air Quality/ Environment | GHG emissions reduction |
| | Renewable energy/solar power project |
| | Urban greening, tree canopy, green space |
| | Greenbelts, drought-tolerant planting parklets |
| | Habitat restoration and connectivity |
| | Public art/aesthetics |
| | Zero-emission infrastructure for automobiles |
| | Bus electrification |
| | Community health benefit program |
| | Air filters for schools and community facilities |
| | Environmental building improvements |
| | Health education/outreach |
| | Community health screening |
| | Vegetation barriers/buffer landscaping |
| Housing Stabilization/ Land Use | Housing/rent stabilization policies |
| | Anti-displacement programs |
| | Rental assistance programs |
| | Inclusionary housing |
| | Transit-oriented communities |
| | Homeless programs |
| | Partnership with community organizations |
| | Density bonus programs |
| | Community land trusts |
| | Grant writing assistance |

Source: LB-ELA Corridor Task Force Meeting 16, January 2023.




## 5.1.8 Freeway Safety and Interchange Improvements

Freeway Safety and Interchange Improvements involve redesigning and modernizing select interchanges and auxiliary lanes on I-710 to improve freeway mainline traffic safety and operations, reduce freeway congestion, and therefore reduce traffic diversion through the arterial interchanges onto the arterials and adjacent community streets. These improvements will help reconnect communities separated by I-710 by reducing transit delays and enhancing the safety of bicyclists and pedestrians crossing the I-710 and, at some locations, the LA River arterial crossing.[50] Freeway Safety and Interchange Improvements projects included in the plan must show alignment with the project's Vision, Goals, and Guiding Principles for the Corridor and other related policies, such as Metro's Multimodal Highway Investment Objectives policy. That is why the interchange improvement projects are being renamed as I-710 MOSAIC Program: Multimodal, Operational, Safety and Access Improvements for the Community Program.

The sub-categories for freeway safety and interchange improvements are congestion pricing, freeway improvements, freeway amenities/ITS, and zero-emission lanes on the I-710. These are described in **Table 5-5.**

Table 5-5. Freeway Safety and Interchange Improvements Project Types by Sub-Category

| Sub-Category | Project Types |
|---|---|
| Congestion pricing | Congestion Pricing concepts to charge single-occupant vehicles; carpools, buses, zero-emission trucks, and zero-emission automobiles would travel free |
| Freeway improvements | Interchange improvements |
| | Ramp safety and redesign |
| | Auxiliary and operational lanes |
| | Traffic controls to protect bicycles/pedestrians at freeway ramps |
| | Truck bypass lanes |
| | Freeway lids, caps, and widened bridge decks to provide "greenbelt" connections over I-710/LA River |
| Freeway amenities/ITS | Particulate matter reduction pilot project |
| | Freeway repair and safety projects |
| | Soundwalls |
| | Drought-tolerant landscaping |
| Zero-emission lanes on I-710 | Zero-emission truck travel zone restrictions |
| | Zero-emission truck lanes |

Source: LB-ELA Corridor Task Force Meeting 16, January 2023.

50 Arterial Roadways/Complete Streets funding can also be used for reconnecting communities.

## Port of Los Angeles Maritime Support Facility Improvement



Source: https://www.californiaconstructionnews.com/2023/07/24/port-of-la-receives-233-million-for-infrastructure-projects/.

Port of Los Angeles (POLA) is the largest U.S. port by cargo volume. In 2023, POLA received $233 million as part of a $1.5 billion State of California initiative to improve critical infrastructure, fostering a more efficient and sustainable supply chain with a focus on decarbonization efforts in goods transportation. This historic investment supports projects like the Maritime Support Facility Improvement, Rail Mainline/Wilmington Pedestrian Grade Separation Bridge, and State Route 47/ Seaside Avenue and Navy Way Interchange Improvements.[1]

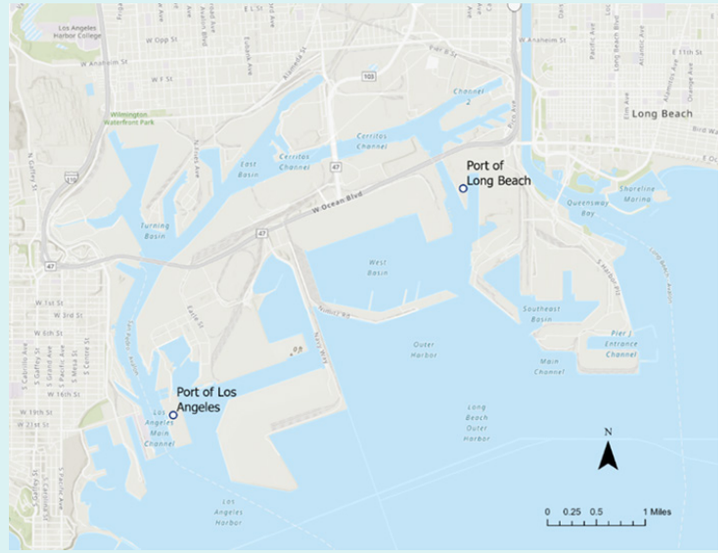
## Port of Long Beach America's Green Gateway Project (Pier B)



Source: https://polb.com/port-info/news-and-press/port-receives-283-million-for-americas-green-gateway-12-18-2023/.

Port of Long Beach (POLB) is the second-largest U.S. port by cargo volume. The "America's Green Gateway" project, known as the Pier B On-Dock Rail Support Facility at POLB, involves a $1.6 billion investment to enhance on-dock rail capacity and is expected to begin construction in 2024. This project aims to expedite national supply chain deliveries, reduce congestion, and improve air quality, positioning the Port to strengthen competitiveness and alleviate truck traffic on regional freeways. The project has received almost $650 million from state and federal funding programs, including a recent $283 million award from the US DOT's MEGA program. [2]

## San Pedro Bay Port Complex




Source: United States Department of Transportation (USDOT)/ Bureau of Transportation Statistics (BTS), 2023, https://geodata.bts.gov/datasets/usdot::principal-ports/about.

The "Clean Truck Express" lane at Pier 400 Los Angeles terminal was launched on December 5th in support of sustainable transportation. This dedicated lane is exclusively for vehicles registered in the Port of Los Angeles "Clean Truck Program" and powered by battery electric, natural gas, or other zero emission technologies. By providing a dedicated lane for these trucks, APM Terminals aims to reduce gate-in times for customers, thereby minimizing energy consumption, promoting lowering emissions, and improving operational efficiency. This approach reflects APM Terminal's commitment to environmental stewardship and supporting its customers in achieving their sustainability goals.

(continued on next page)

[1] Port of Los Angeles secures $233 million in state infrastructure grants - Port Technology International
[2] Port Receives $283 Million for 'America's Green Gateway' - Port of Long Beach (polb.com)
[3] San Pedro Bay Portwide Rail Planning for Today and 2040 | Proceedings | Vol , No (ascelibrary.org)

(continued from previous page)

APM Terminals will look to expand its express lane initiative where aligned to customer needs after collecting performance data during a pilot period. The introduction of these priority lanes is one small part of APM Terminal's broader commitment to decarbonization and lifting the standard of responsibility to secure a sustainable future.

You can read more at: https://www.apmterminals.com/en/los-angeles/practical-information/news-and-alerts/2023/231201-clean-truck-express-lane-opens-at-pier-400

## Goods Movement Training Center

The Port of Los Angeles and Port of Long Beach are creating the nation's first training facility specifically devoted to supply chain workers, located within the San Pedro Bay ports complex. The Goods Movement Training Campus will provide a single and centralized location aimed at attracting, recruiting, and retaining workers in the goods movement sector. The state allocated $110 million to be spread across three fiscal years, which started with the 2022-23 state budget and included additional amounts in 2023-24 and 2024-25. The training center will provide new job opportunities for residents of nearby communities while strengthening skills for the existing logistics workforce. Dockworkers, truck drivers, warehouse employees and other essential logistics workers will have an opportunity to learn how to operate the cutting edge equipment that will help the San Pedro Bay ports enhance air quality, combat climate change and transition to zero-emissions operations by 2035.

The 20-acre campus, expected to open by 2029, is a partnership between the Port of Los Angeles, the Port of Long Beach, the California Workforce Development Board, the ILWU and the Pacific Maritime Association. The ports will equally split the balance of the project cost while working with partners to secure additional funding for training equipment and curriculum.






## 5.1.9 Goods Movement

*Goods Movement improvements encompass the implementation of various enhancements to policies, transportation infrastructure, and logistics practices, with the goal of optimizing the efficient movement of goods and freight within and through the Corridor,* and supporting economic benefits. The zero-emission rail and truck programs, and zero-emission infrastructure are specifically intended to reduce harmful emissions and health impacts to Corridor communities and improving quality of life.

The sub-categories for Goods Movement improvements are:

- freight rail/goods movement travel demand management;
- ports; and
- truck programs/intelligent transportation systems.

**Table 5-6** showcases specific project types by sub-category for goods movement improvements.

Table 5-6. Goods Movement Project Types by Sub-Category

| Sub-Category | Project Types |
|---|---|
| Freight rail/goods movement travel demand management | On-dock rail expansion |
| | New inland port, greater use of freight rail |
| | Port railyard expansion and modernization |
| | Freight rail grade separations |
| | Zero-emission freight rail pilot |
| Ports | Interchange improvements |
| | Grade separations |
| | Roadway realignments, safety, and landscape improvements |
| | Wharf expansions and vessel emission reductions |
| | Cargo operational efficiencies |
| Truck programs/intelligent transportation systems | Zero-emission truck programs |
| | Zero-emission infrastructure |
| | Empty container management |
| | Use of advanced technologies to optimize sequencing of container delivery and pick-ups to reduce congestion near railyards and ports |

Source: LB-ELA Corridor Task Force Meeting 16, January 2023.

## Reducing Tailpipe Emissions Improves Public Health

Vehicle emissions, their impacts on air quality, and the resulting cumulative community health burdens are among the top priority issues repeatedly raised by the Corridor communities throughout the engagement process for the Investment Plan. The zero-emission (ZE) truck program funded through the Investment Plan is a vital strategy to eliminate tailpipe emissions from heavy-duty diesel trucks that travel along the Corridor and will help meet state regulations governing the transition of diesel trucks to ZE technology. However, harmful particulate matter (PM) is also produced from non-tailpipe sources, including fugitive road dust, tire wear, and brake wear associated with vehicular traffic—particularly heavy-duty trucks—on freeways and local roads. The amount of PM emitted from non-tailpipe sources is proportional to the traffic volume and correlates to vehicle weight, traffic, and weather conditions. The presence and exacerbation of non-tailpipe emissions on I-710 was a primary reason the United States Environmental Protection Agency did not find the prior I-710 South Project met air quality conformity standards.

The health impacts of PM, including its causal relationship to lung cancer and respiratory diseases, are well documented. Increasingly, research findings link tire wear emissions to certain types of cancer, developmental, reproductive, and heart diseases as people breathe the air that contains toxic chemicals and heavy metals from tire wear emissions.

As cargo throughput is expected to increase through the Ports, so is the number of trucks serving the Ports and traveling through the LB-ELA Corridor. Furthermore, battery-electric (BE) vehicles, including trucks, are up to 30 percent heavier than non-BE vehicles due to the battery weight, and this heavier vehicle weight will likely result in an increase in non-tailpipe emissions. As we look forward to a ZE future for every truck and car traveling on I-710 and in the LB-ELA Corridor, we recognize that the roadway will still generate PM that will continue to cause public health impacts for communities in the Corridor.

The Investment Plan includes the Particulate Matter (PM) Reduction Pilot Projects to address these non-tailpipe emissions and evaluate various concepts and strategies to eliminate, capture, reduce, or mitigate non-tailpipe PM emissions. The project aims to test and evaluate various concepts and strategies, including roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, tire materials, frequent street-sweeping, and deployment of air quality monitoring systems. Green canopies, groundcover vegetation, and bioswales included in the Investment Plan capture non-tailpipe emissions and alleviate heat island effects when incorporated into freeways and roadway designs.

One concept that may prove effective related to pavement materials is using Rubber Modified Asphalt (RMA). RMA is a cost-effective pavement overlay material that reduces road dust and tire wear emissions compared to conventional asphalt or concrete. RMA mixes recycled and broken-up tire materials into asphalt and is considered a more sustainable pavement material because it reduces waste that would otherwise go to landfills than conventional asphalt.

Caltrans has been using RMA on state highways since the 1990s. Caltrans considers many factors when selecting pavement material for its facilities. However, given RMA's known air quality and sustainability benefits compared to conventional concrete or asphalt, Caltrans may consider broader use of RMA to reap health and environmental benefits.

As vehicles transition to ZE technology, non-tailpipe source emissions will likely become a more prominent issue to be addressed. Recognizing this outlook, the Investment Plan considers creative solutions for the current conditions exacerbating air quality and public health outcomes and includes pilot projects to test and evaluate the effectiveness of various strategies as they get incorporated into projects elements.

### 5.1.10 Transit

Transit (Bus or Rail) improvements encompass the implementation of various service and infrastructure projects and in the public transportation systems in a region or city. The objectives of these enhancements are to improve service quality, expand accessibility, and boost overall mobility for commuters and other travelers. By making public transit more attractive, convenient, and rapid, these improvements are intended to improve travel for existing transit users and promote a shift toward public transportation as a viable and sustainable alternative to using private vehicles.

The sub-categories for Transit improvements are:

- high-capacity transit (rail/bus rapid transit [BRT]);
- transit amenities;
- bus transit; and
- rail line/station improvements.

**Table 5-7** showcases specific project types by sub-category for transit improvements.

Table 5-7. Transit Project Types by Sub-Category

| Sub-Category | Project Types |
|---|---|
| High-capacity transit (rail/BRT) | New light-rail stations/lines |
| | Rail line extensions |
| | BRT projects |
| Transit amenities | Bus shelters and lighting |
| | Transit security features |
| | Web app for transit times |
| | Transit discounts/free passes |
| | Transit education program |
| | Customer experience program |
| | Real time displays |
| | Transit cleaning and maintenance |
| | Station furniture and shade |
| | ADA improvements |
| | Traffic control for pedestrians and bicycles |
| Bus transit | Express service |
| | Shuttles |
| | Electric bus charging |
| | On-demand bus (micro-transit) |
| | Improve bus speeds |
| | Increased bus frequencies |
| | Bus priority lanes |
| | Bus electrification projects |
| Rail line/station improvements | Station improvements |
| | Signal prioritization for trains |
| | Station maintenance |
| | Pedestrian safety improvements at stations |
| | Improved bicycle-pedestrian connections |
| | Train reliability improvements |
| | Grade separations for trains |

Source: LB-ELA Corridor Task Force Meeting 16, January 2023.

## 5.2 Other/Additional Projects for Consideration

This MSPP is defined at the time of this document's release, which can be viewed as a "living" Investment Plan. These have either been 1) projects included in prior lists based on prior policy guidance or funding available for their development, 2) projects directly suggested by the community, 3) concepts that need to be developed to be assessed for future implementation. Going forward, the Investment Plan will use the Modal Programs to receive new projects for consideration and to refine and complement MSPPs to advance the Corridor's Vision, Goals, and Guiding Principles.

After integrating feedback from the LB-ELA Corridor Task Force, the CLC, and working groups in early 2023, the Revised Initial MSPP was created with newly added projects, programs, features, and improvements. Revisions to project and program descriptions were also developed based on the feedback received.[51] Meanwhile, the corresponding agencies and project sponsors clarified how the Revised Initial MSPPs were developed.

### Long Beach Transit STAR Initiative

Long Beach Transit (LBT) offers public transportation services including but not limited to fixed-route service, demand-response service, and water taxi service within southeastern Los Angeles County and northwestern Orange County. Spanning across 14 cities and covering over 107 square miles, LBT logged over 17.3 million annual ridership, 5.6 million service annual service miles and 571,000 service hours during Fiscal Year 2022, operating on 38 fixed routes with a fleet of 250 buses. In 2018, LBT released recommendations for improvements to their bus transit system. This was the result of extensive outreach and analysis and is called the Systemwide Transit Analysis and Reassessment, or STAR Initiative. The Short-Term Roadmap includes targeted improvements that address mobility needs with minor modifications to the existing service network. These improvements will result in better connections to local and regional destinations, increased access to frequent service and higher ridership. Please note, LBT's STAR initiative was conducted in 2018 and the assumptions at that time may not apply today because of the pandemic and its impacts on public transit ridership. LBT expects to conduct another similar initiative in the coming years. The Long-Term Roadmap includes the improvements necessary to meet mobility needs that were identified through the STAR Initiative throughout the existing service area and beyond. Costs were not analyzed in the development of the Long-Term Roadmap.

51 LB-ELA Corridor Task Force Meeting 17, February 2023.



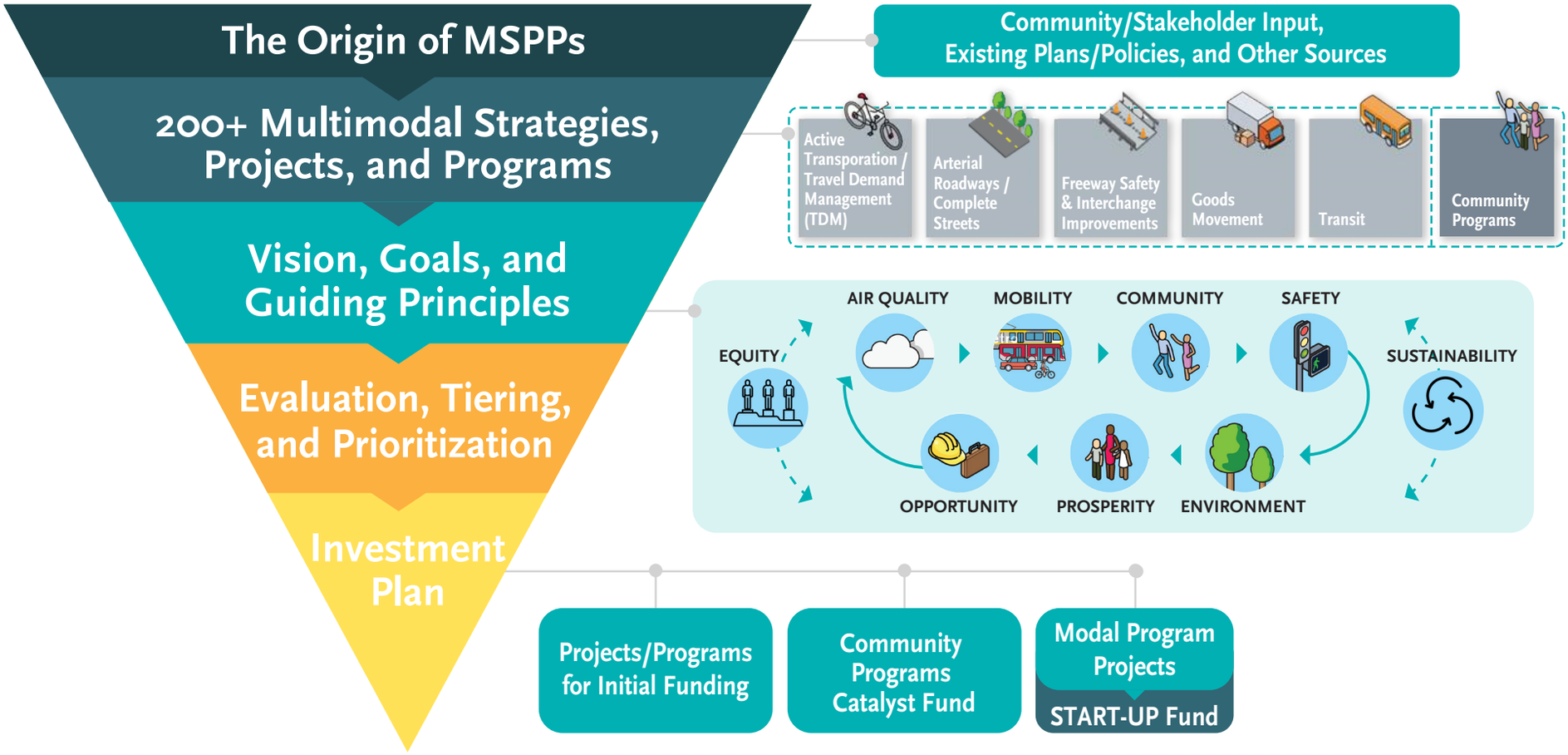
# 6. Evaluation and Prioritization

This chapter describes the Long Beach – East Los Angeles (LB-ELA) Corridor Task Force and Community Leadership Committee's (CLC) evaluation and prioritization process to review more than 200 LB-ELA Corridor Multimodal Strategies, Projects, and Programs (MSPPs). It describes each step of evaluation and prioritization, including:

- the evaluation process, criteria, and results;
- the tiering process and initial results within each mode;
- the role and use of equity flags and community input consideration (CIC) flags; and
- how the evaluation results and additional prioritization criteria are used for the investment recommendations.

This process is illustrated in **Figure 6-1**.

Figure 6-1. Evaluation Process Chart




The MSPPs (see Chapter 5) for the LB-ELA Corridor Mobility Investment Plan (Investment Plan) yielded more projects and programs than the Investment Plan could fund through the use and leveraging of available Measure R and M funds. To develop investment recommendations, the Goals and Guiding Principles were translated into specific metrics. Each project was ranked against these metrics on a scale of 0 to 3 or "not applicable" (N/A). Metric scores were summarized, including consideration of N/A scorings, which resulted in the first stage of project ranking. Projects received individual metric rankings as whole numbers (0, 1, 2, 3, or N/A) while goals category averages had decimal points when these numbers are averaged together. The evaluation process resulted in the ranking of projects within each travel mode: Active Transportation, Arterial Roadways/ Complete Streets, Freeway Safety and Interchange Improvements, Goods Movement, Transit, and Community Programs. The ranked project scores were combined with a project readiness assessment in the Tiering analysis and an implementation assessment. Community Programs went through

the same evaluation as other projects, but the project team determined after evaluation that all the community programs should be prioritized on a separate track (i.e., they would not be ranked and tiered) given the importance of advancing equity in the corridor. The evaluation process was followed by a prioritization process that assessed the potential leveraging of Measure R and M investment with regional, state, and federal funding and the impediments to implementation. The outcome of these processes was the identification of:

- MSPPs well-suited to receive Measure R and M funding through inclusion in the Initial Investment Recommendations in the Investment Plan due to their higher level of alignment with the Vision, Goals and Guiding Principles and more advanced project readiness;
- MSPPs that needed planning or development—to be better defined and/or aligned with the Vision, Goals, and Guiding Principles—through the Modal Programs that complement the Investment Plan implementation to then be considered for funding in future years.

## 6.1 Process

### 6.1.1 Evaluation

The LB-ELA Corridor Vision, Goals and Guiding Principles, as outlined in Chapter 4, provided the foundation for the evaluation process, resulting in 82 metrics[52]—in Benefit (66) and Concern (16) form—by which each project or program was assessed to determine its potential benefits. Projects were also assessed to identify whether there were additional considerations or potential Concerns tied to a project but not yet identified in the 82 metrics. Summary findings for each MSPP were presented to the Task Force, CLC, and Corridor communities to better understand how well each project and program meets and advances 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.

As outlined in Chapter 2, the Task Force, CLC, Equity Working Group, and other stakeholders and community members provided input to the project team at each step of the evaluation phase from March 2023 to December 2023. Similarly, the list of MSPPs was compiled through existing plans, programs, and community inputs. This list included a wide range of concepts at all development stages, from merely a concept to being "shovel-ready," as outlined in Chapter 5. More than 200 MSPPs were identified for evaluation, ranging from concepts to actual projects ready for implementation. This disparity in project readiness reflected equity gaps for lower-resource communities in the LB-ELA Corridor and resulted in inconsistent information for each project or program under review. Considering this challenge, the project team used all available information for each project and program to determine scores for each metric in this evaluation process.

Scoring methodology rubrics were developed for each of the 66 Benefit and 16 Concern metrics to define how they would be applied to assess the potential performance of each MSPP in addressing that metric. The project team assigned experienced technical project team members to develop each rubric based on their area of expertise and knowledge of evaluation methods and tools. Quantitative and qualitative evaluation metrics were applied, depending on the criterion's nature and the data available to assess each of the 82 metrics. Specifically, quantitative assessments were based on data available from the Southern California Association of Governments Travel Demand Forecasting Model, which was tailored to the LB-ELA Corridor, Air-Quality Modeling, and Geographic Information Systems analyses. Qualitative assessments were based on professional expertise from experience with similar projects, literature on expected benefits and potential adverse impacts related to project types, and stated features of the project or program based on the information available from project sponsors.

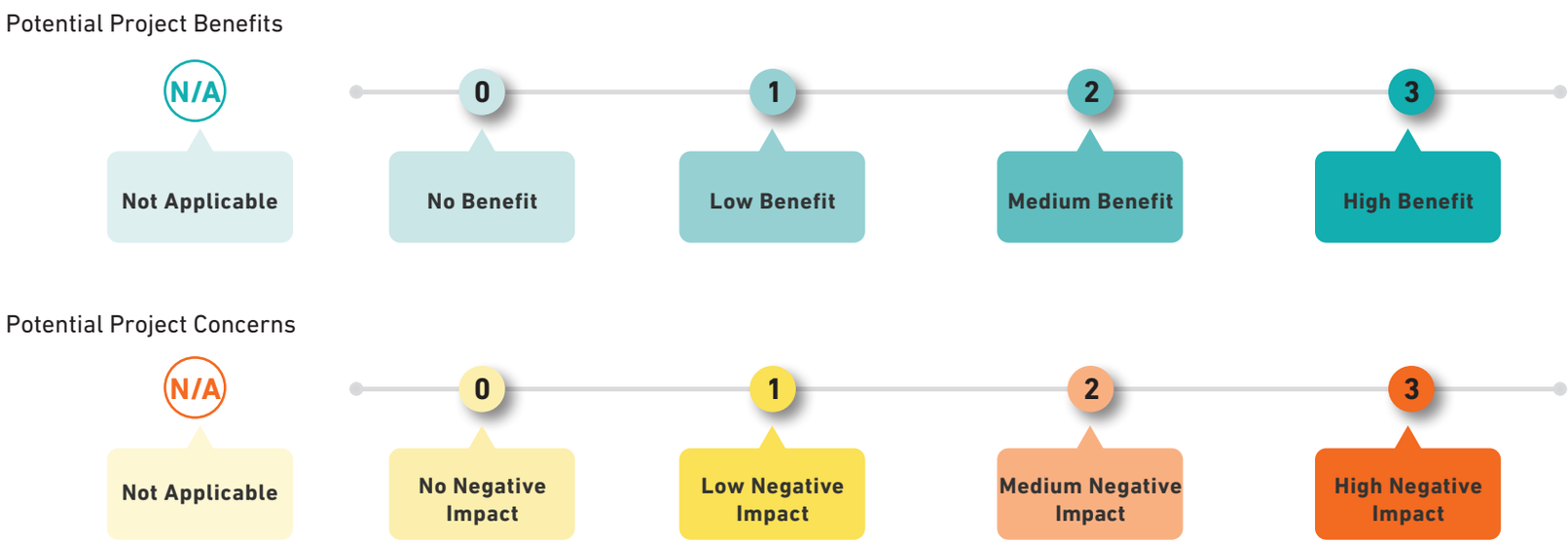
52 The draft metric list included 73 metrics. Through the development of the plan, nine additional concern criteria were added to the evaluation process for a total of 82 metrics.

## Potential Project Benefits

Each evaluation rubric included assumptions, data sources, and any additional literature or information used. It established thresholds for projects and programs to receive a score, as listed below and illustrated in **Figure 6-2**:

- 0 (No Benefit or No Adverse Impact),
- 1 (Low Benefit or Low Adverse Impact),
- 2 (Medium Benefit or Medium Adverse Impact),
- 3 (High Benefit or High Adverse Impact), or
- Not Applicable (N/A) typically where a project or program could not realistically be planned or designed to provide the benefit associated with a given criterion or any impact on it. Likewise, projects or programs that do not have any impact on the specific Concern metric.

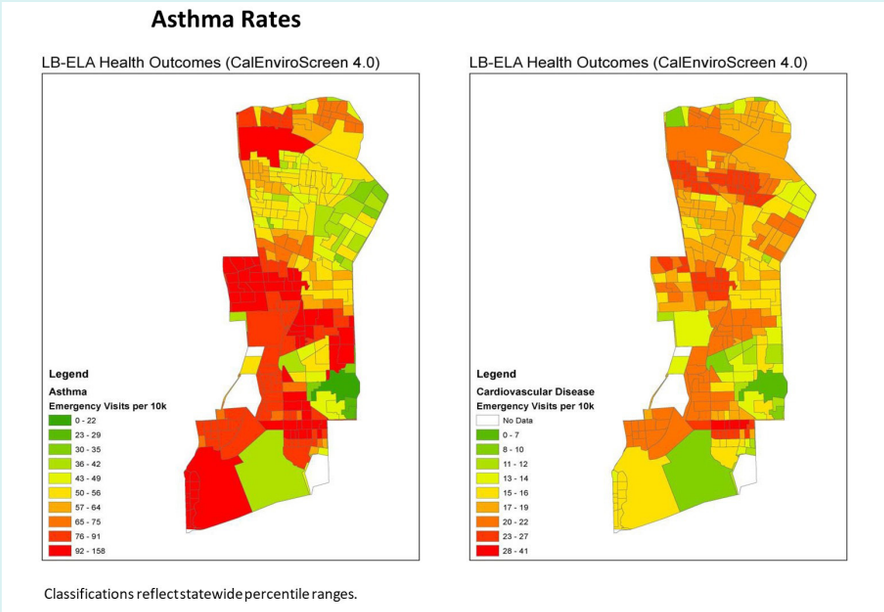
Figure 6-2. Project Benefit and Concern Rating Scale




The detailed rubrics for each Benefit and Concern criterion are shown in Appendix 6-A, which documents the evaluation methodology, with individual scoring rubrics for each evaluation criterion. The results of the evaluation process, including individual and summary Benefits and Concern scoring for each project, are shown in Appendix 6-B. The following section provides a more detailed explanation of each evaluation category.

## Air Quality and Health Disparities in the Long Beach-East Los Angeles Corridor

Regional and local transportation infrastructure investments have disproportionally impacted low-income communities and communities of color, who bear the greater share of pollution burdens and environmental stressors[53]. Mobile sources used for goods movement (trucks, locomotives, and ocean-going vessels) are responsible for generating significant amounts of criteria pollutants, defined by the U.S. Environmental Protection Agency (EPA), which include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead and particulate matter, that negatively impact the health of communities near the Ports and along major trade corridors[54]. In addition to exhaust emissions from these mobile sources, non-tailpipe emissions, which are released from vehicle components other than the exhaust of a vehicle such as brakes, tires and the road itself, are expected to dominate particulate matter emissions in the coming years.[55]




The California Communities Environmental Health Screening Tool: CalEnviroScreen[56], a tool developed by the Office of Environmental Health Hazard Assessment (OEHHA), is used by government agencies to evaluate pollution burden and account for potential vulnerability to the adverse effects of pollution. As shown in the following figures, CalEnviroScreen results for the Long Beach-East Los Angeles (LB-ELA) Corridor have identified apparent disparities for asthma rates and cardiovascular disease. Further, the rate of Emergency Room visits among the population living within 1 mile of the Interstate 710 is higher than that in Los Angeles County.[57] These health disparities are intrinsically tied to pollutants from vehicle traffic, particularly from particulate matter emissions that are 2.5 microns or less in diameter ($PM_{2.5}$) and diesel particulate matter (DPM). In the United States, exposure to ambient $PM_{2.5}$ is responsible for the largest share of premature deaths associated with air pollution[58] and diesel particulate matter is lead evaluation indicator for air toxic impacts

53 Disparities in Air Pollution Exposure in the United States by Race/Ethnicity and Income, https://pubmed.ncbi.nlm.nih.gov/34908495/

54 2020 Mobile Source Strategy, https://ww2.arb.ca.gov/sites/default/files/2021-09/Proposed_2020_Mobile_Source_Strategy.pdf

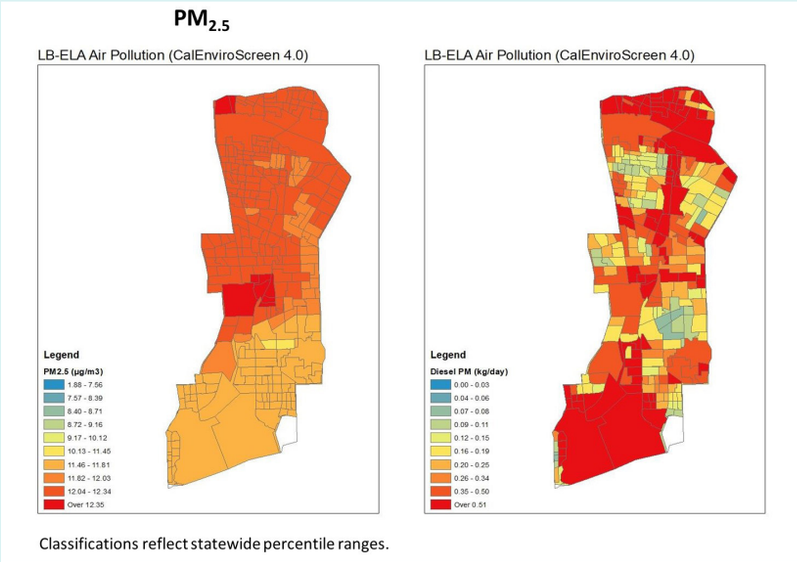
55 California Air Resources Board (CARB) Brake Tire Wear Emissions, https://ww2.arb.ca.gov/resources/documents/brake-tire-wear-emissions

56 CalEnviroScreen 4.0, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

57 I-710 Health Impact Assessment 2017, https://humanimpact.org/wp-content/uploads/2017/09/HIA-I710-Air-Quality-Plan.pdf

58 SCAQMD 2022 Air Quality Management Plan, https://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

(including cancer risk).[59,60] Subsequently, CalEnviroScreen[61] results for PM2.5 and diesel particulate matter concentrations in the Long Beach-East Los Angeles Corridor are significant and exist at the highest statewide percentiles ranges.




Given that diesel particulate matter and PM2.5 are primary indicators of air-related health outcomes, Metro has included these pollutant concentrations as proxy criteria for a project's positive or negative impact on human health.

## The 2017 Clean Air Action Plan (CAAP)

The San Pedro Bay Ports Clean Air Action Plan (CAAP) 2017 Update[62], proposed for adoption by the joint Long Beach and Los Angeles Boards of Harbor Commissioners in November 2017, built upon previous versions of the Clean Air Action Plan to help the region reduce air emissions and support the statewide vision for more sustainable freight movement. The Clean Air Action Plan 2017 Update established several key emission reduction targets and contained 14 strategies to cut emissions from sources operating in and around the Ports, with the ultimate goal of making progress towards a zero-emissions goods movement future while strengthening the ports' economic interests. These targets and strategies included:

**Clean Air Action Plan Emission Reduction Targets:**

- Reduce residential cancer risk of Port-related DPM emissions by 85% by 2020.
- Reduce port-related emissions by 59% for Nitrogen Oxides (NOx) 93% for Sulfur Oxides (SOx), and 77% for Diesel Particulate Matter (DPM) by 2023.
- Reduce greenhouse gas (GHGs) emissions from port-related sources to 40% below 1990 levels by 2030 and 80% by 2050.

59 Mortality risk from PM2.5: A comparison of modeling approaches to identify disparities, https://ehp.niehs.nih.gov/doi/10.1289/EHP9001

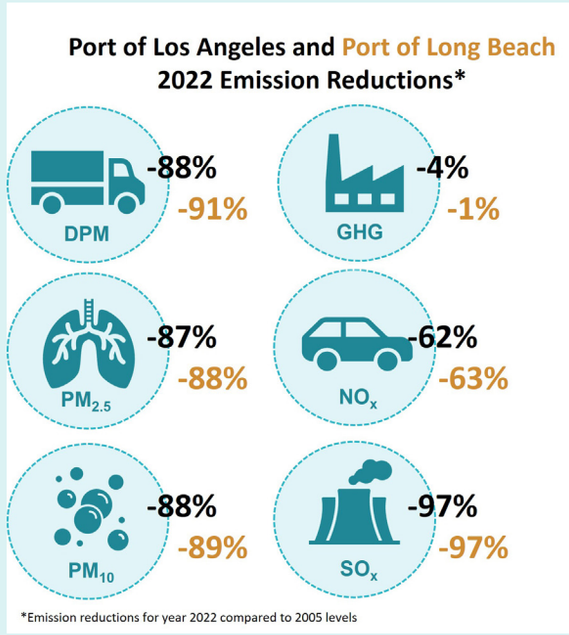
60 SCAQMD MATES V Final Report, http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

61 CalEnviroScreen 4.0 relies on 2015-2017 PM2.5 monitoring data and 2016 DPM data which are outdated due to the continued progress made in improving regional air quality by existing and recently adopted regulatory actions. OEHHA. 2022. Summary of Changes in CalEnviroScreen Version 4.0, https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40summaryofchangesf2021.pdf

62 Clean Air Action Plan 2017 Update, https://cleanairactionplan.org/2017-clean-air-action-plan-update/

**Clean Air Action Plan Strategies:**

- Advancing the Clean Trucks Program to phase out older trucks and transition to near-zero emissions (NZE) in the early years and zero-emission (ZE) trucks by 2035 with a truck rate to take effect in 2020.
- Requiring terminal operators to purchase zero-emission equipment if feasible, or near-zero emissions or cleanest available when procuring new equipment.
- Reducing emissions from ships at-berth, and transitioning the oldest, most polluting ships out of the San Pedro Bay fleet.
- Accelerating the deployment of cleaner engines and operational strategies to reduce harbor craft emissions.
- Expanding use of on-dock rail to shift more cargo leaving the port to go by rail.




## Progress Since Adoption

Since the adoption of 2017 CAAP Update, the Ports have published quarterly Progress Reports[63] on the status of Clean Air Action Plan targets and strategies, two feasibility assessments for Drayage Trucks (released in 2018[64] and 2021[65]), and annual emission inventories[66]. As reported in their respective 2022 Emission Inventories, both the Port of Long Beach and Port of Los Angeles have achieved their Clean Air Action Plan 2023 emission reduction targets for diesel particulate matter (DPM), Nitrogen Oxides (NOx) and Sulfur Oxides (SOX). These reductions occurred during a time where numbers of container cargo increased by 36% and 32% in Port of Long Beach and Port of Los Angeles respectively.

Emissions are expected to further decline due to recently adopted State level regulations, such as the CARB Advanced Clean Fleets (ACF)[67] Regulation, the CARB Commercial Harbor Craft Amendments (CHC)68, the CARB In-Use Locomotive Regulation[69], and the CARB Ocean Going Vessels At-Berth Rule[70], which requires the deployment of ZEV and NZEV technologies at the ports. Additionally, CARB is also developing a cargo handling equipment (CHE) regulation to convert 90% of the State's CHE fleet to ZE equipment by 2036.[71]

63 Clean Air Action Plan 2017 Update, https://cleanairactionplan.org/2017-clean-air-action-plan-update/
64 2018 Draft Drayage Truck Feasibility Assessment, https://cleanairactionplan.org/documents/final-drayage-truck-feasibility-assessment.pdf/
65 Final Drayage Truck Feasibility Assessment, https://cleanairactionplan.org/2017-clean-air-action-plan-update/#
66 San Pedro Bay Ports Annual Emission Inventories, https://cleanairactionplan.org/results/emission-reductions/
67 CARB ACF Webpage, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/about
68 CARB CHC Regulation, https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft
69 CARB In-Use Locomotive Regulation, https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/locomotive-fact-sheets
70 CARB At-Berth Regulation, https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation
71 CARB Cargo Handling Equipment Regulation to Transition to Zero-Emissions, https://ww2.arb.ca.gov/resources/documents/cargo-handling-equipment-regulation-transition-zero-emissions

**Acronyms list**

Environmental Health Hazard Assessment (OEHHA)

Environmental Protection Agency (EPA)

California Air Resources Board (CARB)

California Communities Environmental Health Screening Tool: CalEnviroScreenCargo Handling Equipment (CHE)

Diesel Particulate Matter (DPM)

Greenhouse Gas (GHGs)

Long Beach-East Los Angeles Corridor (LB-ELA)

Near-Zero emissions (NZE)

Nitrogen Oxides (NOx)

Particulate matter emissions that are 2.5 microns or less in diameter (PM2.5)

Port of Long Beach (POLB)

Port of Los Angeles (POLA)

San Pedro Bay Ports Clean Air Action Plan (CAAP)

Sulfur Oxide (SOx)

Zero-Emission (ZE)

#### 6.1.1.1 Air Quality

Three Benefit metrics were used to measure project effectiveness to improve air quality in the Corridor, as shown in **Table 6-1**.

Table 6-1. Air Quality (AQ) Benefit Metrics

| Metric Number | Metric Name | Description |
|---|---|---|
| AQ1 | Reduces Emissions (Oxides of Nitrogen [NOx], Fine Particulate Matter [PM2.5]) | Reduces NOx and PM2.5 emissions from on-road vehicles or offroad mobile equipment |
| AQ2 | Facilitates Clean Technologies and Lower Emissions Vehicles | Facilitates the deployment of ZE vehicles/equipment; examples include but are not limited to funding clean vehicle/equipment technology purchase and ZE fueling infrastructure |
| AQ3 | Mode Shift to Cleaner Modes | Increases the share of trips made by transit, walking, and bicycling |

Notes:
NOx = oxides of nitrogen
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter
ZE = zero-emission

#### 6.1.1.2 Community Health

Five Benefit metrics were used to measure project effectiveness to improve community health in the Corridor, as shown in **Table 6-2**.

Table 6-2. Community Health (CH) Benefit Metrics

| Metric Number | Metric Name | Description |
|---|---|---|
| CH1 | Reduces Emissions (Health Effects Metrics: DPM, $PM_{2.5}$) | Reduces DPM and PM2.5 emissions from on-road vehicles, which in turn can generate health benefits |
| CH2 | Reduces Exposure at Receptors (HVAC/HEPA, Near-Roadway Vegetation) | 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 |
| CH3 | Mode Shift to Active Transportation, Transit | Increases the share of trips made by transit, walking, and bicycling |
| CH4 | Improves the User Experience (May be different metrics for different modes) | Provides intuitive roadway network for all users; gap closures; exclusive pathways for active transportation; wayfinding; access to information regarding directions or transportation options; and technological solutions that make travel information, including directions and modal options, more available to the user |
| CH5 | Bicycle/Pedestrian Access to Parks, Recreational Areas, or Open Spaces | Provides new or upgraded bicycle/pedestrian 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 |

Notes:
DPM = diesel particulate matter
HEPA = high-efficiency particulate air
HVAC = heating, ventilation, and air conditioning
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter



### 6.1.1.3 Mobility

Seven Benefit metrics were used to measure project effectiveness to improve mobility in the Corridor, as shown in **Table 6-3**.

Table 6-3. Mobility (MB) Benefit Metrics

| Metric Number | Metric Name | Description |
|---|---|---|
| MB1 | Ridership | Increases transit ridership by shifting trips to transit from other modes |
| MB2 | Speeds/Travel Times (People, Goods) | Increases roadway speeds (or reduces travel times) for people and goods |
| MB3 | Reduces Congestion (Hours of Delay for People and Goods) | Reduces hours of delay for people and goods |
| MB4 | Modal Accessibility (by Zone) | 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 |
| MB5 | Reliability (Transit, Roadway, Goods Movement) | 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 |
| MB6 | Gap Closures | Addresses a gap in the transportation network, or removes a transportation barrier, by providing a new service or new transportation facility |
| MB7 | Increases Travel Options | Makes a range of (sustainable, non-SOV) transportation options more realistic for likely user trips |

Note:
SOV = single-occupancy vehicle

### 6.1.1.4 Safety

Seven Benefit metrics were used to measure project effectiveness to improve safety in the Corridor, as shown in **Table 6-4**.

Table 6-4. Safety (SF) Benefit Metrics

| Metric Number | Metric Name | Description |
|---|---|---|
| SF1 | Protections for Bicycles/Users (Bike Class) | Provides exclusive and separated pathways for bicycles |
| SF2 | Traffic Protections (Bicycle/ Pedestrian) | Provides new or upgraded separation between bicycles/ pedestrians and automobile traffic |
| SF3 | Personal Security | Provides features and/or services to protect individual users from crime and personal harm |
| SF4 | Includes Safety Features | Provides 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 |
| SF5 | Reduces Conflict Points (Vehicle Safety) | Reduces the number and severity of conflict points between vehicles traveling on highways and roadways to improve vehicle safety; this metric focuses on vehicle versus vehicle safety and does not address any interactions of vehicles with active transportation modes such as bicycles or pedestrians |
| SF6 | Traffic-Calming Features | Has the effect of slowing down automobile traffic |
| SF7 | Preserves /Rehabilitates Existing Infrastructure | Contains elements specifically targeting state of good repair or makes tangible improvements to existing transportation infrastructure |

### 6.1.1.5 Environment

Eight Benefit metrics were used to measure project effectiveness to improve the environment in the Corridor, as shown in **Table 6-5**.

Table 6-5. Environment (EN) Benefit Metrics

| Metric Number and Name | Metric Number and Name | Description |
|---|---|---|
| EN1 | Improves Environment from Mode Shifts | 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 mode shift on others in the community[72] |
| EN2 | GHG Reduction Potential | Reduces tailpipe GHG emissions from on-road and off-road vehicles |
| EN3 | Protects Natural Habitat (Greening Features) | 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 |
| EN4 | Water Quality, Drainage, and Flood Management Features | Improves water quality and/or drainage and flood management |
| EN5 | Reduces Energy Use | Measurably reduces overall energy use in the Corridor (BTUs per passenger-mile and/or BTUs per ton-mile) |
| EN6 | Reduces Heat Island Effect; Provide Cooling Features for Users | 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 |
| EN7 | Potential for Noise Reduction | Reduces transportation noise pollution or includes noise reduction features, such as sound barriers or low-noise technologies |
| EN8 | Supports Transportation-Efficient Land Use Principles | Benefits, and benefits from, surrounding land uses that foster connectivity with public transit, multimodal trips, and high-density and mixed-use land development |

Notes:
BTU = British thermal unit
GHG = Greenhouse gas



72 The opposite of this metric is induced demand for automobile trips which are measured in Con9: Potential for VMT Increases.

### 6.1.1.6 Opportunity and Prosperity

Seven Benefit metrics were used to measure project effectiveness for the combined Goal of improved opportunity and prosperity in the Corridor, as shown in **Table 6-6**.

Table 6-6. Opportunity and Prosperity (OP) Benefit Metrics

| Metric Number | Metric Name | Description |
|---|---|---|
| OP1 | Access to Jobs | Average number of jobs accessible within a 30-minute time-period by transit or a 45-minute time-period by automobile |
| OP2 | Accessibility (Improving Mobility Challenges for All Ages and Abilities) | 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, and other programs that make the transportation network more available to its most vulnerable users |
| OP3 | Increases Regional Competitiveness | Increase the region's competitive economic advantage compared to other locations in the U.S.; generates jobs throughout the five-county Greater LA region and stimulates regional economic activity |
| OP4 | Work Force Development | Project/program includes a workforce development component |
| OP5 | Potential Targeted Hire, New Construction Jobs | The responsible agency/city has a targeted hiring policy, and scale of construction/infrastructure project |
| OP6 | Access to Quality-of-Life Amenities (Grocery Stores, Healthcare Services, Schools) | Provides new transportation facilities near quality-of-life amenities; quantifies the number of quality-of-life amenities within ¼ mile of new transportation facility |
| OP7 | Access to Open Space, Recreation and Parks, LA River, etc. | Provides new transportation facilities near parks and open spaces; quantifies the acreage of parks within ¼ mile of new transportation facility |

Note:
ADA = Americans with Disabilities Act

### 6.1.1.7 Equity

Equity criteria were designed to evaluate whether projects were likely to provide benefits related to existing LB-ELA Corridor disparities and, if so, whether those benefits would be directed to geographies and populations of highest need. Most equity metrics were adapted from other goal-related evaluation criteria ("base criteria") to reinforce that the Guiding Principle of Equity applies holistically across all Goal areas. This process involved the application of an overlay evaluation to the corresponding rubric for the base criterion. In most cases, the overlay was Metro's Equity Focus Communities (EFCs) (see call out box). In this "EFC-Lens" approach, the equity criterion score was calculated as the base criterion score, with points added or subtracted based on the share of the project area within EFCs. 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 providing benefits specific 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 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 overall equity 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 **Table 6-7**. All twenty-four equity criteria were 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. Therefore, while many equity criteria closely reflect their corresponding base criteria, the scores were not double counted in the total project score.

Table 6-7. Equity (EQ) Benefit Metrics

| 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 |
| 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 |

| Metric Number | Metric Name | Description |
|---|---|---|
| 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
NOx = oxides of nitrogen
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter

#### 6.1.1.8 Sustainability

Five Benefit metrics were used to measure potential project effectiveness in advancing sustainability throughout the Corridor, as shown in **Table 6-8**. In contrast to the equity criteria, which applied an "overlay" evaluation to measure benefits relative to need and existing conditions, sustainability criteria were designed to measure how well projects integrate benefits across goal areas to advance positive systems change and innovate to protect and enhance community well-being. Although the distinction between equity and sustainability led to different evaluation approaches, the sustainability criteria were also summarized into one average sustainability score per project or program (on a scale of 0-3, or N/A),

which contributed to the sum of the total project score. Therefore, a project or program's average equity and sustainability score contributed equally to the project's total score.

Table 6-8. Sustainability (SA) Benefit Metrics

| Metric Number | Metric Name | Description |
|---|---|---|
| SA1 | Reduces Reliance on Polluting and Energy-Intensive Modes of Travel and Goods Movement | 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 |
| SA2 | Promotes Physical Activity and Health through Active Transportation and Recreation | Supports physical and mental health outcomes associated with activity by providing or enhancing access to infrastructure or services that promotes physical activity |
| SA3 | Improves Climate Resilience through Mitigation of Flooding and Extreme Heat Impacts | 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 |
| SA4 | Supports Job Creation in and Workforce Transitions to Green Technology and Infrastructure Sectors | Provides workforce development opportunities and job training in green sectors or supports the transition to green jobs |
| SA5 | Improves Cargo Efficiencies to Minimize Trip Volumes and Emissions from Goods Movement Activity | Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity |

Note:
VMT = vehicle miles traveled

### 6.1.1.9 Concerns

Sixteen Concern criteria were identified through consultation with the CLC and Task Force and a thorough review of each Benefit criterion to ensure that any associated potential adverse impacts were captured with the Concern criteria. For example, if a project could get credit for adding new green space, there may also be potential disbenefits if it removes green space. The full Concerns rubric document, including the process for identifying new Concern criteria, is included in Appendix 6-A.

Concern scores contributed to the adjustment of overall Benefit score, assignment of equity flags, and prioritization. For instance, Outcome Concerns, which are less easy to mitigate during the project's development, were used to adjust the project's evaluation results during the project tiering process described below. The implication of Concern scores varied depending on the type of Concern and other project-specific factors, such as the share of project area within EFCs. Concerns were classified into three categories based on the type of impact and how much the potential impact depended on project design: Outcome Concerns, Design Concerns, and Construction Concerns. The 16 total Concern criteria included eight Outcome Concerns, seven Design Concerns, and one Construction Concern.

**Outcome Concerns** refer to unintended impacts that are typically experienced on a system-wide or regional scale rather than confined to the project area. These are difficult to avoid through project planning and design.

**Design Concerns** refer to direct physical impacts to the project area that can typically be avoided or minimized through project design.

**Construction Concerns** refer to temporary disruptions to the project area related to project construction activities.

Table 6-9. Outcome, Design, and Construction Concerns (Con)

| Concern Number | Concern Name | Description |
|---|---|---|
| Outcome Concerns | | |
| Con3 | Potential for Increased Commute Times | Evaluates potential for increased commute times |
| Con4 | Potential for Traffic Diversion | Evaluates potential for traffic diversion/emission shifting |
| Con5 | Potential to Increase Localized Emissions/ Emissions Shifting | Evaluates increases in localized DPM and PM2.5 emissions from on-road vehicles that may be related to Health Concerns |
| Con7 | Potential for Concentrated Congestion Impacts | Evaluates potential for concentrated congestion impacts |
| Con9 | Potential for VMT Increases | Evaluates whether a project or program has the potential to increase VMT[73] |
| Con10 | Potential to Increase User Costs | Evaluates whether a project or program has the potential to increase user costs, either directly or indirectly |
| Con12 | Potential to Increase Economic Displacement | Captures 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 |
| Con14 | Potential for Reduced Transit Ridership | Evaluates whether a project or program has the potential to decrease transit ridership |
| Design Concerns | | |
| Con1 | Potential for Displacements | Captures the potential displacements of residences or businesses caused by the construction of a project |
| Con2 | Potential for Physical Impacts (ROW) | Captures the potential physical impacts to adjacent ROW caused by the construction of a project |
| Con6 | Potential for Bicycle/Pedestrian Safety Impact | Captures the potential of the project/program to introduce new safety hazards or modal conflicts for pedestrians, bicyclists, or other active transportation users |
| Con11 | Potential to Increase Impervious Cover | Captures the potential negative impacts related to the addition of impervious surfaces that could increase stormwater runoff, environmental heat gain, or worsen water quality—all of which have negative impacts on ecosystems and human health |
| Con13 | Potential to Increase Noise Pollution | Evaluates whether a project or program has the potential to increase noise pollution |
| Con15 | Potential for New Barriers/Decreased Access | Evaluates whether a project or program has the potential to decrease access through the addition of a new physical barrier |
| Con16 | Potential for Increased Stormwater Runoff and/or Increased Flood Risk | Captures the potential negative impacts related to the addition of infrastructure that does not include specific features that address stormwater runoff or flood management (the 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) |
| Construction Concern | | |
| Con8 | Potential Construction Impacts | Captures the potential for construction impacts to communities and travelers caused by the construction of a project |

Notes:
DPM = diesel particulate matter
$PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter
ROW = right-of-way
VMT = vehicle mile traveled

73 This would occur through induced demand for car trips.

### 6.1.1.10 Health Considerations in Evaluation

The project team, with input from the Task Force, CLC, and Corridor communities, identified public health as a priority consideration and outcome in developing the Investment Plan for the LB-ELA Corridor. Several communities in the project area have historically faced significant health disparities (such as high asthma and cardiovascular disease rates) and experienced disproportionate pollution burdens (such as PM2.5 and Diesel PM emissions) compared with other communities in Los Angeles County. These health impacts were documented through health and environmental justice screening tools such as CalEnviroScreen, CA Healthy Places Index, the Center for Disease Control and Prevention (CDC) Environmental Justice Index Explorer, and several studies related to vehicular pollution and health outcomes surrounding the I-710 freeway and throughout the region.[74,75,76,77] In addition to the high overall health burdens facing the LB-ELA Corridor communities relative to the county and state as a whole, health burdens within the Corridor disproportionately impact people of color and low-income populations.

In developing the evaluation criteria, the project team carefully considered the most effective way to evaluate Project Outcomes that would support the Task Force's desired Community Results as identified in the Vision, Goals, and Guiding Principles. A Project Outcome is "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." A Community Result, as defined in the project team's Pilot Equity Planning and Evaluation Tool (EPET), is "the community level condition of well-being we would like to achieve. It lacks disparities based on race, income, ability, or other social demographic."




The evaluation criteria were primarily categorized under the Task Force's adopted Goals and Guiding Principles. However, to consider health more comprehensively in the evaluation process, several criteria related to each Goal were also presented to the Task Force, CLC, Equity Working Group, and Corridor communities through a framework of Social Determinants of Health to demonstrate how the Investment Plan may support the improvement of health equity in the corridor. As illustrated in **Table 6-5**, this approach related 27 criteria to one or more health-related project outcomes ("Project Health Outcomes"), which can contribute to various health-related community results in the long-term, as discussed in literature from the CDC, U.S. Department of Transportation, and South Coast Air Quality Management District. The Project Health Outcomes are listed in **Figure 6-3** with example community results.

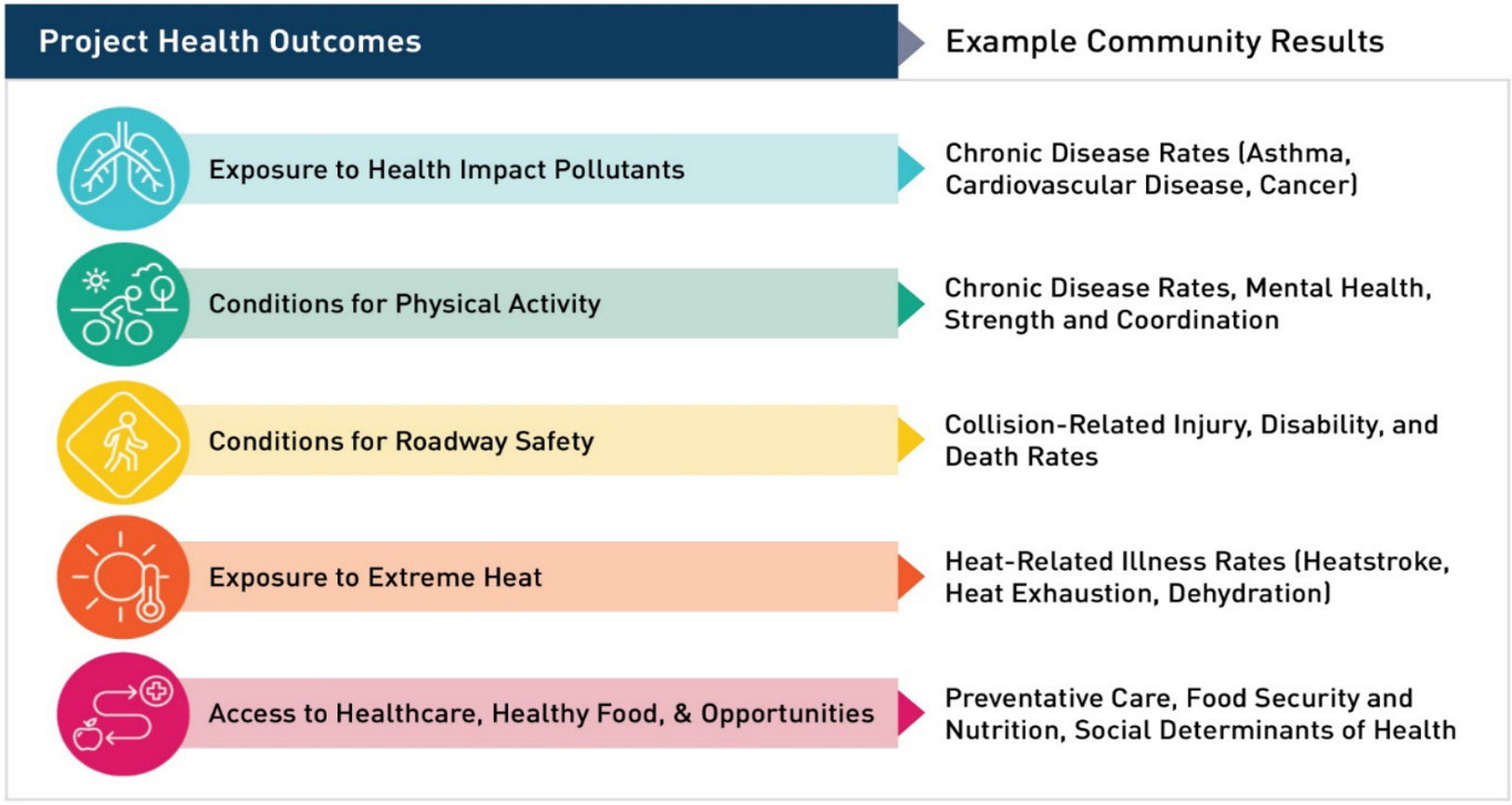
74 The Gateway Cities Air Quality Action Plan I-710 CORRIDOR PROJECT HEALTH IMPACT ASSESSMENT. https://humanimpact.org/wp-content/uploads/2017/09/HIA-I710-Air-Quality-Plan.pdf

75 Community Health in the I-710 Corridor, https://la.myneighborhooddata.org/2019/09/community-health-in-the-710-corridor/

76 Race, Class, and the Production of and Exposure to Vehicular Pollution in Los Angeles, https://www.metrans.org/assets/research/psr-20-19_boeing_final-report_v2.pdf

77 Improving Environmental Justice and Mobility in Southeast Los Angeles Executive Summary, https://www.metrans.org/assets/research/psr-18-sp91_giuliano_final-report.pdf

Figure 6-3. Project Health Outcomes and Example Community Results



| Project Health Outcomes | Criteria | Criteria Description |
|---|---|---|
| | **AQ1**, EQ-AQ1 | Reduce Emissions (NOx, PM2.5) |
| | **CH1,** EQ-CH1 | Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5) |
| | **CH2,** EQ-CH2 | Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation) |
| | **CH3,** EQ-CH3 | Mode Shift to active transportation, transit |
| | **CH5,** EQ-CH5 | Bike/Ped Access to parks, recreational areas, or open spaces |
| | **SF1,** EQ-SF1 | Protections for Bike / Users (bike class) |
| | **SF2** | Traffic Protections (bike/ped) |
| | **SF4** | Includes Safety Features |
| | **SF6** | Traffic Calming Features |
| | **EN6,** EQ-EN6 | Reduce Heat Island Effect; Provide Cooling Features for Users |
| | **OP1,** EQ-OP1 | Access to jobs |
| | **OP4** | Work Force Development |
| | **OP5** | Potential Targeted Hire, New Construction Jobs |
| | **OP6,** EQ-OP6 | Access to Quality of Life amenities (grocery stores, healthcare services, schools) |
| | **OP7,** EQ-OP7 | Access to open space, recreation and parks, LA river, etc. |
| | **SA1** | Reduces reliance on polluting and energy-intensive modes of travel and goods movement |
| | **SA2** | Promotes physical activity and health through active transportation and recreation |
| | **SA3** | Improves climate resilience through mitigation of flooding and extreme heat impacts |
| | **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 |
| | **CON4** | Potential for Traffic Diversion |
| | **CON5** | Potential to increase Localized Emissions / Emissions Shifting |
| | **CON6** | Potential for Bike/ped safety impacts |
| | **CON9** | Potential for VMT Increases |
| | **CON11** | Potential to increase impervious cover |
| | **CON13** | Potential to increase noise pollution |
| | **CON15** | Potential for new barriers/decreased access |

## 6.2 Prioritization

The evaluation process resulted in the ranking of projects within each travel mode: Active Transportation, Arterial Roadways/Complete Streets, Freeway Safety and Interchange Improvements, Goods Movement, and Transit. The rankings were based on the total summary scores across each Benefit criteria and adjusted for the number of Outcome Concerns (Appendix 6-C). These rankings did not automatically represent funding recommendations but rather the first step in identifying which projects were most in alignment with the LB-ELA Corridor Vision, Goals, and Guiding Principles. Appendix 6-B displays the list of projects and programs by ranking, mode, and evaluation results. The evaluation results were only one part of the prioritization process. The ranked project scores were combined with a project readiness assessment in the Tiering analysis and an implementation assessment described in the following sections to provide the project team with important information in developing recommendations for the Investment Plan.

### 6.2.1 Tiering

Tiering describes the project team's process of grouping projects and programs into two categories based on their evaluation results (Vision, Goals, and Guiding Principles alignment) and readiness for future implementation (readiness category, described below). The LB-ELA Corridor Vision, Goals, and Guiding Principles supported the evaluation process described earlier in this chapter; this resulted in each project being categorized, with its mode type, as Tier 1 (higher alignment) or Tier 2 (lower alignment) as an outcome of their evaluation results. 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. Different thresholds were established for each mode based on the number of projects within the mode and the natural breaks in the scoring results (Appendix 6-C).

Projects were also organized into readiness categories of "Implementation," "Pre-Implementation," or "Development" to identify the right pathway for each project and program. For instance, some projects were conceptual and would need feasibility studies to refine the best solutions, while other projects, such as freeway improvements, would require the time and resources for developing scope, design and environmental clearance (subject to CEQA/NEPA).[78] Thus, the "Implementation" category indicated projects or programs that were ready for construction or launch of the program, and likely eligible to compete for discretionary grant funding in the next few years. The "Pre-Implementation" category indicated well-defined projects or programs that required funding and support for pre-construction activities such as planning, design, community engagement, and environmental review. The "Development" category indicated project or program concepts that required substantial work to define scope, agency roles, and agency responsibilities and may require technical assistance to define them better through the Investment Plan's START-UP (Strategic Technical Assistance for Reparative Transportation Uplifting People) Fund.

The assignment of projects into tiers and readiness categories helped determine suitability for Investment Plan prioritization as an investment priority for the Metro Board. The Tier 1-Implementation and Tier 1-Pre-Implementation categories included projects and planning efforts that will be competitive for near-term or mid-term discretionary grant opportunities. Tier 1-Development projects may receive project development funding to support seeking future discretionary grant opportunities and implementation. Tier 2-Implementation projects had two possible pathways for selection: to provide complementary benefits as part of a package with other Tier 1 or Tier 2 projects; or to be eligible and competitive for a specific, available grant opportunity tailored to such a project. Tier 2-Development projects would not be considered for investment at that time but could be reconsidered as part of the Modal Program development process in future years.

78 California Environmental Quality Act: https://opr.ca.gov/ceqa/ and National Environmental Policy Act: https://www.epa.gov/nepa

Once the proposed project tiering was determined, findings were presented for feedback from Task Force, CLC, Metro Board, and other stakeholders in November 2023. Based on feedback received and further analysis, a revised set of tiered results was released in January 2024 displayed in Appendix 6-C. **Figure 6-4** displays this process graphically.

#### 6.2.1.1 Implementation Assessment

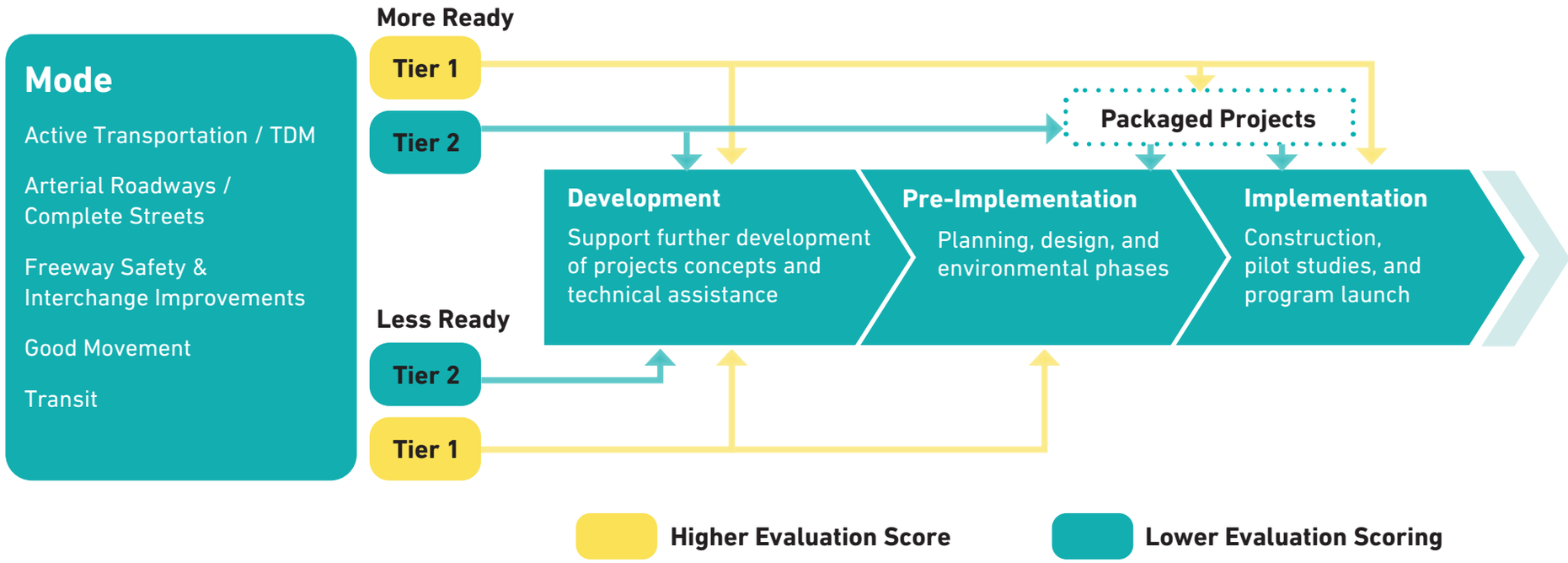
In addition to project alignment and readiness, the project list was further refined against several strategic implementation factors to determine whether the projects should be considered for initial funding or assigned to a Modal Program for future funding consideration. These factors helped the project team and the LB-ELA Corridor Task Force to prioritize projects and make final recommendations for funding.

The additional prioritization factors included:

**Identified Roles and Responsibilities:** Metro was not considered the lead agency for implementing many of the projects under consideration, particularly those on local roads. For a project to be prioritized for Metro funding and to successfully secure discretionary funds, the roles and responsibilities for implementing the project must be understood and agreed upon. For projects under consideration, Metro is expected to play one or more of the following roles: Lead, Partner, Fund, Support, or Collaborate (Appendix 6-C).

**Discretionary Grant Strategy:** This factor examined how well candidate projects and programs aligned with and competed for funding from regional, state, federal, and other discretionary grant programs to leverage

Figure 6-4. Funding Pathways for Tiered Projects and Programs



local funding. Chapter 7 (funding) describes the methodology used to review the alignment between candidate Investment Plan projects and prospective grant opportunities.

**Project Cost/Local Match Required:** Combined with the discretionary grant strategy assessment, the review also considered project cost and how much local match would be needed to deliver the project, considering the amount of funding available—and when it would be available—to serve as a local match. This factor was important to ensure that the recommendations included a full program of projects, considering limitations on Measure R and M funding available (Chapter 7) and potential project costs for larger, more complex projects.

**Political/Institutional/Jurisdictional Support:** The review considered any existing or expected legitimate concerns to be raised by relevant institutions or political jurisdictions that could undermine the project's potential for implementation.

**Equity Considerations:** The projects for initial funding align with the Investment Plan's Guiding Principle of Equity, deliver benefits to EFCs and under-resourced jurisdictions, and consider equity-based concerns in the design, construction, and outcomes phases of Investment Plan implementation. This factor assessed the equitable geographic distribution of funds, considered opportunities to provide technical assistance (START-UP Fund) to jurisdictions with fewer shovel-ready projects, and identified a path forward for concerns to be addressed after approval of the Investment Plan.

**Practical Feasibility/Constructability:** Projects and programs were assessed for any potential limitations to their construction or implementation.

**Design Concerns:** Projects that were more ready for implementation and had a high number of Design Concerns were scrutinized more carefully before finalizing recommendations.

These prioritization factors were presented to the LB-ELA Corridor Task Force and CLC for review and input. The project team used these factors, the evaluation scores, the tiering analysis, and the flags discussed below to develop a set of projects to receive Initial Investment under this Investment Plan.

## 6.2.2 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 processes. Appendix 6-C displays the full list of Community Input Consideration (CIC) and Equity Flags by project or program.

### 6.2.2.1 Equity Flags

Equity flags were derived from the Concerns evaluation, highlighting projects that had the potential to negatively impact equity focus communities (EFCs) and that required specific, additional guidance to minimize those impacts. An equity flag was raised 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 (see Appendix 6-C). 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. Moderate and High Equity flags were also applied as a factor in prioritization. All projects recommended for initial funding do  not have a high equity flag. In Modal Programs and future project development, flags may be used to prioritize investments or ensure potential disbenefits are addressed during project planning.

### 6.2.2.2 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, recommendations for improvement of project concept or design, and indications of general community support. CIC flags were synthesized from meeting notes and discussions with the Task Force, CLC, and other community members and stakeholders. However, 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.



# 7. Funding Strategy

The success of the Long Beach – East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (Investment Plan) in implementing projects and programs that advance the Task Force's Vision, Goals, and Guiding Principles relies upon leveraging limited local sales tax dollars allocated to the Corridor through Measure R and Measure M with a robust level of regional, state, and federal funding. This chapter describes the processes, information, and constraints to developing the overarching funding strategy for the Investment Plan Programs, Community Programs Catalyst Fund and START-UP Fund Program and projects identified for the Initial Investment of Measure R/M funding in the LB-ELA Corridor Mobility Investment Plan.

The funding strategy presents the considerations and criteria used to allocate available Measure R/M funds to these programs and projects over the next decade and beyond, including an assessment of how these funds can be leveraged to maximize access to regional, state, and federal discretionary dollars. An overview of relevant regional, state, and federal discretionary funding programs, their sought-after project outcomes, and their eligibility requirements is provided. A full listing of the Investment Plan projects and the funding programs for which they are potentially eligible is included in Appendix 7-A.

## 7.1 Approach

Developing a funding strategy is a multi-step process that required a targeted approach. The following stages of analysis have helped develop the funding strategy:

**LB-ELA Corridor project and program evaluation:** This analysis involves developing a holistic understanding of candidate projects and their attributes to determine their suitability for Measure R/M funding and eligibility for discretionary grant opportunities.

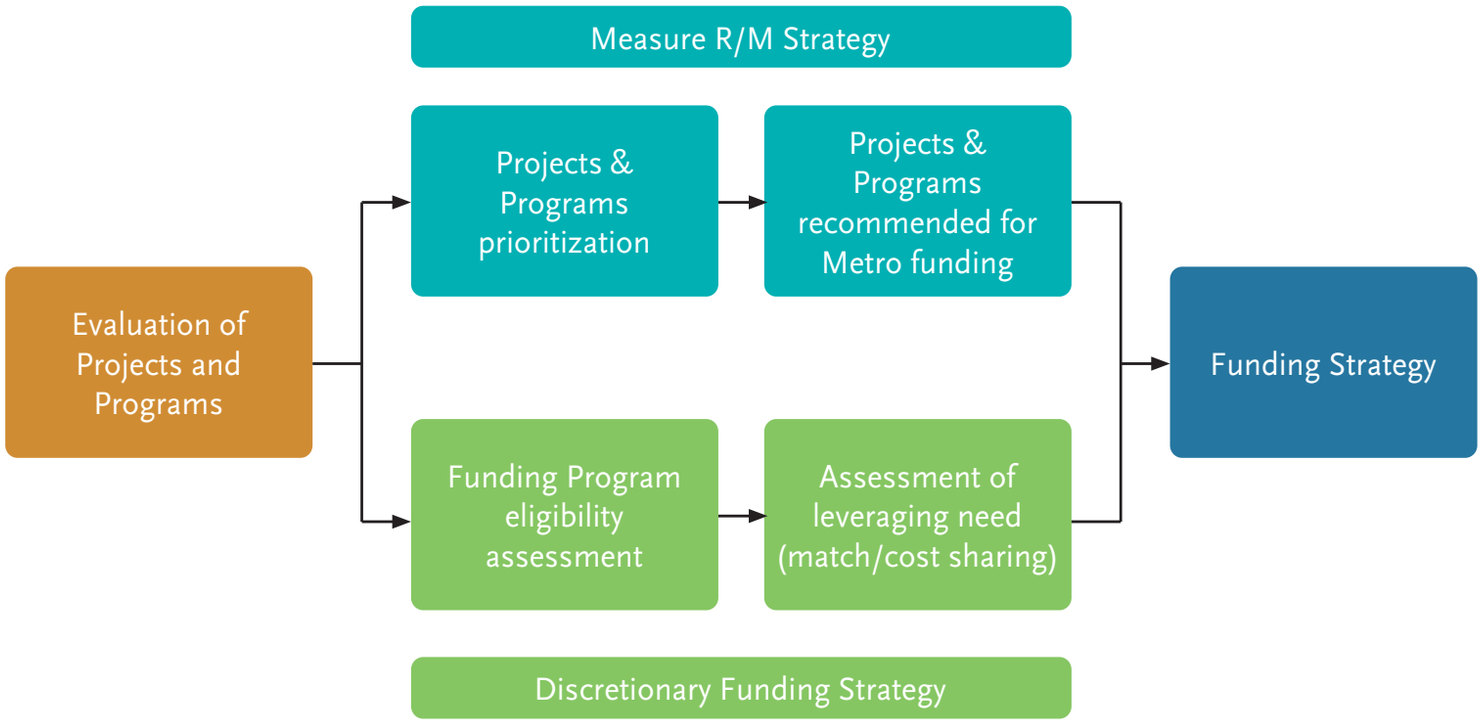
**Identification of projects and programs for use of Measure R/M funding (ongoing):** Based on the analysis conducted, subsets of Modal Programs and projects were identified as suitable candidates for receipt of Measure R/M funds. These funds may be used as preliminary seed funding to progress phases of project development or, for projects at a more advanced level of project readiness, may be used as a local match to meet the requirements for regional/state/federal implementation and construction funding programs.

**Assessment of regional, state, and federal funding programs, including eligibility and match requirements (ongoing):** This analysis element includes identifying and evaluating suitable regional, state, and federal discretionary programs across various modes of transportation and community programs. The attributes and sought-after outcomes of these relevant funding programs were matched with the attributes and forecast impacts and benefits of the Investment Plan.

**Continued development of project readiness, positioning, and partnership opportunities (ongoing and planned):** Throughout the process, non-construction development activities and other actions will be undertaken to progress and position projects to improve their competitiveness and to provide a greater chance for successfully accessing discretionary funding—including conducting design, initiating technical studies, and establishing partnership opportunities.

An overview of the funding strategy development process is shown in **Figure 7-1**.

Figure 7-1. Funding Strategy Development



## 7.2 Measure R and Measure M

Los Angeles County voters have approved four separate, non-sunsetting transportation sales tax initiatives since 1980 that assess a combined two-percent county sales tax to be dedicated to various transportation uses, from the construction, operation, and maintenance of bus and rail transit systems to the implementation of local roadway and multimodal programs and projects. Each sales tax will generate approximately $1.2 billion in revenues for LA County transportation uses in fiscal year (FY) 2024.[79]

The first two sales tax initiatives, Proposition A (1980) and Proposition C (1990), created general categories of projects, recipients, and uses to which revenues were programmed. In addition to identifying funding commitments to various categories of uses, Measure R (2008) and Measure M (2016) also included an expenditure plan that outlined exactly how much and in what year funding would go to vital projects across modes, purposes, and regions of LA County. Thanks to this specificity on how these initiatives would expend taxpayer dollars, voters overwhelmingly approved Measure R (67%) and Measure M (71%), surpassing the required two-thirds vote threshold for new sales taxes.

The Measure R and M expenditure plans each identified the Interstate 710 (I-710) South Corridor (now the LB-ELA Corridor) as a priority for investment, allocating $590 million and $500 million, respectively, to the Corridor. Of the $1.09 billion total allocated to the Corridor, $743 million remains and is available to be programmed through the Investment Plan, as follows:

- $243 million of remaining Measure R I-710 South highway funds are available for Investment Plan projects, including $50 million programmed by the Metro Board to be used as seed funding for the $200 million LB-ELA Corridor Zero Emission Truck program.[80]
  - The Measure R expenditure plan makes these funds available immediately to implement projects in the Corridor. The Investment Plan recommends using these funds to invest in eligible projects and Modal Programs demonstrating high project readiness, aligning highly with the LB-ELA Corridor Vision, Goals, and Guiding Principles, and needing implementation funding before FY 2026.
- $500 million of Measure M funds will become available for implementation purposes in FY 2026 ($250 million) and FY 2032 ($250 million). These funds are available earlier than the fiscal year stated in the expenditure plans for planning, development, and pre-implementation purposes.

The Investment Plan recommends using these funds to provide near-term investment in pre-implementation activities to support the future implementation of longer-term prioritized projects and to help fund the Investment Plan's Modal Programs and future implementation commitments.

79 LA Metro Board Report: https://boardagendas.metro.net/board-report/2023-0044/

80 Please refer to the Investment Plan fact sheet for further details on this program. Project ID: LB-ELA_0004

LA County voters expect Metro to leverage local sales tax funding with regional, state, and federal funding to increase possible investment in vital transportation projects and programs. **Table 7-1** demonstrates that the total amount of available Measure R/M funding would only be sufficient to address a modest number of the most highly ranked Investment Plan projects. Metro and its partners will need to apply for other sources of external funding (regional/state/federal funding programs); in many cases, Measure R and/or Measure M funds will be leveraged to meet the various minimum local match requirements required by those funding programs.

The following section outlines the discretionary funding programs identified and evaluated for suitability and applicability to the Investment Plan's Initial Investment projects and Programs. Taking these into account, along with the availability of Measure R/M funding, Chapter 6 discusses the evaluation and prioritization of Investment Plan projects and the regional/state/federal funding opportunities identified as suitable for those specific projects.

Table 7-1. Estimated Project Costs and Recommended Programming of Measure R/M Funds

| Mode | A. Estimated Investment Leveraging Measure R/M Funding ($m) | B. Measure R/M Funding Recommendation ($m) | | | Estimated Grant Funding Required ($m) (A – B.3) |
|---|---|---|---|---|---|
| | | B.1. Projects for Initial Funding | B.2. Modal Programs | B.3. Total (B.1 + B.2) | |
| Active Transportation/TDM | $195 | $44 | $56 | $100 | $95 |
| Arterial Roadways/Complete Streets | $1767 | $116 | $72 | $188 | $1,579 |
| Freeway Safety and Interchange Improvements | $894 | $171 | $39 | $210 | $610 |
| Goods Movement | $332 | $62 | $18 | $80 | $252 |
| Transit | $478 | $57 | $68 | $125 | $353 |
| Community Programs | $340 | $40 | $0 | $40 | $300 |
| **Total** | **$4,005** | **$490** | **$253** | **$743** | **$3,262** |

Notes:
Rounding may affect totals.
TDM = travel demand management

## 7.3 Suitable Discretionary Grant Programs

A variety of regional, state, and federal grant programs may be suitable and applicable for the various projects and programs encompassed within the Investment Plan. With the signing of the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) into law in 2022, an unprecedented number of funding programs and discretionary dollars are available to fund transportation projects. IIJA enables approximately 380 formulaic and discretionary funding programs across all infrastructure types, with approximately 120 of these programs addressing surface transportation projects and programs. IRA will provide hundreds of billions of additional federal dollars for infrastructure development, with its programs largely targeting sustainability outcomes. These new federal programs complement ongoing state discretionary grant programs funded through Senate Bill 1 in 2017, established programs like the Transit and Intercity Rail Capital Program, and programs dedicated to reducing air pollution and advancing zero-emission technologies at the state and regional levels. As new funding programs emerge or existing funding programs change, expand, or conclude, the Investment Plan will adapt to these changing conditions and identify new approaches to funding priority projects and programs.

Although the breadth of available funding programs represents a significant opportunity for transportation agencies, the augmented number of funding programs and levels of available discretionary dollars can also potentially be daunting if the funding strategy is not clear and targeted. Applying to every possible program for every Investment Plan priority project will not yield an effective outcome. To ensure a focused approach, the project team first conducted a high-level program-wide assessment for the Investment Plan followed by project-level assessments to determine each project's suitability for accessing the various funding programs. This analysis aimed to identify discretionary funding programs that could be accessed over the short-to-medium term to leverage available local measure funds. For this assessment, formulaic funding programs were not considered because the inclusion of projects and programs in the State Transportation Improvement Program and other state transportation programs largely determines the use of these funds.

### 7.3.1 Funding Program Eligibility Assessment

The assessment of funding programs and their suitability for Investment Plan Modal Programs and Initial Investment projects were evaluated using a "crosswalk" analysis. In the crosswalk analysis, the full suite of available federal and state funding programs was evaluated against Investment Plan programs and projects, with suitability determined based on the following factors:

- Alignment of likely candidate program and project outcomes (safety improvements, travel efficiencies, improvements to sustainability and equity) with merit criteria and/or stated objectives of the specific funding programs;
- Attributes of candidate programs and projects and alignment with the typologies of infrastructure (e.g., freeways, active transportation, ports, transit, and complete streets) that specific funding programs target;
- Program and project cost estimates evaluated against forecast discretionary funding pools, maximum grant award amounts, and typical award sizes noted by the funding program;
- Availability of local (or nonfederal, nonstate) funding that can be leveraged and minimum match (cost sharing) requirements for the relevant funding programs; and
- General project readiness and status of planning and development of candidate projects.

## 7.3.2 Federal Discretionary Funding Programs

**Table 7-2**. Federal Discretionary Grant Programs to Target for Investment Plan Projects provides a summary of federal discretionary grant programs that were identified for Investment Plan projects and programs. Further details on these programs are provided in Appendix 7-B.

Table 7-2. Federal Discretionary Grant Programs to Target for Investment Plan Projects

| Issuing Agency | Grant Program | Abbreviation |
|---|---|---|
| FEMA | Building Resilient Infrastructure and Communities | BRIC |
| FHWA | Bridge Investment Program | BIP |
| FRA | Consolidated Rail Infrastructure and Safety Improvements Program | CRISI |
| FRA | Railroad Crossing Elimination Grant Program | RCE |
| FTA | Transit-Oriented Development Planning Grants | TOD |
| FTA | Capital Investment Grants Program (Small Starts) | CIG |
| MARAD | Port Infrastructure Development Program | PIDP |
| USDOT | Rebuilding American Infrastructure with Sustainability and Equity | RAISE |
| USDOT | Reconnecting Communities and Neighborhoods | RCN |
| USDOT | Safe Streets and Roads for All | SS4A |
| USDOT | Infrastructure for Rebuilding America | INFRA |
| USDOT | Strengthening Mobility and Revolutionizing Transportation | SMART |
| USDOT | Reduction of Truck Emissions at Port Facilities | RTEPF |
| USDOT | Charging and Fueling Infrastructure Grant Program | CFI |

Notes:
FEMA = Federal Emergency Management Agency
FHWA = Federal Highway Administration
FRA = Federal Railroad Administration
FTA = Federal Transit Administration
MARAD = Maritime Administration
USDOT = United States Department of Transportation

## 7.3.3 State Discretionary Funding Programs

**Table 7-3**. State Discretionary Grant Programs to Target for Investment Plan Projects provides a summary of state discretionary grant programs that were identified for Investment Plan projects and programs. As shown in Appendix 7-B, the funding pools and typical grant award sizes associated with these programs are generally lower than most federal discretionary programs. However, given a smaller pool of applicants, many of these state programs may generally offer a higher probability of award.

Table 7-3. State Discretionary Grant Programs to Target for Investment Plan Projects

| Issuing Agency | Grant Program | Abbreviation |
|---|---|---|
| CalSTA | Transit and Intercity Rail Capital Program | TIRCP |
| Caltrans | Low-Carbon Transit Operations Program | LCTOP |
| CARB | Community Air Protection Program (AB617) | AB617 |
| CNRA | Urban Greening Grant Program | UGG |
| CSGC | Transformative Climate Communities | TCC |
| CSGC | Affordable Housing and Sustainable Communities Program | AHSC |
| CTC | SB-1 – Solutions for Congested Corridors Program | SCCP |
| CTC | State Active Transportation Program | State ATP |
| CTC | SB-1 – Local Partnership Program – Competitive | LPP-C |
| CTC | SB-1 – Trade Corridor Enhancement Program | TCEP |

Notes:
AB = Assembly Bill
CalSTA = California State Transportation Agency
Caltrans = California Department of Transportation
CARB = California Air Resources Board
CNRA = California Natural Resources Agency
CSGC = California Strategic Growth Council
CTC = California Transportation Commission
SB = Senate Bill

## 7.3.4 Regional Discretionary Funding Programs

**Table 7-4**. Regional Discretionary Grant Programs to Target for Investment Plan Projects provides a summary of regional discretionary grant programs that were identified for Investment Plan projects and programs. These regional funding opportunities typically have a more focused objective and smaller funding pools. However, the projects and programs in the Investment Plan will likely be strong candidates given their expected impact on local communities and stakeholders and alignment with the regional programs' sought-after outcomes. The list of potential regional and local discretionary grant programs will continue to be reviewed and augmented following discussions with local partners.

Table 7-4. Regional Discretionary Grant Programs to Target for Investment Plan Projects

| Issuing Agency | Grant Program | Abbreviation |
|---|---|---|
| AQMD | Community Air Protection Program (Incentives) | CAPP |
| AQMD | Volkswagen Environmental Mitigation Trust | VEMT |
| MSRC | Clean Transportation Funding | CTF |
| MSRC | Transformative Transportation Strategies and Mobility Solutions Program | TTSMS |

Note:
AQMD = South Coast Air Quality Management District
MSRC = Mobile Source Air Pollution Reduction Review Committee

## 7.3.5 Local Match Requirements

An important aspect to consider when seeking access to federal and state discretionary programs is that most have local cost share requirements. Also known as the local match, this cost share represents the minimum contribution of nonfederal or nonstate funding an applicant must commit toward delivering a candidate project if it were to be awarded federal or state funding. Most funding programs require a local match of at least 20%, though this minimum threshold can vary from program to program—and may differ within a program, depending on whether the applicant is seeking funding for planning or construction activities. Additionally, the




location of a candidate project can factor into local match requirements, with the minimum threshold lowered, or even waived, for projects in state and federally designated areas of economic, social, and/or environmental disadvantage. Suitable funding programs which address community program projects will be added to the Investment Plan following development by each community program's working group.

**Table 7-5**. Local Match Requirements by Funding Program provides the range of local match requirements for the funding programs outlined above.

Suitable funding programs which address community program projects will be added to the Investment Plan following development by each community program's working group.

Table 7-5. Local Match Requirements by Funding Program

| Federal/State | Grant Program | Abbr. | Minimum Match Requirement |
|---|---|---|---|
| Federal | Bridge Investment Program | BIP | Planning: 10%<br>Construction: 20%/50% (<$100 million/>$100 million Categories) |
| Federal | Building Resilient Infrastructure and Communities | BRIC | 25% |
| Federal | Charging and Fueling Infrastructure Grant Program | CFI | 20% |
| Federal | Capital Investment Grants Program (Small Starts) | CIG | 20% |
| Federal | Consolidated Rail Infrastructure and Safety Improvements Program | CRISI | 20% |
| Federal | Infrastructure for Rebuilding America | INFRA | 40% |
| Federal | Port Infrastructure Development Program | PIDP | 20% |
| Federal | Rebuilding American Infrastructure with Sustainability and Equity | RAISE | 20% (Urban Areas), 0% (Rural, HDC, or APP) |
| Federal | Railroad Crossing Elimination Grant Program | RCE | 20% |
| Federal | Reconnecting Communities and Neighborhoods | RCN | 20% (RCP Planning and NAE Capital/Planning), 50% (RCP Capital) |
| Federal | Reduction of Truck Emissions at Port Facilities | RTEPF | 20% |
| Federal | Strengthening Mobility and Revolutionizing Transportation | SMART | No match requirement for planning grants 20% for capital projects |
| Federal | Safe Streets and Roads for All | SS4A | 20% |
| Federal | Transit-Oriented Development Planning Grants | TOD | 20% |
| State | Affordable Housing and Sustainable Communities Program | AHSC | 10% |
| State | State Active Transportation Program | State ATP | No match required |
| State | Low-Carbon Transit Operations Program | LCTOP | No match required |
| State | Local Partnership Program-Competitive | LPP-C | 50% |
| State | SB-1 Solutions for Congested Corridors Program | SCCP | No match required |
| State | Transformative Climate Communities | TCC | 50% |
| State | SB-1 Trade Corridor Enhancement Program | TCEP | No match required if nominated by Caltrans. 30% local match required if nominated by regions. |
| State | Transit and Intercity Rail Capital Program | TIRCP | No minimum match requirement, but funding leverage is desirable and will be considered in the evaluation |
| State | Urban Greening Grant Program | UGG | No match required |
| Regional | Transformative Transportation Strategies and Mobility Solutions Program | TTSMS | No match required |

Notes:
APP = Areas of Persistent Poverty
Caltrans = California Department of Transportation
HDC = Historically Disadvantaged Communities
NAE = Neighborhood Access and Equity
RCP = Reconnecting Communities Pilot

## 7.4 Summary and Considerations

The estimated funding needed for Investment Plan projects and programs recommended for funding is shown in **Table 7-6** and is estimated to exceed $3 billion. Metro and partners will need to leverage available and forecast Measure R/M funding to develop and deliver the Investment Plan Programs and projects. These funds must be used judiciously as seed money for project development and local cost share to leverage the maximum funding from suitable regional, state, and federal discretionary programs.

The project team must consider a wide range of additional funding sources to address the significant gaps between Measure R/M funding and the capital levels required to deliver the prioritized Investment Plan projects and Modal Programs. This chapter has highlighted a range of federal, state, and regional grant opportunities that align with the array of different Investment Plan projects and Modal Programs, building off a detailed crosswalk analysis (Appendix 7-A) and an assessment of the key attributes for funding programs that should be considered (Appendix 7-B).

Table 7-6. Funding Need and Discretionary Grant Programs to Target

| Mode | A. Estimated Investment Leveraged from Measure R/M ($m) | B. Measure R/M Funding Recommendation ($m) | | | Estimated Grant Funding Required ($m) (A – B.3) | Examples of Suitable Funding Programs |
|---|---|---|---|---|---|---|
| | | B.1. Projects for Initial Funding | B.2. Modal Program | B.3. Total (B.1 + B.2) | | |
| Active Transportation/ TDM | $195 | $44 | $56 | $100 | $95 | RCN, SS4A, ATP, TCC, UGG, SCCP |
| Arterial Roadways/ Complete Streets | $1767 | $116 | $72 | $188 | $1,579 | RAISE, SS4A, ATP, BIP, SCCP, TCEP, SMART |
| Freeway Safety and Interchange Improvements | $894 | $171 | $39 | $210 | $610 | RAISE, SMART, BIP, INFRA, RCN, SCCP, TCEP, CFI |
| Goods Movement | $332 | $62 | $18 | $80 | $252 | TCEP, PIDP, RAISE, INFRA |
| Transit | $478 | $57 | $68 | $125 | $353 | RAISE, SCCP, TIRCP, CRISI, RCE, TOD |
| Community Programs | $340 | $40 | $0 | $40 | $300 | UGG, AHSC, AB617, CAPP |
| **Total** | **$4,005** | **$490** | **$253** | **$743** | **$3,262** | |

Notes:
TDM = travel demand management

### 7.4.1 Implementation and Considerations

This chapter has set out a framework for how the funding strategy for the Investment Plan has been developed and will continue to evolve. The following chapter (Chapter 8) applies this framework to evaluating the Initial Investment recommendations for projects to receive Measure R/M funding and evaluates which federal/state/regional grant opportunities should be targeted to address the remaining funding gaps for those prioritized projects.

Going forward, the funding strategy will continue to be refined as Investment Plan Modal Programs and projects develop and evolve and new discretionary funding opportunities emerge. It should, therefore, be considered a "living document" subject to updating and adaptation in line with changing opportunities and challenges during the investment plan's multi-decade timeframe. Throughout this time horizon, the development of Modal Programs and projects should incorporate the following positioning themes, which can contribute to the strategy's successful implementation:

**Right-sizing and packaging of projects:** This could involve bundling projects where synergies or minimum project sizes apply or splitting larger programs into individual projects, phases, or groups of projects to access specific funding programs more easily and address maximum grant award limits.

**Positioning projects:** This entails framing candidate projects to show multifaceted and, where possible, direct alignment with the desired outcomes and objectives of the targeted discretionary funding program(s).

**Interim actions to progress project readiness:** Project readiness is often a major consideration for discretionary programs, with federal and state agencies seeking to invest in projects that can be delivered over a near-term time horizon (e.g., present-day to five years). Accordingly, to increase the competitiveness of a candidate project, it is important to continue to progress pre-construction development activities including, but not limited to, design and planning (for capital projects), cost estimation, environmental regulatory analysis (CEQA/NEPA), technical studies (safety, traffic, and goods movement) and/or economic modeling (impacts, job creation, and benefits).





*Photo courtesy of Caltrans District 7*

# 8. Recommendations

The Los Angeles County Metropolitan Transportation Authority (Metro) initiated the development of the Long Beach-East Los Angeles (LB-ELA) Corridor Mobility Investment Plan (Investment Plan) following the Metro Board's decision to suspend the prior I-710 South Corridor project that threatened to displace residents and local businesses, increase air pollution, exacerbate public health concerns, and create more environmental impacts for some of LA County's most vulnerable communities adjacent to the freeway. In its place, the Metro Board directed its CEO to develop a new, consensus-based process to engage impacted residents, communities, and stakeholders in developing a comprehensive, multi-modal, community-responsive, and regionally significant transportation Investment Plan. This Investment Plan stands in marked contrast to its predecessor and signals a point of inflection for Metro in how it engages communities and stakeholders in developing a comprehensive approach to investment in freeway corridors through robust, ongoing, and consequential community engagement.

To achieve the Metro Board's vision, staff created the LB-ELA Corridor Task Force and the Community Leadership Committee (CLC) to give impacted residents and communities a meaningful voice in developing the Investment Plan's values, processes, and recommendations. The Task Force is the main advisory body for Metro, comprising representatives of Corridor communities, institutions, governmental agencies, and industries that are impacted by or dependent upon the movement of people and goods in the Corridor (as described in Chapter 2). The CLC allowed Metro to convene a diverse and committed group of community representatives who live along the LB-ELA Corridor to advise the Task Force throughout the Investment Plan process (see Chapter 2).

The Task Force and CLC provided an opportunity for direct engagement to impacted communities that felt excluded or unheard during the prior I-710 South Corridor project process. As a result, the Investment Plan reflects a dedicated focus on addressing the myriad issues facing residents impacted by I-710, including poor air quality; high levels of pollution; significant health and environmental impacts; heavy traffic congestion; poor traffic safety for automobiles, trucks, bicyclists, and pedestrians; a lack of multi-modal transportation infrastructure; low levels of economic opportunity for residents; and high levels of poverty (see Chapter 3).

The Task Force and CLC met separately and jointly to review and advise on Investment Plan goals, proposals, and recommendations throughout the process. Members from both groups

also participated in working groups, helped ground truth data, and shared upcoming outreach and engagement efforts with their communities. Over the 30-month Task Force process, the Task Force and CLC members worked together to re-evaluate the many needs and goals for investment in the Corridor, develop multi-modal strategies to meet these needs and identify potential projects and programs in the short and long-term based on those strategies. The stakeholders' lived experience in the Corridor and desire to improve regional mobility, safety, and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity played an integral role in creating this multi-modal, community-focused, and regionally significant Investment Plan.

As a strategic planning document, the Investment Plan establishes an overarching vision for identifying and securing investment in projects and programs that align with and support the Corridor's Vision, Goals, and Guiding Principles over the next 20 years. Although the primary focus of the Task Force and CLC was the identification of projects and programs for Metro to invest and leverage Measure R and M funding dedicated to the Corridor, the comprehensive goal of the Investment Plan is also to attract regional, state, and federal investment to implement other projects and programs that also advance the Corridor's values. The Investment Plan's overall need for investment consists of projects that are fully or partially funded through external grant funding, those that will receive other Metro funding, and projects that will receive Corridor Measure R/M investment as identified in this Investment Plan. The topline amount of investment the LB-ELA Corridor Mobility Investment Plan seeks to secure is more than $20 billion, which includes the Measure R/M commitments, anticipated leveraging from the measure funding, as well as other external grant sources. This amount will likely increase as new projects and programs are identified, prioritized, and incorporated into the Investment Plan.

## 8.1 Projects with Outside Funding

Through collaboration with its LB-ELA Corridor stakeholders, Metro has supported and helped deliver investment in a series of multimodal transportation projects since initiating the Task Force in September 2021, from local bicycle lanes to major port infrastructure projects. On July 6, 2023, the California State Transportation Agency (CalSTA) awarded $643.5 million to implement port projects and freight rail projects valued at over $3 billion through its one-time Port and Freight Infrastructure Program (PFIP)[81]. These include initial funding for major freight rail efficiency projects that will support greater movement of cargo by rail, including the Commerce Flyover project and the Hobart/Commerce Intermodal Facility, which received a combined $27 million toward their total cost of $2.139 billion and the Port of Long Beach System-Wide Investment in Freight Transport (SWIFT) with $225 million in state funds toward the estimated cost of $593.7 million.

Additionally, the Task Force also identified a set of projects that received investment through the Pre-Investment Plan Opportunity (PIPO), which allowed Metro to seek grant funding for Corridor projects before the Investment Plan could be finalized to take advantage of available funding opportunities. In 2023, the PIPO yielded $46.6 million in grant funding to support a $76 million investment in the Corridor[82]. In Cycle 6 of the State Active Transportation Program[83],15 projects in Corridor cities and unincorporated communities valued at $114.8 million received $92.6 million in grant funding, including one project that was included in the PIPO. In total, these recent Federal and State grant commitments total over $1.33 billion that will help deliver Corridor projects valued at over $4.9 billion as part of the Investment Plan **(see Table 8-1)**.

81 For more information on CalSTA's program: https://calsta.ca.gov/-/media/calsta-media/documents/pfip-awards-summary-narrative-7-6-23-a11y.pdf

82 To read about this investment: LPP-C funding for SELA TIP: https://catc.ca.gov/-/media/ctc-media/documents/programs/local-partnership-program/competitive/2022-guidelines-competitive/tab-18-4-6-a11y.pdf

83 For more information: MPO: https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2023/2023-atp-staff-reccomendations-mpo-component-a11y.pdf and State level: Statewide: https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2022/2023-atp-staff-recommendations-final-a11y.pdf

Metro is also supporting Corridor projects that will not necessarily be eligible for or receive Measure R and M funds dedicated to the Corridor. Roughly $7.2 billion of federal, state, and Measure M transit capital funding will be needed to deliver the first segment of Southeast Gateway Light-Rail Transit (LRT) Line (formerly the West Santa Ana Branch Line). Overall, the Investment Plan supports the delivery of projects valued at more than $12 billion that will be funded through sources other than the Corridor's Measure R/M funds described below.

Table 8-1. Corridor Investments Supported by Other* Funding Sources

| Mode and Project Name | Committed Amount ($M) | Estimated Total Cost ($M) | Funding Source |
|---|---|---|---|
| Goods Movement | | | |
| System-Wide Investment in Freight Transport (SWIFT) - Electrification Projects | $225.0 | $593.7 | Port Freight and Infrastructure (PFIP)[84] |
| Maritime Support Facility (MSF) Improvement and Expansion Project | $149.3 | $198.3 | |
| Port of Los Angeles Rail Mainline/Wilmington Community and Waterfront Pedestrian Grade Separation Bridge | $42.1 | $57.9 | |
| State Route 47-Seaside Avenue and Navy Way Interchange Improvement Project | $41.8 | $63.0 | |
| Commerce Rail Flyover | $12.0 | $939.0 | |
| Hobart/Commerce Intermodal Facility | $15.0 | $1,200.0 | |
| America's Green Gateway: Pier B Rail Program Buildout | $283.0 | $1,547.0 | U.S. DOT MEGA Grant[85] |
| - SWIFT - Pier B Component | $158.4 | | PFIF |
| - Pier B Street Freight Corridor Reconstruction Project | $26.3 | | Congestion Mitigation and Air Quality (CMAQ)[86] |
| - America's Green Port Gateway: Pier B Early Rail Enhancement Project | $70.4 | | Trade Corridor Enhancement Program (TCEP)[87] |
| - America's Green Port Gateway Phase 1: Pier B Early Rail Enhancements | $52.2 | | US DOT Port Infrastructure Development Program[88] |
| - North Harbor Transportation System Improvement Project | $52.6 | | |
| Middle Harbor Terminal Zero Emission Conversion Project | $30.1 | $37.7 | |
| Goods Movement Work Force Training Facility | $110.0 | $150.0 | CA State Budget |
| Pier 300 Wharf Expansion/Vessel Emission Reduction Project | $300.0 | $300.0 | Port of Los Angeles |
| Long Beach Container Terminal (LBCT LLC) Electrification Advancement Project (LEAP) | $35.0 | NA | U.S. Department of Transportation's Federal Highway Administration Reduction of Truck Emissions at Port Facilities grant program |
| WattEV Inc. to purchase heavy duty electric trucks at the Port of Long Beach | $9.0 | NA | |
| Voltera Power to build a large-scale charging projects near the ports of Long Beach and Los Angeles | $1.7 | NA | |

Note: table continues on next page

84 CalSTA: https://calsta.ca.gov/-/media/calsta-media/documents/pfip-awards-summary-narrative-7-6-23-a11y.pdf
85 https://www.transportation.gov/sites/dot.gov/files/2024-01/MEGA%20Fact%20Sheets%20FY%202023-2024_Final.pdf
86 USDOT - CMAQ: https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq
87 https://catc.ca.gov/-/media/ctc-media/documents/programs/tcep/4192022-tcep-program-of-project-amendment-a11y.pdf
88 US DOT 2023: https://www.maritime.dot.gov/sites/marad.dot.gov/files/2023-11/PIDP%202023%20Awards%20Fact%20Sheets_0.pdf and 2022: https://www.maritime.dot.gov/sites/

Table 8-1. Corridor Investments Supported by Other* Funding Sources (continued)

| Mode and Project Name | Committed Amount ($M) | Estimated Total Cost ($M) | Funding Source |
|---|---|---|---|
| Active Transportation | | | |
| City of Bell Gardens Pedestrian and Bicycle Improvements | $3.0 | $3.0 | California Active Transportation Program Cycle 6[89] |
| City of Carson City-wide Community Safety Improvements | $3.5 | $3.5 | |
| City of Carson Master Bicycle Plan | $0.9 | $0.9 | |
| City of Long Beach Mid-City Pedestrian and Bicycle Connections | $8.8 | $9.8 | |
| Huntington Park Safe Routes for Seniors and Students** | $4.3 | $4.8 | |
| Metro A Line Connections for Unincorporated Los Angeles County | $9.9 | $12.3 | |
| Randolph Street Bike and Pedestrian Facilities Project | $0.2 | $1.4 | |
| Salt Lake Avenue Pedestrian Accessibility Project | $7.1 | $7.1 | |
| Slauson Avenue Corridor and City-Wide Pedestrian, Bike, Transit Improvements | $2.1 | $2.1 | |
| South Downey Safe Routes to School (Project Phase 2) | $1.2 | $1.2 | |
| Tweedy Boulevard Active Transportation Improvements | $5.3 | $6.6 | |
| Southeast Gateway Light Rail Station First-Last Mile Bikeway Safety and Access Project | $3.4 | $3.4 | |
| Walnut Park Pedestrian Plan Implementation | $2.5 | $9.7 | |
| Wilmington Safe Streets: A People-First Approach | $32.3 | $40.8 | |
| West Paramount Utility Easement Multi-use path Phase 1 | $9.7 | $9.7 | |
| Randolph Street Bike and Pedestrian Facilities Project | $6.7 | $8.5 | Metro Active Transportation Program[90] |
| Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge | $5.0 | $62.6 | Reconnecting Communities & Neighborhoods (RCN FY23)[91] |
| Reconnecting North Long Beach - Hamilton Loop Project (Planning Study) | $1.2 | $1.5 | |
| Reconnecting East Los Angeles: 60 Green Bridge Project for Belvedere Park (Planning Study) | $0.8 | $1.0 | |

Note: table continues on next page

89 CA CTC: https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2023/2023-06/19-4-9.pdf
90 LA Metro Board Report: https://boardagendas.metro.net/board-report/2020-0562/
91 US DOT FY23: https://www.transportation.gov/grants/reconnecting-communities/reconnecting-communities-fy23-awards

Table 8-1. Corridor Investments Supported by Other* Funding Sources (continued)

| Mode and Project Name | Committed Amount ($M) | Estimated Total Cost ($M) | Funding Source |
|---|---|---|---|
| Arterial Roadway/Complete Streets | | | |
| I-710 Integrated Corridor Management (ICM)** | $27.8 | $40.2 | TCEP |
| Shoreline Drive Gateway | $30.0 | $60.0 | Reconnecting Communities and Neighborhoods Pilot (RCN FY22)[92] |
| Transit | | | |
| Southeast LA Transit Improvement Program** | $14.5 | $31.1 | Local Partnership Program[93] |
| Southeast Gateway Line LRT (Slauson A Line Station to Pioneer Segment)*** | $1,435.0 | $7,167.0 | Measure M[94] US DOT CIG (TBD)[95] |
| Removing Barriers and Creating Legacy - A Multimodal Approach for Los Angeles County | $139.0 | $162.0 | RCN FY23 |
| Eastside Transit Corridor Phase 2 | $3,000.0 | $10,169.0 | Measure M, TIRCP, Measure R; to pursue RIP, SCCP and LLP (SB-1), CIG,CMAQ, MEGA. and RAISE programs |

Notes:
This table is not an exhaustive list of all committed investments in the Corridor. Project costs are subject to change.
* "Other" funding sources exclude the available Measure R/M funding for the Investment Plan
** Projects included in Metro's PIPO
*** Measure M commitment is for entire LRT corridor

92 US DOT: https://www.transportation.gov/sites/dot.gov/files/2023-02/RCP%20Fact%20Sheets%202022.pdf
93 CA CTC: https://catc.ca.gov/-/media/ctc-media/documents/programs/local-partnership-program/competitive/2022-guidelines-competitive/tab-18-4-6-a11y.pdf
94 Measure M Expenditure Plan: https://www.metro.net/about/measure-m/
95 US DOT CIG Dashboard: https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-01/Public-CIG-Dashboard-01-05-2024.pdf

## 8.2 Projects and Programs Receiving Measure R/M Investment

The Investment Plan recommends the investment of $743 million in Measure R and M funding dedicated to the LB-ELA Corridor to catalyze more than $4 billion in local, state, and federal investment in priority projects and programs consistent with the Vision, Goals, and Guiding Principles of the LB-ELA Corridor, as adopted by the Task Force and approved by the Metro Board as official policy for the Corridor. Taken together, the total investment generated from Measures R and M funding is expected to be more than $4 billion.

These projects and programs were selected through a Task Force process that initially identified more than 200 projects and programs throughout the LB-ELA Corridor, serving a wide range of travel modes and community-identified needs. After evaluating each project and program's potential to advance the Task Force's adopted Vision, Goals, and Guiding Principles, highly rated projects were considered in the LB-ELA Corridor context and prioritized by assessing each project and program for technical, logistical, and political feasibility. This evaluation and prioritization process resulted in a comprehensive list of Initial Investment projects and programs (see Table 8-1) recommended for Metro's fixed Measure R/M funding for the Corridor, as identified in each Measure's respective expenditure plan. The Measure funding represents a small portion of the total needed to deliver these Corridor improvements; to be successful, Metro and its partners must leverage these funds with additional regional, state, and federal discretionary grant awards and other sources. These projects recommended for initial funding represent meaningful steps toward fulfilling the Investment Plan's long-term vision for the LB-ELA Corridor.

As previewed in Chapter 6, the Investment Plan aims to use Measure R/M funds as follows[96].

- **Funding for Implementation:** The Investment Plan will fund projects that are (1) highly rated in achieving the Corridor Vision, Goals, and Guiding Principles as defined by the Task Force and CLC and (2) are ready for near-term funding opportunities through existing and available Measure R dollars[97]. This category could include ready-to-go projects identified through the Pre-Investment Plan Opportunity (PIPO) process (as described in Chapter 5).
- **Funding for Pre-Implementation:** The Investment Plan will allocate funds to advance other highly rated, but less-ready projects through their remaining planning and pre-implementation steps. Due to their scale and complexity, these medium to long-term projects need more time to be ready for future funding cycles (with near-term planning funding, medium-term environmental funding, and longer-term implementation funding reserved for these projects).
- **Funding for Development:** To support the Plan's commitment to equity, the plan will allocate funds through Modal Programs to support equitable project planning, development, and ultimately, implementation of future projects that address the Corridor's Vision, Goals, and Guiding Principles. Given that some communities did not have project concepts ready for inclusion in the MSPP, this funding will focus on identifying gaps or needs and help prioritize Equity Focus Communities (EFC), in addition to those considered in the first two categories. It will provide needed technical assistance and planning resources currently lacking within under-resourced communities to fully develop project concepts, currently in their early stages, to advance toward implementation. The funding is called the START-UP (Strategic Technical Assistance for Reparative

96 These categories are displayed by project in the project fact sheets in this document as "phase" or in the online visualization dashboard as "status".
97 See Chapter 7, Funding, for more on this.

Transportation Uplifting People) Fund and will result in additional candidate projects that address the Equity Guiding Principle that will qualify for future funding.

- **Funding for Community Programs:** Community Programs are a hallmark of the Investment Plan's commitment to equity and improving the lives of those in the community. These programs are designed to provide unique, equity-centered benefits to impacted LB-ELA Corridor residents, reflecting the input received from community members throughout the Investment Plan development process. The Investment Plan includes $40 million in funding, called the Community Programs Catalyst Fund, and is targeting additional grant funding for a total of $300 million—an average of $20 million for each of the 15 Community Programs. The intent of the Catalyst Fund is to allow each program to be further developed into a fundable project or program, develop priorities for projects and programs, and create strategies for ongoing funding from local sources and discretionary grant sources. Because the community programs feature varying degrees of transportation-related scope, leveraging outside grant and local funding will be an important focus of this effort, as Metro cannot fund most of the community programs beyond the planning stage due to the transportation nexus requirements of Measure R/M funding. Metro commits to collaborating and partnering with other assigned lead agencies to identify eligible funding sources, implementation pathways, and appropriate sponsors for these programs. Community Program development will be supported by Working Groups that will include community members and community-based organizations, further described in Chapter 9.

## 8.3 Initial Investments: Projects/Programs Recommended for Initial Funding

Based on the project outreach and evaluation processes, the projects recommended for the initial funding allocation of Measure R/M funds assigned to the LB-ELA Corridor are included in **Table 8-2** and are explained in more detail in the Fact Sheets in Section 8.4. The projects recommended for Initial Investment are in various stages of project development, from planning through implementation. All applicable projects will adhere to Clean Air Act conformity analysis requirements. These projects/programs are displayed in **Figure 8-16**.

In addition to the projects and programs identified for Initial Investment, the Investment Plan also looks to the future of the LB-ELA Corridor by supporting, planning, developing, identifying, and refining projects, programs, and strategic initiatives, and addressing unmet equity needs to advance the Corridor's Vision, Goals, and Guiding Principles. **Modal Programs**, detailed in a subsequent section, will serve as the mechanism by which these ongoing planning and development activities leading to implementation will occur following the adoption of the Investment Plan.

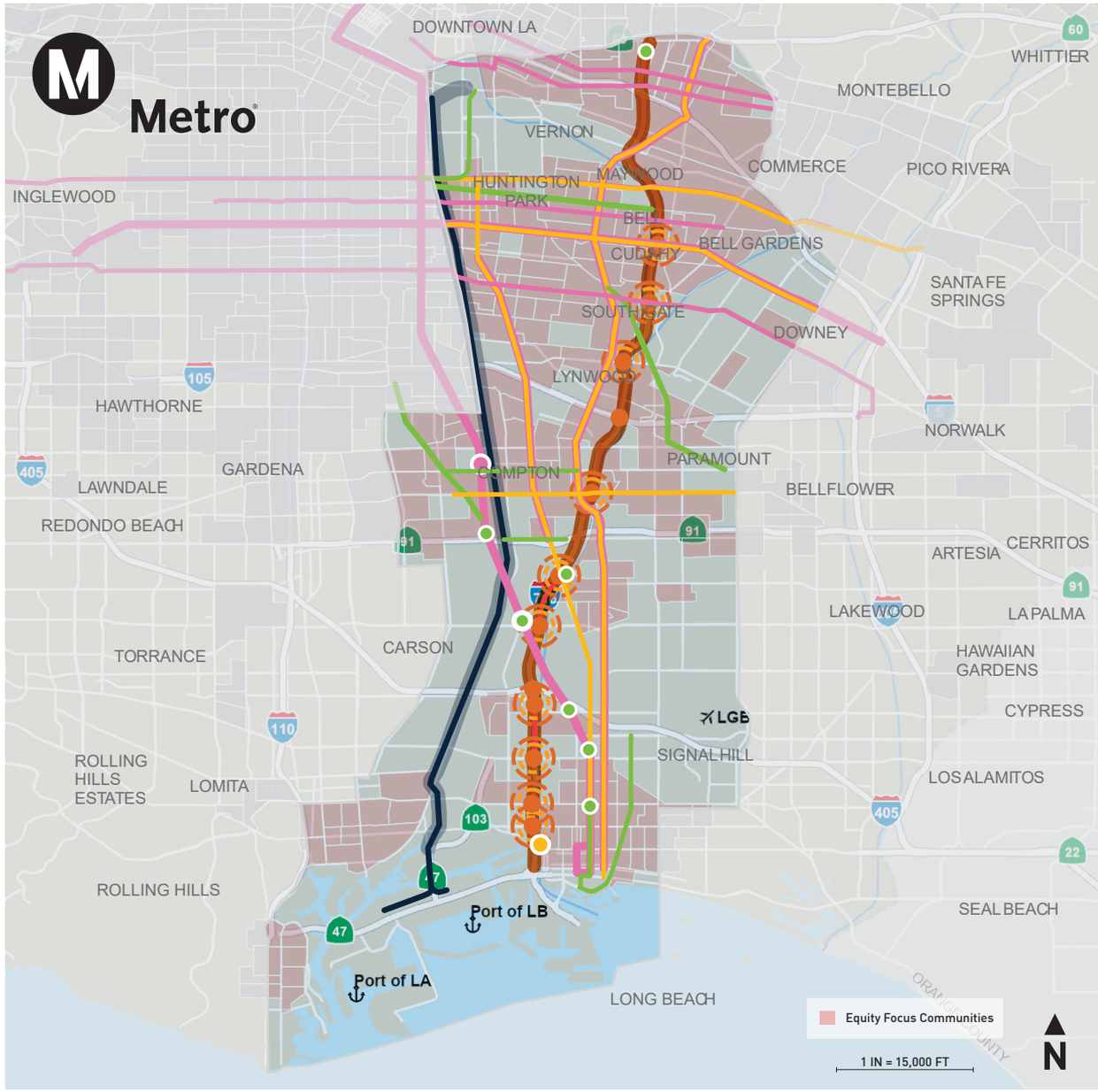
The Investment Plan features five Modal Programs centered around the following modes of transportation to categorize projects during the development of the plan: Active Transportation, Arterial Roadways/ Complete Streets, Freeway Safety and Interchange Improvements, Goods Movement, and Transit. Metro, its partners, and stakeholders will need to continue collaborating to advance the projects in the Modal Programs toward implementation to further the goals of the Investment Plan. Furthermore, the Investment Plan will reserve funding within each Modal Program to carry out these planning and development activities and implement some projects that eventually emerge from this future work.

Further detail is provided for projects and programs recommended for Initial Investment in the following tables. Project descriptions reflect project details available at the time of the Investment Plan project collection and evaluation process. The description and scope for projects that will require additional pre-implementation work may be modified in the future based on these planning and design processes. Projects and programs may include Equity and/or Community Input Consideration Flags described below.

- **Equity Flags** - Highlight potential Concerns that impact EFCs, as identified through the technical evaluation criteria. A high Equity Flag refers to more or greater potential impacts, and medium or low Equity Flags refer to fewer or lesser potential impacts respectively. Where a project includes an Equity Flag, implementation requirements and guidance are provided to address the equity issues identified.
- **Community Input Considerations (CIC) Flags** - Highlight recommendations or Concerns raised by community members through the Investment Plan development process that were not captured through the technical evaluation criteria (see Chapter 6 for more information).

The projects and programs recommended for Initial funding are listed in **Table 8-2**. Equity and CIC flags are noted in project Fact Sheets within this chapter and in Appendix 6-C, Table 8.

Figure 8-1. Projects/Programs for Initial Investment







## PROJECTS FOR INITIAL FUNDING

| Symbol | Project Name |
|---|---|
| | Active Transportation / TDM |
| | Arterial Roadways / Complete Streets |
| | Freeways Interchanges and Safety Improvements |
| | Goods Movement |
| | Transit |

Table 8-2. Projects/Programs Recommended for Initial Investments (alphabetical)

| Project/Program Name | Investment Plan Amount ($M) | Project ID |
|---|---|---|
| Bus Stop Improvement Projects/Programs | $19.0 | LB-ELA_0203 |
| Complete Street Corridor: Alondra Boulevard | $9.0 | LB-ELA_0060 |
| Complete Street Corridor: Atlantic Boulevard | $68.6 | LB-ELA_0057 |
| Complete Street Corridor: Florence Avenue | $24.9 | LB-ELA_0058 |
| Complete Street Corridor: Long Beach Boulevard | $0.8 | LB-ELA_0062 |
| Complete Street Corridor: Slauson Avenue | $3.6 | LB-ELA_0061 |
| Clean Truck Infrastructure* | * | LB-ELA_0023 |
| Compton Creek Bike Underpasses | $0.5 | LB-ELA_0165 |
| Compton Transit Management Operations Center Enhancements | $2.0 | LB-EVA_0168 |
| Freight Rail Electrification Pilot Project | $10.0 | LB-ELA_0217 |
| Goods Movement Freight Rail Study | $2.0 | LB-ELA_0151 |
| Humphreys Avenue Pedestrian/Bicycle Overcrossing[98] | $9.0 | LB-ELA_0139 |
| I-710 Freeway Lids, Caps and Widened Bridge Decks | $5.0 | LB-ELA_0181 |
| I-710 MOSAIC Program | $153.6 | |
| I-710/Firestone Interchange Improvements | | LB-ELA_0033 |
| I-710/Florence Interchange Improvements | | LB-ELA_0034 |
| I-710/Willow Interchange Improvements | | LB-ELA_0028 |
| I-710/Del Amo Interchange Improvements | | LB-ELA_0029 |
| I-710/Long Beach Boulevard Interchange Improvements | | LB-ELA_0030 |
| I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors | | LB-ELA_0031 |
| I-710/Imperial Interchange Improvements | | LB-ELA_0032 |
| I-710/Auxiliary Lanes (Willow to Wardlow) | | LB-ELA_0035 |
| I-710/I-405 Connector Project Improvements | | LB-ELA_0036 |
| I-710/I-105 Connector Project Improvements | | LB-ELA_0037 |
| I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard) | | LB-ELA_0038 |

Note: table continues on next page

98 The Humphreys Avenue Pedestrian/Bicycle Overcrossing project was selected for the Pre-Investment Plan Opportunity (PIPO) by the Metro Board in September 2022 as a priority for the LB-ELA Corridor. This project received a $9.9615 million USDOT Reconnecting Communities and Neighborhoods Grant.

Table 8-2. Projects/Programs Recommended for Initial Investments (alphabetical, continued)

| Project/Program Name | Investment Plan Amount ($M) | Project ID |
|---|---|---|
| I-710/Anaheim Interchange Improvement | | LB-ELA_0091 |
| I-710/PCH Interchange Improvement | | LB-ELA_0092 |
| I-710/Wardlow Interchange Improvement | | LB-ELA_0093 |
| I-710 Particulate Matter Reduction Pilot Project | $2.0 | LB-ELA_0157 |
| I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities*** | $2.5 | LB-ELA_9318 |
| I-710 Traffic Controls at Freeway Ramps | $10.0 | LB-ELA_0156 |
| LA-ELA Corridor Bus Transit Priority (Eight Corridors) | $31.1 | |
| • Atlantic Boulevard Bus Priority Lane Corridor | | LB-ELA_0146 |
| • Long Beach Boulevard Bus Priority Lane Corridor | | LB-ELA_0141 |
| • Florence Avenue Boulevard Bus Priority Lane Corridor | | LB-ELA_0144 |
| • Slauson Avenue Boulevard Bus Priority Lane Corridor | | LB-ELA_0142 |
| • Gage Avenue Boulevard Bus Priority Lane Corridor | | LB-ELA_0143 |
| • Firestone Boulevard Bus Priority Lane Corridor | | LB-ELA_0145 |
| • Whittier Boulevard Bus Priority Lane Corridor | | LB-ELA_0178 |
| • Olympic Boulevard Bus Priority Lane Corridor | | LB-ELA_0179 |
| Metro A Line First/Last Mile Plan Improvements | $9.8 | LB-ELA_0008 |
| Metro A Line: Quad Safety Gates at all A Line [Blue Line] | $5.0 | LB-ELA_0175 |
| Rail to River Active Transportation Corridor Segment B | $3.2 | LB-ELA_0006 |
| Regionally significant bicycle projects from the Metro Active Transportation Strategic Plan | $15.7 | LB-ELA_0017 |
| Shoemaker Bridge/Shoreline Drive | $9.0 | LB-ELA_0010 |
| Southeast Gateway Line Bike and Pedestrian Trail** | $3.8 | LB-ELA_0111 |
| Zero-Emission Truck Program | $50.0 | LB-ELA_0004 |
| Community Programs Catalyst Fund | $40.0 | NA |

Notes:
I-710 = Interstate 710
* Clean Truck Infrastructure investment included as part of the Zero-Emission Truck Program (LB-ELA_0004)
** Formerly called the "West Santa Ana Branch" trail. Bikeway project name updated to reflect new rail corridor name.
*** See Section 8.3.1

### 8.3.1 New Project Recommended for Initial Investment

**I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities (LB-ELA_9318)**

This planning study 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. This study meshes well with the Alternatives Analysis study of the I-710 MOSAIC Program projects (see fact sheet below). 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 planning study will identify which crossings are in highest need of improvements, and which specific capital improvements address those needs. To achieve this outcome, the planning study 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).

Metro applied for a Reconnecting Communities & Neighborhoods grant to fund this study but was unsuccessful. Metro believes this is vitally important for helping to prioritize future funding to address critical gaps and connect communities that are divided by the I-710 freeway.

## 8.4 Fact Sheets: Projects and Programs Recommended for Initial Investment

Fact sheets to follow.

## Bus Stop Improvement Projects/Programs
LB-ELA_0203

**Location:** Study-area wide

**Lead:** Metro, Long Beach Transit, and local jurisdictions

**Metro Role:** Partner

### Description

Collaborate with the local jurisdictions (cities and unincorporated areas of Los Angeles County) to implement bus stop improvements in 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, and improved ADA accessibility, including repositioning of utility boxes on the sidewalk. Provide financial support 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.

### Implementation Requirements/Guidance

The Investment Plan investment would be used to purchase and install bus shelters with real-time displays and security lighting at 100 of the bus stops that currently lack shelters as well as 1,000 curb ramps to improve ADA accessibility to bus stops in the LB-ELA study area. The $19 million can be used to leverage additional grant funding to implement additional locations as well as to support the installation of additional amenities mentioned above, such as lighting, security features, benches, drinking fountains, solar-powered arrival displays, trashcans, landscaping, and signage. Additionally, Metro is currently piloting portable public restrooms at Metro rail stations; this pilot could be expanded to specific bus stop locations if there is adequate space.

The exact locations of the shelters and curb ramps will be determined using a prioritization process that focuses on areas of highest need. Metro anticipates that it will use the EFC designations, coordination with cities and Access Services, areas with high ridership, and areas that lack shade and are vulnerable to heat impacts to inform prioritization. Investment in this program will also address several city-wide bus stop improvement projects, including Bus Shelter Upgrades (LB-ELA_0118 – Signal Hill), Bus Stop Improvements (LB-ELA_0077 – Commerce), and Bus Stop Improvements (LB-ELA_0103 – Maywood). Metro also anticipates that cities will be responsible for a city funded local match for these projects, to be determined.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Safety, Community Health, Opportunity, and Prosperity |
| **Flags** | Equity Flag: None<br>CIC Flag: Add design specification for paving materials to ensure bus stop accessibility for mobility devices |
| **Modes** | Transit, Active Transportation, Arterials |
| **Phase** | Development/Implementation |
| **Potential for packaging** | Related projects include Southeast Los Angeles (SELA) Transit Improvements Project (TIP) [LB-ELA_0169], Bus Shelter Upgrades (LB-ELA_0118 – Signal Hill), Bus Stop Improvements (LB-ELA_0077 – Commerce), and Bus Stop Improvements (LB-ELA_0103 – Maywood). |
| **Estimated cost** | $19 million:<br>$60,000 per shelter (100 shelters)<br>$13,000 per curb ramp (1000 ramps) |
| **Potential funding sources** | Federal Transit Administration (FTA) (7300 series)<br>Federal Transit Administration (FTA) Transit facilities grants |
| **Grant matching fund requirements** | Minimum local match:<br>20% – FTA grants |

Recommended Measure R/M Investment: **$19 million***

* Metro will expect cities to provide at least a portion of the local funding match for these projects and generally be expected to be responsible for the future operations and maintenance costs of these facilities.

## Complete Street Corridor: Alondra Blvd
LB-ELA_0060

**Location:** Compton, Paramount

**Lead:** Compton/Paramount/Gateway Cities COG

**Metro Role:** Fund

### Description

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.

### Implementation Requirements/Guidance

**Design Guidance**: While multimodal travel options and throughput are important, Complete Streets projects should prioritize safety for all users.

**Displacements and Physical Impacts**: In general, major arterial roadway redesigns should use the existing right-of-way wherever possible and minimize roadway expansions that require displacements or right-of-way impacts. Wherever these impacts are under consideration, jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

**Construction Impacts**: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air Quality, Safety, Community |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may reroute truck traffic that will impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where street parking reductions are needed. |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Implementation/Pre-implementation |
| **Potential for packaging** | Alondra Boulevard Intersection Improvements (LB-ELA_0109)<br>Alondra Boulevard Bridges (LB-ELA_0107)<br>I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors (LB-ELA_0031) |
| **Estimated cost** | $45 million |
| **Potential funding sources**[99] | State ATP, SCCP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – State ATP, SCCP |

Recommended Measure R/M Investment: **$9 million**

99 The list of funding sources and their abbreviations can be found in Tables 7-2 through 7-5 in Chapter 8

## Complete Street Corridor: Atlantic Blvd
LB-ELA_0057

**Location:** Bell, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, South Gate, Vernon, East Los Angeles, East Rancho Dominguez

**Lead:** Gateway Cities COG/Cities

**Metro Role:** Support and/or fund

### Description

Atlantic Avenue/Boulevard, between Ocean Boulevard and State Route (SR) 60. Reconstruct Atlantic Avenue/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.

### Implementation Requirements/Guidance

Design Guidance: While multimodal travel options and throughput are important, Complete Streets projects should prioritize safety for all users.

The Atlantic Corridor project passes through ten jurisdictions, including Bell, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, South Gate, Vernon, and communities in unincorporated Los Angeles County. Given the differing schedules for this project, with some segments ready for implementation in 1 to 2 years and other sections needing 4 to 5 years before construction, this Corridor will require near-term and long-term measure funding. Given the high project cost, this Corridor will need to leverage significant funding from state and federal grant programs and will need to be developed in phases.

Displacements and Physical Impacts: In general, major arterial roadway redesigns should use the existing right-of-way wherever possible and minimize roadway expansions that require displacements or right-of-way impacts. Wherever these impacts are under consideration, jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air Quality, Community, Mobility |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may reroute truck traffic that will impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where street parking reductions are needed. |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Implementation/Pre-implementation |
| **Potential for packaging** | Atlantic Bus Only Lane and Transit Signal Prioritization (LB-ELA_0019 and LB-ELA_0146)<br>Mixmaster Traffic signal Improvements (Telegraph/Eastern/Atlantic) (LB-ELA_0071)<br>Atlantic Boulevard widening Over I-5 at Mixmaster Intersection (LB-ELA_0221) |
| **Estimated cost** | $457 million |
| **Potential funding sources** | RCN, State ATP, SCCP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – ATP, SCCP<br>20% – RCN (Planning)<br>50% – RCN (Capital) |

Recommended Measure R/M Investment: **$69 million**

## Atlantic Blvd: Pulsing the LB-ELA Corridor with Every Mile

Atlantic Blvd is a major North-South corridor within the Study Area. It passes through the cities of Alhambra, Monterey Park, Commerce, Vernon, Maywood, Bell, Cudahy, South Gate, Lynwood, Compton, Long Beach, and unincorporated East Los Angeles. The vision for this corridor is to promote a balanced, comprehensive, multimodal transportation system to enhance sustainability and mobility of the communities within the corridor. Metro Local Bus Line 260 runs along Atlantic Blvd. between Huntington Dr. and Artesia Blvd. Long Beach Transit Line 61 serves Atlantic Blvd. south of Artesia Blvd. These are the two major bus routes along Atlantic Blvd. with pre-pandemic annual ridership of 3,186,229 and 4,585,635 respectively. At the intersection of Atlantic Blvd and Pomona Blvd in East Los Angeles is Metro's Atlantic station, the current eastern terminus of the E Line. This station provides the East Los Angeles community service to Downtown Los Angeles, Santa Monica, and other Metro Rail lines. In addition to the communities along the E Line, Atlantic Blvd provides a regional connection through its significance connecting to other existing and planned Metro Light Rail Transit (LRT) Lines. Future connectivity will be provided at the proposed Firestone Station of the Southeast Gateway LRT project in the southern segment of Atlantic Blvd at Atlantic/Firestone. This regional connectivity will be further strengthened via the existing C Line Firestone/Alameda station west of the future Firestone Station. The efforts to achieve this vision include a series of projects and programs with a diverse range of project types such as, Active Transportation/ Transportation Demand Management (TDM), Arterial Roadways, and Transit. The Investment Plan proposes projects and programs for Atlantic Ave./Blvd. recommended for both **initial investment** and **modal programs**.



*Photo courtesy of Caltrans District 7*

## Atlantic Blvd Projects

Initial Investment

| Project ID | Project Name | Description | Project/Program Cost (M) | CMIP/Metro Contribution |
|---|---|---|---|---|
| LB-ELA_0057 | **Complete Streets Planning** | 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. | $457 | $68.58 |
| LB-ELA_0146 | **Bus Priority Lane Improvement** | BRT project along Atlantic to provide improved speed, reliability, and frequency. | TBD | $1+ |
| 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 proposed bikeways serving Atlantic Blvd. | $41.44 | $15.65 |

Modal Program

| Project ID | Project Name | Description | Project/Program Cost (M) | CMIP/Metro Contribution |
|---|---|---|---|---|
| LB-ELA_0019 | **Bus Only Lane and Transit Signal Priority (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, bus stop and layover improvements. | TBD | NA |
| 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. | $2 | NA |
| 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). | $2 | NA |
| LB-ELA_0120 | **Safety Improvements** | 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 Blvd. | $7 | NA |
| LB-ELA_0221 | **Atlantic Blvd Bridge Widening** | Would widen Atlantic Blvd 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. | $50 | NA |

## Complete Street Corridor: Long Beach Blvd
LB-ELA_0062

**Location:** Compton, Huntington Park, Long Beach, Lynwood, South Gate, Walnut Park

**Lead:** COG/Cities

**Metro Role:** Support and/or fund

### Description

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.

### Implementation Requirements/Guidance

Design Guidance: While multimodal travel options and throughput are important, Complete Streets projects should prioritize safety for all users.

Displacements and Physical Impacts: In general, major arterial roadway redesigns should use the existing right-of-way wherever possible and minimize roadway expansions that require displacements or right-of-way impacts. Wherever these impacts are under consideration, jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air Quality, Community, Safety |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may reroute truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where street parking reductions are needed. |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Development |
| **Potential for packaging** | Micromobility Pilot Project (LB-ELA_0220)<br>Long Beach Boulevard Bus Priority Lanes (LB-ELA_0141)<br>I-710/Long Beach Boulevard MOSAIC (LB-ELA_0030)<br>Blue Line First/Last Mile Projects (Willow/Wardlow/PCH Stations) (LB-ELA_0008) |
| **Estimated cost** | $1.5 million (Planning study) |
| **Potential funding sources** | SS4A, State ATP, SCCP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – State ATP, SCCP<br>20% – SS4A |

Recommended Measure R/M Investment: **$0.8 million***

* Planning study

## Complete Street Corridor: Slauson Ave
LB-ELA_0061

**Location:** Bell, Commerce, Huntington Park, Maywood, Montebello, Vernon

**Lead:** COG/Cities

**Metro Role:** Fund

### Description

Slauson Avenue, between Alameda Street and Lakewood Boulevard. Reconstruct 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.

### Implementation Requirements/Guidance

Design Guidance: While multimodal travel options and throughput are important, Complete Streets projects should prioritize safety for all users.

Displacements and Physical Impacts: In general, major arterial roadway redesigns should use the existing right-of-way wherever possible and minimize roadway expansions that require displacements or right-of-way impacts. Wherever these impacts are under consideration, jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Community, Safety, Equity |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may reroute truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where street parking reductions are needed. |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Implementation/Pre-implementation |
| **Potential for packaging** | Metrolink Regional Rail Line between Union Station and Long Beach (LB-ELA_0219)<br>Slauson Avenue Corridor and Citywide Pedestrian, Bike, Transit Improvements (LB-ELA_0126)<br>Metro Bus Priority Lane Corridor along Line 108 (Slauson) (LB-ELA_0142) |
| **Estimated cost** | $18 million |
| **Potential funding sources** | State ATP, SCCP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – State ATP, SCCP |

Recommended Measure R/M Investment: **$4 million**

## Complete Street Corridor: Florence Ave
LB-ELA_0058

**Location:** Bell, Bell Gardens, Downey, Huntington Park

**Lead:** Gateway Cities COG/Cities

**Metro Role:** Support and/or fund

### Description

Florence Avenue, between Alameda Street and Lakewood Boulevard. Reconstruct Florence 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.

### Implementation Requirements/Guidance

Design Guidance: While multimodal travel options and throughput are important, Complete Streets projects should prioritize safety for all users.

Displacements and Physical Impacts: In general, major arterial roadway redesigns should use the existing right-of-way wherever possible and minimize roadway expansions that require displacements or right-of-way impacts. Wherever these impacts are under consideration, jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air Quality, Community, Safety |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may reroute truck traffic to impact neighboring streets. Maintain existing parking where possible and facilitate alternative parking solutions where street parking reductions are needed. |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Implementation/Pre-implementation |
| **Potential for packaging** | Florence Avenue Bridges (LB-ELA_0067)<br>Florence Avenue and Paramount Boulevard Intersection Improvement (LB-ELA_0080)<br>Traffic Signal Upgrades (LB-ELA_0083)<br>I-710/Florence Interchange Improvements (LB-ELA_0034)<br>Metro Bus Priority Lane Corridor along Line 111 (Florence) (LB-ELA_0144) |
| **Estimated cost** | $124 million |
| **Potential funding sources** | State ATP, SCCP, UGG, TCC |
| **Grant matching fund requirements** | Minimum local match:<br>0% – ATP, SCCP, UGG, TCC (Development)<br>50% – TCC (Implementation) |

Recommended Measure R/M Investment: **$25 million**

## Clean Truck Infrastructure
LB-ELA_0023

**Location:** Study Area Wide
**Lead:** Metro/Caltrans/Ports
**Metro Role:** Partner

### Description

The Clean Truck Infrastructure project (LB-ELA_0023) would install charging infrastructure for ZE trucks.

### Implementation Requirements/Guidance

**Metro is committed to exploring all viable zero-emission technologies, including battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing one solution. Metro is also committed to investing its CMIP funds in a manner that aligns with and advances the LB-ELA Corridor Task Force Vision, Goals, and Guiding Principles.**

**Displacements and Physical Impacts**: Siting of ZE truck infrastructure should avoid displacements or right-of-way impacts. Assess potential for roadway reconfiguration to impact existing truck routes, and how changes may reroute truck traffic to impact neighboring streets. Wherever these impacts are under consideration, Metro and jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

**Construction Impacts**: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

**Hydrogen Concerns**: The environmental impact of hydrogen production, particularly its association with fossil fuels and significant greenhouse gas emissions on already impacted communities is a major concern. In addition, safety risks associated with the transportation and storage of hydrogen, including risks related to pipelines, trucks, rail, and ships are also of concern. Hazardous emissions such as Nitrogen Oxide (NOx) from hydrogen combustion and its impact on respiratory health in vulnerable communities should be assessed. Metro should engage in community-centered decision-making through the Air Quality and Health Working Group with impacted communities and should avoid endorsements of potentially harmful applications without community input. Metro should also conduct community education on hydrogen fuel and related issues with regional and community partners.

**Environmental Review and Permit Streamlining Concerns**: Metro supports robust public review and vetting for all projects, including those projects labeled zero-emission. Metro should engage in community-centered decision-making through the Air Quality and Health Working Group with impacted communities and should avoid endorsements of potentially harmful applications without community input. Metro should also conduct community education on hydrogen fuel and related issues with regional and community partners.

**Flooding and Water Quality Impacts**: Facilities that require the expansion or addition of paved areas should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air Quality; Opportunity; Environment |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues* |
| **Modes** | Goods Movement only |
| **Phase** | Implementation |
| **Potential for packaging** | Combined with LB-ELA_0004 |
| **Estimated cost** | $200 million |
| **Potential funding sources** | PIDP, RTEPF, and CFI |
| **Grant matching fund requirements** | Minimum local match:<br>10% – Charging and Fueling Infrastructure (CFI) Program;<br>20% – Port Infrastructure Development Program (PIDP), Reduction of Truck Emissions at Port Facilities |

Recommended Measure R/M Investment: **$50 million***

## Compton Creek Bike Underpass
LB-ELA_0165

**Location:** Compton
**Lead:** Compton/Metro
**Metro Role:** Lead and/or fund

### Description

Along Compton Creek Bike Path, between 120th Street and Greenleaf Boulevard, construct a bike path under-crossings at 120th Street, El Segundo Avenue, Rosecrans Avenue, Compton Avenue, and Alondra Avenue. Add lighting, landscaping, benches, and shade to the existing path.

### Implementation Requirements/Guidance

The feasibility of adding underpasses has not been studied. This recommended funding will explore the costs and benefits of adding underpasses, overcrossings, and other crossing improvements.

**Flooding and Water Quality Impacts:** Class I bikeways or other facilities that require the expansion or addition of a paved right-of-way should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

**Construction Impacts:** Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Safety, Community, Equity |
| **Flags** | Equity Flag: Low<br>*See related implementation requirements/guidance below to address equity issues* |
| **Modes** | Active Transportation |
| **Phase** | Planning (Conceptual Study) |
| **Potential for packaging** | A Line First/Last Mile Plan Improvements (Artesia Station) (LB-ELA_0008) |
| **Estimated cost** | $1 million for study. Results of feasibility study will include cost estimate for underpasses or other lower cost crossing options |
| **Potential funding sources** | State ATP, TCC, UGG, RCN, Rails to Trails |
| **Grant matching fund requirements** | Minimum Local Match:<br>0% – ATP, UGG<br>20% – RCN (Planning), Rails to Trails<br>50% – RCN (Capital), TCC (implementation) |

Recommended Measure R/M Investment: **$0.5 million***

* Planning study

## Compton Transit Management Operations Center Enhancements
LB-ELA_0168

**Location:** Compton
**Lead:** Compton/Metro
**Metro Role:** Partner and/or lead

### Description

Project improvements would include beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths (Phases 1 through 5). Location: Compton Transit Management Operations Center: 275 N. Willowbrook Avenue, Compton.

### Implementation Requirements/Guidance

NA

| | |
|---|---|
| **Top scoring goals/principles addressed** | Community Health, Safety, Mobility |
| **Flags** | Equity Flag: None<br>CIC Flag: None |
| **Modes** | Transit, Active Transportation |
| **Phase** | Development/Pre-construction |
| **Potential for packaging** | Compton Boulevard bikeway as part of the MSPP project LB-ELA_0017: Regionally significant bike projects from the Metro Active Transportation Plan |
| **Estimated cost** | $27 million (estimated based on all projects included in Blue Line First/Last Mile Plan) |
| **Potential funding sources** | State ATP, TCC |
| **Grant matching fund requirements** | Minimum local match:<br>0% – State ATP, TCC (Development)<br>50% – TCC (implementation) |

Recommended Measure R/M Investment: **$2 million**

## Freight Rail Electrification Pilot Project
LB-ELA_0217

**Location:** Vernon; Huntington Park; Florence-Graham; Firestone Park; South Gate; Lynwood; Compton; Willowbrook; Rancho Dominguez; Long Beach

**Lead:** Railroad/Alameda Corridor/Ports

**Metro Role:** Fund

### Description

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.

### Implementation Requirements/Guidance

In response to draft CARB regulations on locomotive emissions starting in 2030.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Environment; Air Quality; Community Health |
| **Flags** | Equity Flag: None<br>CIC Flag: Concern to the extent the project serves only private industries that should fund electrification directly. |
| **Modes** | Goods Movement only |
| **Phase** | Implementation |
| **Potential for packaging** | NA |
| **Estimated cost** | $50 million |
| **Potential funding sources** | FRA pilot programs, RAISE, INFRA, TIRCP, LCTOP, and others |
| **Grant matching fund requirements** | TBD<br>Minimum local match:<br>0% – LCTOP, TIRCP<br>20% – RAISE, INFRA, FRA |

Recommended Measure R/M Investment: **$10 million**

## Goods Movement Freight Rail Study
LB-ELA_0151

**Location:** Nevin; Clement Junction; Vernon; Huntington Park; Nadeau; Firestone Park; South Gate; Lynwood; Compton; Willowbrook; Rancho Dominguez; Thenard; Long Beach

**Lead:** Metro/Ports/Railroads

**Metro Role:** Partner

### Description

Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips in 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.

### Implementation Requirements/Guidance

Project Impacts: To ensure consistency with the visions set out by the Task Force, Metro should ensure that investment in this study must come with a strong commitment to study the impacts of the freight paths project recommends, which would include impacts on bike and pedestrian safety, concentrated congestion, construction impacts, increased impervious surface, and potential for new physical barrier – particularly for inland port and rail yards

Addressing Community Concerns: Recognizes concerns regarding public health, emissions during hydrogen production, transportation safety, and potential leakage, affirming Metro's dedication to minimizing impacts and educating communities.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Opportunity, Mobility |
| **Flags** | Equity Flag: NA – this is a study.<br>CIC Flag: 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. |
| **Modes** | Goods Movement only |
| **Phase** | Planning |
| **Potential for packaging** | NA |
| **Estimated cost** | $10 million (Potential to leverage with $2 million investment) |
| **Potential funding sources** | Fed: INFRA, PIDP<br>State: TCEP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – TCEP (if Caltrans nominated)<br>20% – PIDP<br>30% – TCEP<br>40% – INFRA |

Recommended Measure R/M Investment: **$2 million***

* Study

## Humphrey's Avenue Pedestrian/Bicycle Overcrossing[100]

LB-ELA_0139

**Location:** East Los Angeles
**Lead:** Metro
**Metro Role:** Fund

### Description

The Los Angeles County Metropolitan Transportation Authority (Metro), in collaboration with the California Department of Transportation (Caltrans) and Los Angeles County Department of Public Works (LADPW), plans to construct a pedestrian and bicycle overcrossing (Humphreys Avenue Crossing) near the existing Humphreys Avenue vehicle bridge in East Los Angeles. The project aims to reconnect the historically divided East L.A. neighborhood caused by Interstate 710 (I-710). The Crossing, serving as a dedicated pedestrian/cyclist route, addresses the barrier created by I-710 and enhances accessibility for vulnerable populations, connecting to essential facilities and Humphreys Avenue Elementary School.

Originating from Metro Board's Motion 22.1 in 2015, the Humphreys Avenue Crossing received approval and funding, signifying a step towards rectifying past planning decisions. This project recently received $9.861M from the Reconnecting Communities & Neighborhoods Grant program.

### Implementation Requirements/Guidance

NA

| | |
|---|---|
| **Top scoring goals/principles addressed** | Community, Safety |
| **Flags** | Equity Flag: NA<br>CIC Flag: NA |
| **Modes** | Active Transportation/TDM |
| **Phase** | Implementation |
| **Potential for packaging** | NA |
| **Estimated cost** | $24.3 million |
| **Potential funding sources** | Reconnecting Communities Grant Award for $9.861M<br>$1 million committed from LA County |
| **Grant matching fund requirements** | Minimum local match:<br>20% – RCP |

Recommended Measure R/M Investment: **$9 million**

100 Recommended for initial funding but also included in the Modal Programs in case it does not get funded.

## I-710 Freeway Lids, Caps and Widened Bridge Decks
LB-ELA_0181

**Lead:** Metro/Caltrans
**Metro Role:** Lead, co-fund

### Description

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.

### Implementation Requirements/Guidance

Follow Caltrans highway design requirements and context-sensitive design guidance.

Displacements and Physical Impacts: In general, freeway projects should use the existing right-of-way wherever possible and minimize displacements or right-of-way impacts. Wherever these impacts are under consideration, Metro should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

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| **Top scoring goals/principles addressed** | Community, Mobility, Safety, and the Equity principle |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: None |
| **Modes** | Active transportation, arterial roadways |
| **Phase** | Development/Pre-implementation<br>Will require an initial feasibility study to determine in which arterial interchanges these projects could be incorporated. The implementation of some of these could be incorporated into the redesign of select interchanges that are part of the proposed I-710 MOSAIC Program. |
| **Potential for packaging** | This program could also be packaged with the I-710 MOSAIC Program because that program starts with an alternatives analysis/prioritization study that could be expanded to include assessing the redesign of some of the interchanges to incorporate lids, caps, or widened bridge decks. |
| **Estimated cost** | $25 million (estimated amount to be leveraged) |
| **Potential funding sources** | RCN, State ATP, SCCP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – State ATP, SCCP<br>20% – RCN (planning)<br>50% – RCN (capital) |

Recommended Measure R/M Investment: **$5 million***

* Pre-implmentation

> **This has been a massive effort. I congratulate you on what you're achieving. For gathering different people, including the community, to come up with the best plan for this corridor.**

Phyllis Ollison, CLC

### I-710 MOSAIC Program
### (Interstate 710 Multimodal, Operational, Safety, and Access Investments for the Community)

The I-710 MOSAIC Program: Multimodal, Operational, Safety, and Access Investments for the Community. This bundle of projects includes interchange upgrades and auxiliary lanes that include multimodal operations and safety improvements for autos, trucks, bicycles, pedestrians and transit. The interchange improvements are located where the freeway connects with local arterials and are also generally adjacent to the LA River, which provides the opportunity to improve the arterial river crossing bridges as well. The arterial interchange project concepts will have design elements that will address multiple modes, including bicyclists and pedestrians, not just autos and trucks. The freeway to freeway connector improvements and auxiliary lanes are proposed to improve auto and truck traffic safety and operations which will also invest in the community through safer travel. The I-710 MOSAIC Program naming of this bundle of projects is intended to better describe the nature of this initial investment.



## I-710 MOSAIC Program (Interstate 710 Multimodal, Operational, Safety, and Access Investments for the Community)

**Location:** Long Beach, Compton, Paramount, South Gate, Cudahy, Bell, Bell Gardens

**Lead:** Metro/Caltrans

**Metro Role:** Metro may lead & fund in cooperation with Caltrans & Gateway Cities COG.

### Description

Include all the proposed Investment Plan I-710 MOSAIC infrastructure projects into one set of candidate projects for an Alternatives Analysis/Prioritization study. This is necessary because the Investment Plan evaluation of the project design concepts is not detailed enough to prioritize these projects with respect to which ones should be in the first group to be advanced in the Alternatives Analysis study. The study will assess the 14 Investment Plan I-710 MOSAIC project concepts in more detail to ascertain which ones to recommend to the Metro Board to advance to preliminary engineering and environmental analysis and in what order. This will include new technical analyses of the multimodal benefits of each project including improvement of freeway mainline safety and operations based on updated traffic data, and refined design concepts, and reassessment of key impacts, including potential displacements, VMT, and air quality conformity. Caltrans has completed a Planning and Environmental Linkages Handbook that provides additional information about this approach[101], which is designed to formally document planning level analyses so that information and conclusions derived from such processes can be incorporated by reference (and not have to be revisited) for later NEPA analyses. This Alternatives Analysis process will include a robust public and community involvement and engagement process.

Also, as part of this Alternatives Analysis study the independent utility and logical termini of each proposed project will also be assessed, which may lead to packaging some of these projects into one combined project—for example, packaging the proposed auxiliary lane between the Del Amo Boulevard and Long Beach Boulevard interchanges with the redesign of them into I-710 MOSAIC projects.

This study will provide the more refined assessment needed to determine which of these projects are the most beneficial, without significant impacts, and should move to the next phase of their development. These will be put before the Metro Board to approve the short list of projects to move forward to the next phase.

The next phase of I-710 MOSAIC project development is the Project Approval/ Environmental Document of I-710 MOSAIC project development phase. Each of the most highly rated 4-6 project concepts from the Alternatives Analysis study will be refined and assessed in much greater detail following required CEQA/NEPA project development procedures.

Note: This Fact Sheet continues on next page

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| **Top scoring goals/principles addressed** | Safety, Mobility, Opportunity |
| **Flags** | Equity Flags:<br>I-710/Alondra MOSAIC Improvements and Modification of SB I-710 to SR 91 Connectors (LB-ELA_0031): High<br>I-710/Florence MOSAIC Improvements (LB-ELA_0034): High<br>I-710/I-105 Connector MOSAIC Improvements (LB-ELA_0037): Moderate<br>I-710/PCH MOSAIC Improvement (LB-ELA_0092): High<br>*See related implementation requirements/guidance below to address equity issues*<br>Other projects: No Equity Flag<br>CIC Flag:<br>General: Concerns about potential displacements (LB-ELA_0028, LB-ELA_0031, LB-ELA_0034, LB-ELA_0037, LB-ELA_0091 and LB-ELA_0093 specifically, and others generally), reduced access and increase in traffic for the local communities. Projects will require detailed traffic and impact studies. Develop designs that are inclusive of and emphasize safety for cyclists and pedestrians. Many of these Concerns can be addressed in an AA/Prioritization Study.<br>LB-ELA_0091; LB-ELA_0092; LB-ELA_0093: Update design specifications to emphasize connections to west Long Beach. |
| **Modes** | Freeway Safety and Interchange Improvements, Goods Movement, Arterial Roadways/Complete Streets, Transit, Active Transportation.<br>Many of the I-710 MOSAIC project concepts are multimodal because they improve traffic safety and operations on the freeway mainline and the crossing arterial, they improve bicycle and pedestrian safety, reconnect communities, and improve transit operations. They are developed to respond to current and future traffic safety and operational issues on the freeway, as well as including the need for Complete Street Corridors and bus priority lanes and filling gaps in the Active Transportation network. |

101 Caltrans Planning and Environmental Linkages Handbook, https://dot.ca.gov/-/media/dot-media/programs/environmental- analysis/documents/ser/ct-pel-guidebook-a11y.pdf

## I-710 MOSAIC Program (Interstate 710 Multimodal, Operational, Safety, and Access Investments for the Community) (continued)

The CEQA/NEPA process includes ongoing community and public review so that the affected communities and the public can provide input and feedback on design features that maximize benefits while minimizing impacts.

Following this process, the remaining I-710 MOSAIC projects will be prioritized for implementation and these recommendations will be made to the Metro Board for consideration. Following Metro Board action on the priority list of projects to move into implementation, staff will advance those projects for grant funding, final design, and implementation.

### Implementation Requirements/Guidance

Further project development will need to take into account Concerns and Flags. Community involvement will be included.

Displacements and Physical Impacts: In general, freeway projects should use the existing right-of-way wherever possible and minimize displacements or right-of-way impacts. Wherever these impacts are under consideration, Metro and Caltrans should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

Flooding and Water Quality Impacts: Facilities that require the expansion or addition of a paved right-of-way should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

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| **Phase** | Development, Pre-implementation, and Implementation<br>All Individual projects will start in the Development phase with a combined Alternatives Analysis/Prioritization study. This study will include public involvement and engagement. With Metro Board approval, the three to four highest priority projects emerging from this study will be further advanced to the pre-implementation phase by conducting California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) studies (EIR/EIS). Finally, projects selected from that process by the Metro Board for implementation will move into the implementation phase of final design and then construction. |
| **Potential for packaging** | The I-710 MOSAIC projects include active transportation connectivity and safety features and improve traffic flow to enable bus travel times to be more reliable.<br>There are opportunities to select arterial interchanges for improvement that not only improve traffic safety and operations but also align with and support the related Complete Streets, Active Transportation, and Transit projects along those crossing arterials. |
| **Estimated cost** | Alternatives Analysis/Prioritization for 14 project concepts: $9 million<br>CEQA/NEPA studies for three to four project concepts: $34 million<br>Design and construction for three to four concepts: $573 million<br>Total estimated cost: $612 million |
| **Potential funding sources** | Federal: SS4A, RAISE, RCN, INFRA<br>State: RIP, SCCP, TCEP |
| **Grant matching fund requirements** | Minimum local match:<br>0% – RAISE (Rural, HDC, APP), TCEP (Caltrans nominated), SCCP, RIP<br>20% – RAISE (Urban), RCN (planning), SS4A<br>30% – TCEP<br>40% – INFRA<br>50% – RCN (Capital) |

Recommended Measure R/M Investment: **$154 million**

## I-710 Particulate Matter (PM) Reduction Pilot Project
LB-ELA_0157

**Lead:** Metro

**Metro Role:** Partner/Fund

### Description

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.

### Implementation Requirements/Guidance

NA

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| **Top scoring goals/principles addressed** | Community and Sustainability Principle |
| **Flags** | Equity Flag: None<br>CIC Flag: Concerns about potential displacements |
| **Modes** | Freeway Safety and Interchange Improvements, Goods Movement |
| **Phase** | Development<br>Define and conduct a study of the efficacy of various methods to reduce particulate matter emissions from the I-710 freeway, especially from non-tailpipe emissions.<br>Also included in the study is determining the heat island reduction effects of "cool pavement." |
| **Potential for packaging** | The findings of this study may lead to projects that can be implemented by other programs and projects in the Investment Plan. |
| **Estimated cost** | $2 million feasibility study and launch of pilot program |
| **Potential funding sources** | CMAQ |
| **Grant matching fund requirements** | Minimum local match:<br>11.5% – CMAQ |

Recommended Measure R/M Investment: **$2 million**

## I-710 Traffic Controls at Freeway Ramps
LB-ELA_0156

**Lead:** Caltrans
**Metro Role:** Partner/Fund

### Description

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 arterial interchanges.

### Implementation Requirements/Guidance

NA (improvements must conform to Caltrans design standards)

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| **Top scoring goals/principles addressed** | Air Quality, Community and Safety |
| **Flags** | Equity Flag: None<br>CIC Flag: Concerns about potential displacements |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Freeway Safety and Interchange Improvements |
| **Phase** | Development/Pre-Implementation<br>Caltrans will first need to study the feasibility of adding ramp termini traffic controls to I-710 interchange ramps that currently do not have them. The factors that affect the ability to add these active transportation safety features are dependent on the existing interchange ramp geometry and ramp traffic volumes. This feasibility study would then lead to Caltrans Project Initiation Documents to determine the more specific design changes, impacts, and costs associated with each proposed feasible interchange ramp terminus improvement. The feasible interchange locations for traffic controls on ramps will be coordinated with the interchange improvement recommendations resulting from the MOSIAC freeway Alternatives Analysis/Prioritization study to avoid duplication of recommendations. |
| **Potential for packaging** | These projects could become an initial interim active transportation safety improvement for the interchanges that are also selected to advance through the CEQA/NEPA process to assess the total redesign of those interchanges included in the I-710 MOSAIC Program described elsewhere in the list of projects for initial funding. Their development could be included in the multimodal freeway infrastructure alternatives analysis/prioritization study which is the first phase of that project recommendation. |
| **Estimated cost** | $50 million (estimated leveraged amount) |
| **Potential funding sources** | SS4A |
| **Grant matching fund requirements** | Minimum local match:<br>20% – SS4A |

Recommended Measure R/M Investment: **$10 million**

> **This initiative will study the 8 transit corridors identified for bus priority treatments, including the Atlantic Blvd, Florence Ave, Long Beach Blvd, Slauson Ave, Whittier Blvd, Olympic Blvd, Gage Blvd, and Firestone Blvd. Other Corridors not listed may be considered for future investment.**

### LB-ELA Corridor Bus Transit Priority Program

The LB-ELA Corridor Bus Transit Priority Program will fund capital projects that will enhance the quality of bus transit service in the Study Area. As part of the development of the MSPP list, there were eight corridors identified for transit priority. Each of these eight corridors will be considered for implementation of bus lanes and/or other treatments to speed up bus service and improve access to transit on priority corridors. The factsheet below describes the corridors analyzed and the path to implementation. Additionally, not all corridors in the Study Area were evaluated through this process. This initiative will also consider other corridors and locations in need of transit priority treatments.




Metro's Orange Line busway in the San Fernando Valley. Credit: LA Metro

## LB-ELA Corridor Bus Transit Priority Program

**Location:** Multiple jurisdictions/Corridor-wide

**Lead:** Metro

**Metro Role:** Lead

### Description

Improve bus times, speeds, and reliability along Atlantic Boulevard, Long Beach Boulevard, Florence Avenue, Slauson Avenue, Gage Avenue, Olympic Boulevard, Whittier Boulevard, and Firestone Boulevard, with the opportunity to study additional corridors. Improvements would include transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, and bus stop and layover improvements.

### Implementation Requirements/Guidance

The Investment Plan will support the enhancement of transit priority treatments throughout the LB-ELA corridor. This initiative will study the 8 transit corridors identified for bus priority treatments, including the Atlantic Blvd, Florence Ave, Long Beach Blvd, Slauson Ave, Whittier Blvd, Olympic Blvd, Gage Blvd, and Firestone Blvd. In addition, corridors not listed on the initial MSPP list will be considered for future investment, such as Willow St in Long Beach, or others that were not evaluated through this process.

The Investment Plan will provide $3M to study and prioritize these corridors for transit priority treatments. The CMIP will set aside $23M to implement bus priority lanes and transit priority treatments on 2 of the 8 corridors and an additional $5M for spot treatments to improve transit speed and reliability on other corridors.

Some of the corridors include those that are also recommended for Complete Streets funding, including Atlantic Boulevard, Long Beach Boulevard, Florence Boulevard, and Slauson Avenue. These corridors were also studied as part of Metro's BRT Vision and Principles study and are the top performing corridors in the LB-ELA study area.

**Impacts on non-transit users:** Bus lane projects have the potential to increase travel times for non-transit vehicles as well as the potential for cut-through traffic onto neighborhood streets. As part of the design and outreach processes, Metro and partner agencies will need to address travel time and parking considerations, truck traffic volumes, and the possibility of increased cut-through traffic on neighborhood streets when considering dedicating a lane to bus only travel.

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| **Top scoring goals/principles addressed** | Community Health, Mobility, Equity |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Establish project specifications to minimize negative impacts on local businesses and support local businesses with technical assistance (START-UP Fund). Maintain existing parking where possible and facilitate alternative parking solutions where street parking reductions are needed. |
| **Modes** | Transit, Arterial Roadways/Complete Streets |
| **Phase** | Development/Pre-construction |
| **Potential for packaging** | Related projects include the four funded Complete Streets Corridor projects (LB-ELA_0057, LB-ELA_0058, LB-ELA_0061, LB-ELA_0062) as well as the Atlantic BRT project (LB-ELA_0019) |
| **Estimated cost** | $462 million[102] |
| **Potential funding sources[103]** | RAISE, Federal Transit Administration (FTA) Small Starts |
| **Grant matching fund requirements** | Minimum local match:<br>0% – RAISE (Rural, HDC, APP)<br>20% – RAISE (Urban)<br>40% – CIG Small Starts |

Recommended Measure R/M Investment: **$31 million***

* $3M for planning, $23.1M for implementation of two corridors, and $5M for additional targeted improvements

102 Average cost for BRT lite is $6.5 million/mile; total estimated cost of all projects is $462 million

103 The list of funding sources and their abbreviations can be found in Tables 7-2 through 7-5 in Chapter 7

## Metro A Line First/Last Mile Plan Improvements
LB-ELA_0008

**Location:** Multiple Jurisdictions (Carson, Compton, Long Beach, Los Angeles)

**Lead:** Metro/Cities

**Metro Role:** Lead

### Description

Implement projects identified in the A Line First/Last Mile Plan (formerly the Blue Line) in 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 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, equitable project planning 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.

The Del Amo project will expand existing bicycling infrastructure through protected bike lanes to ensure bicyclists can safely connect to the Metro A Line Del Amo Station along the route and the 18-mile LA River bike path to the east. Del Amo Blvd is faced with significant safety issues, exacerbated by the I-110, I-405, and I-710 freeways bisecting the Corridor, creating barriers to transit access, and contributing to pedestrian and bicyclist fatalities. Improvements along Avalon Blvd, which connects to the university, will help ensure safe active transportation mobility for students. Building on planning and outreach efforts from the Metro A Line FLM Plan, the Project proposes protected bicycle lanes, seven intersection improvements consisting of refuge islands, dual curb ramps with truncated domes, high visibility crosswalks, and leading pedestrian intervals to reduce risks to people walking, bicycling, and rolling, and to help LA County reach vision zero.

Note: This Fact Sheet continues on next page

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| **Top scoring goals/principles addressed** | Air Quality, Community, Equity |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues* |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Pre-Construction/Implementation |
| **Potential for packaging** | All: Regionally significant bike projects from the Metro Active Transportation Plan (LB-ELA_0017); City of Long Beach 8-to-80 Bikeways (LB-ELA_0162); LB-ELA Corridor Bicycle Gap Closure Projects (LB-ELA_0163)<br>Artesia Station: Artesia Complete Street Corridor (LB-ELA_0056); Compton Creek Bike Underpasses (LB-ELA_0165)<br>Wardlow, Willow, PCH Stations: Long Beach Boulevard Complete Street Corridor (LB-ELA_0062)<br>Compton Station: Compton Transit Management Operations Center Enhancements (LB-ELA_0168); Compton Creek Bike Underpasses (LB-ELA_0165) |
| **Estimated cost** | $13.53 million (Del Amo Station) |
| **Potential funding sources** | Station TOD, State ATP, SCCP |
| **Grant matching fund requirements** | Minimum Local Match:<br>0% – ATP, SCCP<br>20% – Station TOD |

## **Metro A Line First/Last Mile Plan Improvements** (continued)
LB-ELA_0008

**Implementation Requirements/Guidance**

The Blue (A) Line First/Last Mile plan has recommendations for all stations in the Corridor, and the Investment Plan will invest in advancing First/Last Mile projects with a focus on the following stations:

- Del Amo
- Artesia
- Wardlow
- Willow
- PCH

**Note**: Compton Station First/Last Mile improvements are being funded separately through LB-ELA_0168 (Compton Transit Management Operations Center Enhancements).

**Displacements and Physical Impacts**: In general, major active transportation projects should use the existing right-of-way if adding Class II or IV bike facilities to the roadway. Class I bikeways or other facilities that require the expansion or addition of a paved right-of-way should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

**Construction Impacts**: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

Recommended Measure R/M Investment: **$10 million***

* Recommended Investment Plan funding amount includes half the project cost for Del Amo Station, plus $3 million for pre-implementation work on Artesia, Wardlow, Willow, and PCH stations**

** Pending conversations with City of Long Beach for Wardlow, Willow, and PCH stations

## Metro A Line: Quad Safety Gates at all A Line [Blue Line] Crossings
LB-ELA_0175

**Location:** TBD - along Metro A Line
**Lead:** Metro
**Metro Role:** Lead

**Description**

Install Quad Safety Gates at all A Line [Blue Line] Crossings* for safety and increased speed/safety zones.

**Implementation Requirements/Guidance**

The Investment Plan will invest $5 million to install quad safety gates at 10 locations on the A Line. These locations will be determined based on need, including factors such as equity, vehicular traffic, and accident data.*

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| **Top scoring goals/principles addressed** | Safety, Equity, Community Health |
| **Flags** | Equity Flag: None<br>CIC Flag: None |
| **Modes** | Transit, Arterial Roadways/Complete Streets |
| **Phase** | Implementation |
| **Potential for packaging** | TBD |
| **Estimated cost** | $450,000 per location |
| **Potential funding sources** | RCE, CRISI |
| **Grant matching fund requirements** | Minimum local match:<br>20% – RCE, CRISI |

* A Line crossings must be within the LB-ELA Corridor Study Area

Recommended Measure R/M Investment: **$5 million**

## Metro A Rail to River Active Transportation Corridor Segment B
LB-ELA_0006

**Location:** Multiple Jurisdictions (Unincorporated LA County, Bell, Huntington Park, and Maywood)

**Lead:** Metro/Cities/LA County

**Metro Role:** Funding Agency/Technical Assistance Provider

### Description

An approximately 4.3-mile active transportation corridor between the LA River and the Slauson A (Blue) Line station that connects to Segment A.

The Rail to River Active Transportation Corridor Segment B [LB-ELA_0006] follows the Randolph Street right-of-way between the Slauson A Line Station and the LA River. The Randolph Bike and Pedestrian Project [LB-ELA_0066] comprises the eastern half of this project, in the City of Bell, between Maywood Avenue and the LA River.

### Implementation Requirements/Guidance

Economic Displacement Impacts: To minimize potential for economic displacement, local jurisdictions (Huntington Park, Maywood, and Bell) should implement residential and commercial stabilization measures, and proactively engage neighboring residents and businesses to identify needs and connect community members with resources to financial and technical assistance (START-UP Fund).

Flooding and Water Quality Impacts: In general, major active transportation projects should use the existing right-of-way if adding Class II or IV bike facilities to the roadway. Class I bikeways or other facilities that require the expansion or addition of a paved right-of-way should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

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| **Top scoring goals/principles addressed** | Community, Safety, Equity |
| **Flags** | Equity Flag: Low<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: None |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets |
| **Phase** | Pre-Construction/Implementation |
| **Potential for packaging** | Randolph Bike and Pedestrian Project (LB-ELA_0066) |
| **Estimated cost** | $6.3 million |
| **Potential funding sources** | State ATP, SCCP |
| **Grant matching fund requirements** | Minimum Local Match:<br>0% – State ATP, SCCP |

Recommended Measure R/M Investment: **$3 million**

## Regionally Significant Bicycle Projects from the Metro Active Transportation Strategic Plan

LB-ELA_0017

**Location:** Corridor-Wide

**Lead:** Local Jurisdictions (Project Dependent)

**Metro Role:** Partner

### Description

Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Strategic Plan.

### Implementation Requirements/Guidance

Metro recently updated their Active Transportation Strategic Plan (November 2023) with a new list of priority corridors throughout the county. The plan identified three first-tier corridors in the Gateway Cities subregion, two of which are in the LB-ELA study area. Additionally, there are several second-tier corridors, some of which overlap with existing corridors on the full project list (see Chapter 5 for potential packaging opportunities). The Investment Plan will invest in advancing the priorities of the Active Transportation Strategic Plan, with a focus on these corridors from the ATSP's top two tiers that fall within the LB-ELA study area:

- Artesia Boulevard (Alameda Street to Butler Avenue)
- Long Beach Boulevard (Pacific Coast Highway [PCH] to S. Pine Avenue)
- Randolph Street (Atlantic Boulevard to River Drive)
- Orange Avenue/Alamitos Avenue (E. Spring Street to Pine Avenue) Firestone Boulevard (LA River Bike Path to Lakewood Boulevard)
- Compton Boulevard (Paulson Avenue to Atlantic Avenue)
- Active Transportation and SF Railway (Washington Boulevard to Long Beach Avenue/Slauson Avenue)
- Southern Pacific RR (Active Transportation and SF Railway to Atlantic Avenue)
- Union Pacific RR (Atlantic Avenue to Wood Avenue)

Note: This Fact Sheet continues on next page

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| **Top scoring goals/principles addressed** | Community, Air Quality, Opportunity |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Ensure that projects limit the amount of new impervious surface and/or ensure projects include additional porous surface and green space |
| **Modes** | Active Transportation, Arterial Roadways/Complete Streets, Transit |
| **Phase** | Development/Implementation |
| **Potential for packaging** | Artesia Boulevard (Alameda Street to Butler Avenue): Artesia Complete Street Corridor (LB-ELA_0056)<br>Long Beach Boulevard (PCH to S. Pine Avenue): Long Beach Complete Street Corridor (LB-ELA_0062), Micromobility Pilot Project [LB-ELA_0220], Metro Bus Priority Lane Corridor along Line 60 (Long Beach Boulevard) (LB-ELA_0141), I-710/Long Beach Boulevard Interchange Improvements [LB-ELA_0030], Blue Line First/Last Mile Projects (Willow/Wardlow/PCH Stations) (LB-ELA_0008)<br>Randolph Street (Atlantic Boulevard to River Drive):<br>Orange Avenue/Alamitos Avenue (E. Spring Street to Pine Avenue): Orange Avenue Improvement Project (LB-ELA_0113)<br>Firestone Boulevard (LA River Bike Path to Lakewood Boulevard): Metro Bus Priority Lane Corridor along Line 115 (Firestone) (LB-ELA_0145); I-710/Firestone Interchange Improvements (LB-ELA_0033)<br>Compton Boulevard (Paulson Avenue to Atlantic Avenue): Blue Line First/Last Mile Projects (Compton Station) (LB-ELA_0008); Compton Transit Management Operations Center Enhancements (LB-ELA_0168) |

## **Regionally Significant Bicycle Projects from the Metro Active Transportation Strategic Plan** (continued)

LB-ELA_0017

**Flooding and Water Quality Impacts**: In general, major active transportation projects should use the existing right-of-way if adding Class II or IV bike facilities to the roadway. Class I bikeways or other facilities that require the expansion or addition of a paved right-of-way should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

**Construction impacts**: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

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| **Estimated cost** | $41.44 million (based on $2 million/mile investment level based on funding 50% of the mileage which is more ready for implementation (14 miles) and $500,000 per corridor for the three less ready corridors. |
| **Potential funding sources** | State ATP, TCC, SCCP<br>Funding available to individual projects only |
| **Grant matching fund requirements** | Minimum Local Match:<br>0% – State ATP, SCCP, TCC (Development)<br>50 Percent – TCC (Implementation) |

Recommended Measure R/M Investment: **$16 million**

## Shoemaker Bridge/Shoreline Drive
LB-ELA_0010

**Location:** Long Beach

**Lead:** Long Beach

**Metro Role:** Fund/Support City's Funding Plan

### Description

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 such as Shoreline Drive.

### Implementation Requirements/Guidance

Although the Investment Plan investment is recommended for design-only, there are several implementation recommendations when the project continues to implementation:

Displacements and Physical Impacts: The project entails a major roadway redesign and bridge reconstruction with both temporary and permanent impacts to the existing right-of-way and surrounding recreational facilities, however the project will result in a permanent net gain in parkland acres due to roadway consolidation. Design should minimize impacts to existing facilities where possible, and Long Beach should proactively engage the community to set expectations around the project's potential impacts, in the context of its broader benefits.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, interruptions to recreational facility access, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Safety, Mobility, Equity |
| **Flags** | Equity Flag: Moderate<br>*See related implementation requirements/guidance below to address equity issues* |
| **Modes** | Arterial Roadway, Freeway Safety and Interchange Improvements, Active Transportation |
| **Phase** | Pre-Construction/Implementation |
| **Potential for packaging** | I-710 LA River Bike Path (LB-ELA_0055) |
| **Estimated cost** | $833M for Shoemaker Bridge |
| **Potential funding sources** | BIP, RAISE, INFRA, TCEP |
| **Grant matching fund requirements** | Minimum Local Match:<br>0% – RAISE (Rural, HDC, APP), TCEP (if Caltrans nominated)<br>20% – RAISE (Urban), BIP (Planning, non-large bridge)<br>30% – TCEP<br>40% – INFRA<br>50% – BIP (large bridge) |

Recommended Measure R/M Investment: **$9 million***

* For partial design

## Southeast Gateway Line Bike & Pedestrian Trail
LB-ELA_0111

**Location:** Multiple Jurisdictions (Downey, Paramount, South Gate)

**Lead:** City of Paramount with Downey and South Gate

**Metro Role:** Partner

### Description

Implement Phases 1 through 4 of Bike and 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.

### Implementation Requirements/Guidance

The City of Paramount is the lead agency on this project and will be responsible for coordination with the Union Pacific Rail Road on issues surrounding the UPRR right-of-way.

Flooding and Water Quality Impacts: Class I bikeways or other facilities that require the expansion or addition of a paved right-of-way should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.

Construction impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

Economic Displacement Impacts: To minimize potential for economic displacement, local jurisdictions should implement residential and commercial stabilization measures, and proactively engage neighboring residents and businesses to identify needs and connect community members with resources to financial and technical assistance (START-UP Fund).

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air Quality, Community, Safety |
| **Flags** | Equity Flag: Low<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: None |
| **Modes** | Active Transportation |
| **Phase** | Development/Pre-Construction |
| **Potential for packaging** | Southeast Gateway Line Light Rail Station First-Last Mile Bikeway Safety and Access Project (LB-ELA_0213) |
| **Estimated cost** | $17M |
| **Potential funding sources** | $12.5 funding committed<br>Other sources: State ATP, Rails to Trails, TCC, UGG |
| **Grant matching fund requirements** | Minimum Local Match:<br>0% – State ATP, TCC (Development), UGG<br>20% – Rails to Trails<br>50% – TCC (Implementation) |

Recommended Measure R/M Investment: **$4 million**

## Zero-Emission Truck Program
LB-ELA_0004

**Location:** Study area wide

**Lead:** Metro+

**Metro Role:** Partner

### Description

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 ZET Program. The objective of this program is to turn over diesel trucks in favor of ZE trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of ZE trucks on I-710, as well as seed funding to develop electric charging/refueling stations for ZE trucks.

### Implementation Requirements/Guidance

Displacements and Physical Impacts: Siting of ZE truck infrastructure should avoid displacements or right-of-way impacts. Wherever these impacts are under consideration, Metro and jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.

Zero-Emissions and Public Safety Strategies: Metro is committed to exploring all viable zero-emission technologies, including battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing one solution.

- Addressing Community Concerns: Recognizes concerns regarding public health, emissions during hydrogen production, transportation safety, and potential leakage, affirming Metro's dedication to minimizing impacts and educating communities.
- Compliance with Clean Fleets Rule: California's 2035 Zero-Emission (ZE) drayage truck mandate focused on tailpipe emissions, highlighting the need for comprehensive approaches to achieve ZE outcomes.
- State and Federal Investments: Significant investments in hydrogen and battery-electric technologies, including up to $1.2 billion Regional Clean Hydrogen Hub (H2Hubs) award, indicating strong governmental support for diverse ZE solutions.
- Community Advocacy and Education: Metro aims to serve as a community advocate in ZE Truck (ZET) technology policy discussions, ensuring community concerns are addressed, supporting research, and facilitating educational initiatives on ZE technologies.
- Expert Panel Discussions and Symposia: Plans to organize expert panels, symposia, and community education events to deepen understanding of hydrogen technology, its state of development, and its implications for the LB-ELA Corridor.
- Collaborative Efforts for ZE Future: Continue collaboration with stakeholders to develop a ZE future that benefits the LB-ELA Corridor, emphasizing the importance of community input and guidance in educational and policy initiatives.

Construction Impacts: Noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.

| | |
|---|---|
| **Top scoring goals/principles addressed** | Air quality; Sustainability; Environment |
| **Flags** | Equity Flag: Low<br>*See related implementation requirements/guidance below to address equity issues*<br>CIC Flag: Establish incentives for small business owners and truck drivers to switch to ZE vehicles. |
| **Modes** | Goods Movement only |
| **Phase** | Implementation |
| **Potential for packaging** | Combined with LB-ELA_0023 |
| **Estimated cost** | $200 million |
| **Potential funding sources** | May be eligible for federal funding sources such as RTEPF (0004) and CIF (AFC category). PIDP, RTEPF (0023); INFRA or State programs such as TCEP (0004 only). |
| **Grant matching fund requirements** | Minimum local match:<br>0% – TCEP (if Caltrans nominated);<br>20% – Reduction of Truck Emissions at Port Facilities, INFRA;<br>30% – TCEP |

Recommended Measure R/M Investment: **$50 million***

* Already committed by Metro board (shared with LB-ELA_0023)

**The Investment Plan recommends $40 million in Community Program Catalyst Funding as part of Metro's initial investment to help support the prioritization of this effort.**

## 8.5 Community Programs Recommendations

As discussed in Section 8.2, the intent of the Community Programs Catalyst Fund is to be responsive to long-standing equity issues that residents in the LB-ELA Corridor face, and will proactively and intentionally advance community health and well-being in ways not typically addressed by transportation planning or eligible for funding through transportation funding sources. The LB-ELA Corridor Mobility Investment Plan, thanks to the Metro Board's leadership and direction to include impacted communities in the development of the Investment Plan, features 15 Community Programs that will complement the Investment Plan's multimodal transportation investments. These Community Programs were identified by members of the Task Force, CLC, and members of the public as priorities for the LB-ELA corridor. Some Community Programs are focused on addressing current burdens that exist because of past policy, disinvestment, and infrastructure development; others are proactive measures to sustain community stability and maximize benefits as projects are implemented in the future. In no case will these programs be used as a mitigation for negative impacts of other projects.

In discussions with the Task Force and CLC, community health in all its forms emerged as an overarching priority for the Investment Plan. While transportation investments can improve health outcomes by improving and encouraging non-polluting travel modes, increasing multimodal access to healthcare, and improving conditions for outdoor physical activity, not all aspects of community health can be addressed through transportation infrastructure. The Community Programs Catalyst Fund is designed to address various other social determinants of health, including those related to health care access and quality, neighborhood and built environment, and economic stability.

Metro's extensive community engagement, ongoing dialogue with the CLC, and Task Force members have collectively identified 15 Community Programs as priorities for Metro to support as part of the Investment Plan. Each program has been assigned one or more potential pathways for further development, partnership, and implementation. Given the transportation nexus required for projects to receive Measure R/M funding, Metro support for Community Programs may or may not include direct funding, depending on the program scope. Metro will provide alternative forms of support, including the facilitation of partnerships to identify and collaborate with other agencies better suited to lead these programs and seek eligible funding opportunities. Metro will help to support the creation of partnerships through the facilitation of Community Programs Working Groups, described in more detail in Chapter 9, as well as provide staff time and technical assistance where appropriate.

The 15 Community Programs are organized into three general topic areas:

- Health/Air Quality/Environment
- Housing Stabilization/Land Use
- Job Creation/Work Opportunities

**The Investment Plan recommends $40 million in Community Program Catalyst Funding as part of Metro's initial investment to help support the prioritization of this effort.** Metro is targeting $300 million in additional funds, averaging $20 million per Community Program, that could be leveraged using the Community Program Catalyst funding, through local, regional, state, and federal funds that are more suitable to each Community Program. The catalyst funding is intended to launch each program, support its development, and foster a self-sustaining process whereby additional revenues are identified to support an ongoing set of priority projects and programs recommended through the Working Group process. In this way, the Community Programs will be co-designed with community members and community-based organizations, in keeping with the Equity guiding principle.

Some Community Programs may build upon the existing work of Metro or other jurisdictions and organizations in the LB-ELA Corridor, while others will require establishing new partnerships and work programs. Thesepathways have been organized into the categories summarized in the following paragraphs:

**Collaborate to Develop New Strategy/Program.** Use the current program description as a starting point to establish a new initiative in partnership with relevant agencies, community-based organizations (CBOs), and technical institutions.

**Support as Part of External Agency Program.** Identify opportunities to support an existing program led by an agency, CBO, or technical institution other than Metro that meets one or more features of the Community Program description.

**Support as Part of Existing Metro Program.** Identify opportunities to support an existing program led by Metro that meets one or more features of the Community Program description.

**Support as Part of LB-ELA Corridor Project Implementation.** Identify opportunities to incorporate features of the Community Program description directly into the design and implementation of specific projects in the Investment Plan. It is important to note that Community Programs are not intended to be mitigations for negative impacts of other projects funded in the Investment Plan; they are projects or programs that support addressing the Vision, Goals, and Guiding Principles raised by the community.

Implementing the Community Programs Catalyst Fund will depend on the continued involvement of community-based partners. Metro will facilitate ongoing working groups for each of the three topic areas listed above, with participation open to current LB-ELA Corridor Task Force members, CLC members, and other partners identified by Metro and Task Force members. Working group participants will collaborate to define programs in each topic area further, identifying lead agencies/organizations, funding sources, objectives, implementation actions, and other details such as geographic parameters or priority areas. The LB-ELA Corridor Task Force's Zero-Emission Truck (ZET) Program Working Group will serve as a model and case study for Community Program working groups, and lessons learned from the ZET process will inform the structure and process of future working groups. Through the creation of the Community Programs and the opportunity for them to be self-sustaining through Working Groups, Metro is empowering communities with opportunities to partner with Metro and stakeholders to achieve these investments.

The following section outlines each of the Community Programs, including the current program description, potential pathways for development, related existing programs internal and external to Metro, potential partners, a detailed pathway suggestion, and additional notes or guidance related to a program implementation. The Investment Plan provides a starting point for these Community Programs, which will be developed and refined in the months that follow the adoption of the Investment Plan by the Metro Board in April 2024.

Community Programs by Topic Area

| Health/Air Quality/Environment | |
|---|---|
| LB-ELA_0133 | LB-ELA Corridor Community Health Benefit Program |
| LB-ELA_0191 | Zero-Emission Infrastructure for Autos |
| LB-ELA_0192 | Bus Electrification Projects |
| LB-ELA_0218 | Air Quality Monitoring Stations |
| LB-ELA_0134 | LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program |
| LB-ELA_0187 | LB-ELA Corridor "Urban Greening" Initiative |
| LB-ELA_0190 | Public Art/Aesthetics |

| Housing Stabilization/ Land Use | |
|---|---|
| LB-ELA_0009 | Southeast Gateway Line Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP) |
| LB-ELA_0193 | Transit-Oriented Communities/Land Use |
| LB-ELA_0194 | Homeless Programs |
| LB-ELA_0135 | Housing Stabilization Policies |

| Job Creation/Work Opportunities | |
|---|---|
| LB-ELA_0197 | Vocational Educational Programs |
| LB-ELA_0195 | Targeted Hire Programs |
| LB-ELA_0196 | Employment/Recruitment Initiatives |
| LB-ELA_0186 | Economic Stabilization Policies |

Health/Air Quality/Environment

## LB-ELA Corridor Community Health Benefit Program
LB-ELA_0133

**Program Description**

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 in 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;
- Providing support for air filtration systems and household whole-home retrofit programs, such as weatherization and abating toxic substances such as lead, mold, and asbestos; and
- Developing climate and air pollution and climate resilience centers with air filtration, temperature regulation, and proper sealing for use during emergencies.

**Potential partners (may include, but not limited to)**

Long Beach Alliance for Children with Asthma (LBACA)

East Yard Communities for Environmental Justice (EYCEJ)

Earthjustice

Communities for a Better Environment (CBE)

SELA Collaborative

Natural Resources Defense Council

Coalition for Clean Air (CCA)

LA County Department of Public Health

Gateway Cities Council of Governments (GCCOG)

South Coast Air Quality Management District (SCAQMD)

Southern California Clinics Association

Southern California (SoCal) Crossroads

SmartAirLA

**Program primary pathway:** Collaborate to Develop New Strategy/Program

**Program secondary pathway:** Support as part of External Agency Program

**Existing Metro Programs:**

None Existing, but link to I-710 Particulate Matter (PM) Reduction Pilot Project [LB-ELA_0157] recommended for funding as part of Investment Plan

**Existing external programs:**

SCAQMD School Air Filtration Project

Assembly Bill (AB) 617 Community Air Protection Program – Community Emissions Reduction Programs (CERP) Strategies and Actions

CARB Community Air Protection Program (CAPP)

Note: Continues on next page

Health/Air Quality/Environment

## **LB-ELA Corridor Community Health Benefit Program** (continued)
LB-ELA_0133

**Potential Funding Sources**

LA Care Community Health Investment Fund

CDC Racial and Ethnic Approaches to Community Health (REACH)

Community Air Protection Incentives

Clean Mobility Investments and the Sustainable Transportation Equity Project (STEP)

E-Bike Incentive Project

AB 617 Community Air Grants

CA Enviro Grassroots Funds

Outdoor Recreation Legacy Partnership (ORLP) Program

Sustainable Communities Competitive

Environmental Justice Action Grants

Youth Community Access Program

Community Resilience Centers Program

**Measure R/M Funding Eligibility:** Yes – relates to mitigation of environmental effects of public streets and highways

**Detailed Pathway Suggestion**

Metro can partner with CBOs involved in environmental justice and public health (such as EYCEJ and LBACA) to identify and develop a suite of new air quality improvement (exposure reduction) projects throughout the LB-ELA Corridor. Projects may support implementation of strategies and actions identified in the CERP for AB 617 Community Air Protection Program Communities. Metro can provide funding and/or technical assistance for targeted expansion of existing heath education and screening programs. This program may also support and expand upon the I-710 Particulate Matter (PM) Reduction Pilot Project (LB-ELA_0157) recommended for funding as part of the Investment Plan.

**Implementation Notes/Guidance**

COVID-19-related public health education and outreach could be used as a model for educational outreach related to air quality and associated health outcomes.

Health/Air Quality/Environment

## Zero-Emission Infrastructure for Autos

LB-ELA_0191

### Program Description

Work with local jurisdictions (cities, County of Los Angeles), public agencies, and private-public partners to develop and site additional charging stations for ZE vehicles in the LB-ELA Corridor. Provide grant writing assistance 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.

**Program primary pathway:** Support as part of External Agency Program

**Existing external programs:**

LA County Internal Services Department (ISD) Clean Transportation Team Electric Vehicle Supply Equipment expansion program

Southern California Edison (SCE) Charge Ready Program

SCAG Last Mile Freight Program (Zero-Emission [ZE] Delivery Zones)

**Potential partners (may include, but not limited to)**

LA County ISD

SCE

Gateway Cities Council of Governments

Gateway Cities Regional Climate Collaborative

Los Angeles Cleantech Incubator

Southern California Association of Governments

Local Jurisdictions

**Potential Funding Sources**

California Energy Commission Clean Transportation Program

California Electric Vehicle Infrastructure Project (CALeVIP)

Communities in Charge

**Measure R/M Funding Eligibility:** Yes

### Detailed Pathway Suggestion

Metro can work with the County ISD, SCE, local jurisdictions, and private partners to identify electric vehicle charger siting priorities in the LB-ELA Corridor and provide grant writing assistance in pursuit of funding for ZE infrastructure in the Corridor. Metro can support expansion of ZE delivery zones throughout the LB-ELA Corridor through SCAG's Last Mile Freight program for lighter-duty delivery trucks and vans.

### Implementation Notes/Guidance

When selecting sites for ZE charging facilities, lead agencies and partners should proactively engage residents, businesses, and property owners to understand site-specific conditions and challenges.

Hydrogen Concerns: The environmental impact of hydrogen production, particularly its association with fossil fuels and significant greenhouse gas emissions on already impacted communities is a major concern. In addition, safety risks associated with the transportation and storage of hydrogen, including risks related to pipelines, trucks, rail, and ships are also of concern. Hazardous emissions such as Nitrogen Oxide (NOx) from hydrogen combustion and its impact on respiratory health in vulnerable communities should be assessed. Metro should engage in community-centered decision-making through the Air Quality and Health Working Group with impacted communities and should avoid endorsements of potentially harmful applications without community input. Metro should also conduct community education on hydrogen fuel and related issues with regional and community partners.

Health/Air Quality/Environment

## Bus Electrification Projects
LB-ELA_0192

### Program Description

Seek incentives to accelerate the deployment of ZE transit and vanpool vehicles in the LB-ELA Corridor. Projects could include bus electrification (public transit buses and school buses) as well as ZE charging infrastructure. Provide technical and grant writing assistance to define and develop potential projects.

**Program primary pathway:** Support as part of Existing Metro Program

**Existing Metro Programs:**

Metro Bus Electrification Program (100% ZE bus fleet by 2030)

**Potential partners (may include, but not limited to)**

NA

**Potential Funding Sources**

Measure M

**Measure R/M Funding Eligibility:** Yes

### Detailed Pathway Suggestion

Metro can continue expansion of its own electrification efforts and coordinate with GCCOG and LB-ELA jurisdictions on related ZE transit efforts (e.g., ZE trolley on Atlantic through Maywood, Bell, Cudahy, and South Gate).

### Implementation Notes/Guidance

Set aside Measure M funding to study the feasibility of creating a ZE charging depot in the Gateway Cities area to support LB Transit, Metro, and other municipal operation needs, especially for transfer hubs and turnback areas.

Hydrogen Concerns: The environmental impact of hydrogen production, particularly its association with fossil fuels and significant greenhouse gas emissions on already impacted communities is a major concern. In addition, safety risks associated with the transportation and storage of hydrogen, including risks related to pipelines, trucks, rail, and ships are also of concern. Hazardous emissions such as Nitrogen Oxide (NOx) from hydrogen combustion and its impact on respiratory health in vulnerable communities should be assessed. Metro should engage in community-centered decision-making through the Air Quality and Health Working Group with impacted communities and should avoid endorsements of potentially harmful applications without community input. Metro should also conduct community education on hydrogen fuel and related issues with regional and community partners.

Health/Air Quality/Environment

## Air Quality Monitoring Stations
LB-ELA_0218

**Program Description**

Add new air quality monitoring stations in the LB-ELA Corridor Study Area. Sites to be identified in cooperation with the SCAQMD, community-based organizations, and residents as part of the Community Programs Working Groups.

**Program primary pathway:** Support as part of External Agency Program

**Existing external programs:**

California Air Resources Board's (CARB's) Community Air Protection program/SCAQMD AB 617 Community Air Monitoring Program

**Potential partners (may include, but not limited to)**

SCAQMD

CARB

Local Jurisdictions

**Potential Funding Sources**

United States Environmental Protection Agency's Climate Pollution Reduction Grant

**Measure R/M Funding Eligibility:** Yes – relates to research/maintenance of public streets and highways and mitigation of their environmental effects

**Detailed Pathway Suggestion**

Metro can partner with CARB and SCAQMD to identify locations for new air quality monitoring stations along the LB-ELA Corridor and provide technical grant writing assistance to seek funding for air quality monitoring stations through various state and federal grants.

**Implementation Notes/Guidance**

NA

Health/Air Quality/Environment

## LB-ELA Corridor Energy Reduction/GHG Emissions Reduction Program

LB-ELA_0134

### Program Description

Under the Energy Reduction/GHG Reduction Program, funding would be made available to implement energy reduction as well as GHG reduction projects in areas impacted by transportation projects in the LB-ELA Corridor. This program would be an important element of any major transportation initiative that takes place in the LB-ELA Corridor. The program would provide subsidy funding to implement projects and educational activities intended to reduce GHG emissions. Examples of these projects include renewable energy projects, solar-power generation, energy efficient lighting, and tree planting, among others.

**Program primary pathway:** Support as part of Existing Metro Program
**Program secondary pathway:** Support as part of External Agency Program
**Existing Metro Programs:**

Metro I-710 ZET Program

Metro Bus Electrification

**Existing external programs:**

SoCalREN program

SCAQMD Air Quality Investment Program (Rule 2202)

SCAQMD Community Air Protection Program Incentives

**Potential partners (may include, but not limited to)**

SCAQMD

SoCalREN

**Potential Funding Sources**

EPA Climate Pollution Reduction Grants

**Measure R/M Funding Eligibility:** Yes

### Detailed Pathway Suggestion

Metro can continue expansion of its internal bus electrification efforts and ZE truck program, commit to energy efficiency in delivery of Metro projects (with consulting services from SoCalREN), and offer collaboration on external efforts to reduce GHG emissions through transition to renewable energy throughout the county and region.

### Implementation Notes/Guidance

NA

Health/Air Quality/Environment

## LB-ELA Corridor "Urban Greening" Initiative

LB-ELA_0187

### Program Description

There is a critical need to prioritize greenspace commitments in the CMIP, particularly for low-income communities of color in the Corridor. Under this initiative, Community Plan Working Groups will develop and refine "urban greening" projects that foster environmental resilience. They play a vital role in improving air quality, absorbing pollutants, and releasing oxygen, which is especially beneficial for these communities burdened by pollution from industrial and transportation sources. Additionally, green spaces provide valuable opportunities for active transportation, such as walking and cycling, encouraging sustainable modes of transportation and reducing congestion and greenhouse gas emissions. Furthermore, green spaces can help mitigate the urban heat island effect, reducing temperatures in urban areas. This is crucial as temperatures rise due to climate change, contributing to the creation of more resilient and adaptable communities in the Corridor.

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, nonprofit organizations, or communities 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 in the LB-ELA Corridor.

Through the Community Plan Working groups, areas that are in the most critical need of new green space will be identified with input from community members.

**Program primary pathway:** Support as part of LB-ELA Project Implementation
**Program secondary pathway:** Support as part of External Agency Program

**Potential partners (may include, but not limited to)**

GCCOG Regional Climate Collaborative

East Yard Communities for Environmental Justice

Communities for a Better Environment

Compton Community Garden

Eastmont Community Center

TreePeople

GrowGood

Friends of the LA River

**Potential Funding Sources**

Urban Greening Grant Program (CA Natural Resources Agency)

Metro Countywide Urban Greening Grant Program (in development)

**Measure R/M Funding Eligibility:** Likely Yes – Relates to the improvement and maintenance of public streets and highways, including the mitigation of their environmental effects

### Detailed Pathway Suggestion

Metro can make funding available to lead agencies for LB-ELA projects to add or expand upon greening elements to maximize the environmental benefits of projects with a transportation focus. Metro can also provide technical support to external agencies and CBOs that lead greening efforts in the LB-ELA Corridor, such as community gardens, tree planting/maintenance, and LA River cleanup and restoration. Finally, Metro is going to create a countywide Urban Greening program. This program was recommended in Metro's Moving Beyond Sustainability plan[104].

### Implementation Notes/Guidance

NA – Green space and increased greenery should be consulted with local Indigenous peoples, tribes, and organizations to honor and restore local plant life.

104 https://www.metro.net/about/plans/moving-beyond-sustainability/

Health/Air Quality/Environment

## Public Art/Aesthetics
LB-ELA_0190

**Program Description**

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.

**Program primary pathway:** Support as part of Existing Metro Program
**Program secondary pathway:** Support as part of External Agency Program
**Program third pathway:** Support as part of LB-ELA Project Implementation
**Existing Metro Programs:** Metro Art program
**Existing external programs:** Caltrans Transportation Art program

**Potential partners (may include, but not limited to)**

Caltrans District Transportation Art Coordinator

**Potential Funding Sources**

Metro Art program

**Measure R/M Funding Eligibility:** Likely No

Source: SPP Survey, SPP Mapping

**Detailed Pathway Suggestion**

Metro can continue to bring arts programming and installations for Metro stations and/or other transportation/transit infrastructure. Metro can partner with Caltrans on its Transportation Art Program to identify sites and opportunities for local communities and public government agencies to place art and other aesthetic treatments on state-owned facilities and in state-owned rights-of-way. Metro can make funding available to lead agencies for LB-ELA projects to add art, landscaping, or other visual enhancements to projects with a transportation focus.

**Implementation Notes/Guidance**

NA

Housing Stabilization/Land Use

## Southeast Gateway Line Transit-Oriented Development Strategic Implementation Plan (TOD SIP) and Program

LB-ELA_0009

### Program Description

The TOD SIP provides an overarching vision and strategic guidance for local Southeast Gateway Line jurisdictions to use as a resource as they develop and implement their own plans, policies, and economic development and mobility strategies in the 12 Southeast Gateway Line station areas along the alignment. Additionally, in 2019, the Metro Board approved a $1 million implementation program to fund Southeast Gateway Line jurisdictions to implement TOD SIP recommendations.

**Program primary pathway:** Support as part of Existing Metro Program

**Program secondary pathway:** Support as part of External Agency Program

**Existing Metro Programs:**

Southeast Gateway Line TOD SIP Implementation Funding Program

**Potential partners (may include, but not limited to)**

Local Jurisdictions

**Potential Funding Sources**

Affordable Housing and Sustainable Communities (AHSC) Program

**Measure R/M Funding Eligibility:** Likely No

### Detailed Pathway Suggestion

Metro can continue to provide guidance to local Southeast Gateway Line jurisdictions as they develop and implement plans, policies, and economic development and mobility strategies in the 12 Southeast Gateway Line station areas. Metro will continue funding implementation activities using the $1 million of implementation funds approved by the Metro Board in 2019.

### Implementation Notes/Guidance

NA

Source: Metro LRTP

## Housing Stabilization Policies
LB-ELA_0135

**Program Description**

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 in 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: engage the community/form partnerships with CBOs;
- 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, and homeowner maintenance assistance programs;
- Inclusionary housing policies with or without the 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, and 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 and conversion, tenant right-to-return policies, and local resident preference programs for new housing;
- Rent stabilization policies;
- Low-income rental assistance programs, and 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; and
- Basic Income Program.

Through the Community ProgramPlan Working groups, Metro will consult with mission-driven affordable housing providers, tenant advocates, and other experts to develop recommendations for programs and projects.

**Program primary pathway:** Support as part of External Agency Program
**Existing external programs:**
GCCOG Housing Trust Fund
GCCOG Tenant Legal Assistance

**Potential partners (may include, but not limited to)**
GCCOG
Local Jurisdictions
Fair Housing Foundation
BASTA Long Beach
Legal Aid Foundation of Los Angeles

**Potential Funding Sources**
GCCOG Housing Trust Fund
Affordable Housing and Sustainable Communities (AHSC) Program
**Measure R/M Funding Eligibility:** Likely No

Source: COG Ad Hoc Committee, SPP Survey, SPP Mapping
Note: Continues on next page

## **Housing Stabilization Policies** (continued)
LB-ELA_0135

**Detailed Pathway Suggestion**

Metro can collaborate with GCCOG to identify opportunities for transit-oriented affordable housing in the LB-ELA Corridor through the Housing Trust Fund. Metro can support existing tenant assistance programs through local jurisdictions, GCCOG, and CBOs. Metro can provide technical assistance to local jurisdictions seeking to study and develop housing stabilization policies at a local level, particularly related to transit-oriented development.

**Implementation Notes/Guidance**

NA

Housing Stabilization/Land Use

## Transit-Oriented Communities/Land Use

LB-ELA_0193

### Program Description

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 used bus routes in 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.

**Program primary pathway:** Support as part of Existing Metro Program

**Existing Metro Programs:**

Metro TOC Policy and Implementation Plan

Metro TOC Programs (First/Last Mile, Joint Development, Systemwide Design, Economic Development, and Transit Supportive Planning)

**Potential partners (may include, but not limited to)**

Local Jurisdictions

**Potential Funding Sources**

Affordable Housing and Sustainable Communities (AHSC) Program

**Measure R/M Funding Eligibility:** Likely No

### Detailed Pathway Suggestion

Metro can enact the TOC Implementation Plan, which includes providing grant writing assistance and technical assistance for community development and land use planning. Metro can coordinate with local jurisdictions to better plan for housing near rail stations and heavily used bus routes along the LB-ELA Corridor. Metro can also collaborate with affordable housing organizations and developers to promote development in TOC areas through incentives.

### Implementation Notes/Guidance

Metro already has a TOC policy to support jurisdictions in TOC initiatives.

### Flags

CIC Flag: 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. Recommendation for Metro to consult with mission-driven affordable housing providers and tenant advocates in designing Transit Oriented Development initiatives.

Source: Metro, SPP Mapping

Housing Stabilization/Land Use

## Homeless Programs
LB-ELA_0194

### Program Description

Support homeless initiatives in the LB-ELA Corridor, and support 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.

Through the Community Programs Working Groups, Metro will consult with local community-based organizations serving the unhoused in developing these programs, with a focus on addresses the root causes of homelessness as opposed to policing.

**Program primary pathway:** Support as part of Existing Metro Program
**Program secondary pathway:** Support as part of External Agency Program
**Existing Metro Programs:**
Metro Homeless Outreach Pilot program
Metro Room to Work program
**Existing external programs:**
CCOG/LA Care Enhanced Care Management Partnership

**Potential partners (may include, but not limited to)**
Local Jurisdictions
GCCOG
LA Care
East LA Women's Center
Fair Opportunity for Change
Forgotten Children, Inc.
Jordan's Disciples Community Service
Kingdom Causes Bellflower
Restoration Diversion Services
Salvation Army

**Potential Funding Sources**
Measure H
CA Homeless Housing, Assistance and Prevention (HHAP) Grants
**Measure R/M Funding Eligibility:** Likely No

### Detailed Pathway Suggestion

Metro can support existing Metro Homeless Outreach Team (MHOT) efforts to connect unhoused individuals with services; assess MHOT performance statistics/need on rail and bus routes, and associated transit stations throughout the LB-ELA Corridor; and coordinate with homeless service providers in the LB-ELA Corridor to ensure that MHOT partnerships in the Corridor are effective and up to date. Metro can partner with other transit agencies in LB-ELA Corridor to expand services and coordinate across systems.

Metro can support its existing Room to Work program and identify opportunities for recruitment in the LB-ELA Corridor.

### Implementation Notes/Guidance

NA

Job Creation/Work Opportunities

## Economic Stabilization Policies
LB-ELA_0186

### Program Description

Work with cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities in 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: engage the community/form partnerships with CBOs;
- Community financial empowerment programs: local hire agreements, workforce education and 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, and lease-to-own programs for businesses and housing; and
- Identify, protect, and encourage legacy and culturally significant businesses, and historical and cultural landmarks; and mandate inclusion of arts and culture spaces in new development.

**Program primary pathway:** Support as part of External Agency Program
**Program secondary pathway:** Support as part of Existing Metro Program
**Existing Metro Programs:**
Metro Business Interruption Fund
**Existing external programs:**
LA County Economic Development Corporation (LAEDC) Business Support Program
LA Conservancy Legacy Business Grant Program
City of LA Legacy Business Program
Long Beach Legacy Business Program
BREATHE LA County
LA County Commercial Tenant Protections Ordinance Education and Outreach

**Potential partners (may include, but not limited to)**
LAEDC
Cambodian Association of America
United Cambodian Community
LA Conservancy
Long Beach Heritage
LA County Department of Workforce Development, Aging and Community Services (WDACS); Office of Small Business

**Potential Funding Sources**
Community Development Block Grants
Strategic Growth Council
California Endowment
Liberty Hill Foundation
The Kresge Foundation
**Measure R/M Funding Eligibility:** Likely No

### Detailed Pathway Suggestion

Metro can provide technical assistance to local jurisdictions for planning and policy studies to enact economic stabilization policies. Metro can also support GCCOG and other organizations that provide business support (technical assistance, microloans, education), and city-led legacy business programs (e.g., Long Beach, Los Angeles) that aim to preserve long-standing businesses facing displacement pressure. Metro can support LA County Department of Workforce Development, Aging and Community Services outreach efforts related to the Commercial Tenant Protections Ordinance.

### Implementation Notes/Guidance

NA

Job Creation/Work Opportunities

## Targeted Hire Programs
LB-ELA_0195

### Program Description

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 in the LB-ELA Study Area. Include measures such as the establishment of Project Labor Agreements 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.

**Program primary pathway:** Support as part of Existing Metro Program
**Program secondary pathway:** Support as part of External Agency Program
**Program third pathway:** Support as part of LB-ELA Project Implementation
**Existing Metro Programs:**
Metro Project Labor Agreement/Construction Careers Policy
**Existing external programs:**
LA County Public Works Local and Targeted Hiring Program

**Potential partners (may include, but not limited to)**
Local Jurisdictions

**Potential Funding Sources**
TBD
**Measure R/M Funding Eligibility:** Likely No

### Detailed Pathway Suggestion

Metro and LA County Department of Water and Power both have local targeted hire programs already in place. Metro can collaborate with other local jurisdictions/agencies to tie existing hiring policies to Capital Improvement Program (CIP) projects, or focus on hiring for specific types of jobs, such as "green" jobs. Metro can also support existing initiatives that include established local hire/workforce development opportunities and project labor agreements.

### Implementation Notes/Guidance

Targeted hiring policies should be in place during the implementation process to ensure that residents benefit from projects as they are developed/constructed.

CIC Flag: Community suggestion to set minimum residency length requirement that workers must meet to qualify for local hire benefits.

Job Creation/Work Opportunities

## Employment/Recruitment Initiatives
LB-ELA_0196

### Program Description

Partner with public agencies, large employers, and local businesses to conduct recruitment drives at locations in 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 and networking resources. Conduct promotional campaigns to actively publicize these events in the LB-ELA Corridor communities.

**Program primary pathway:** Support as part of Existing Metro Program
**Program secondary pathway:** Support as part of External Agency Program
**Existing Metro Programs:**
Metro Workforce Initiative Now (WIN-LA) Program
Metro Room to Work program
Metro Internship and Entry-Level Trainee Program
Metro E3 (Expose – Educate – Employ) Initiative and Transportation School
Metro Transportation Career Academy Program (TCAP)
**Existing external programs:**
GCCOG Workforce Development Programs
LA County Public Works Local and Targeted Hiring Program

**Potential partners (may include, but not limited to)**
GCCOG
CALSTART
Easterseals
GrowGood
ICAN California Abilities Network
Mexican American Opportunity Foundation
Project Return Peer Support – La Casita de Apoyo
Restoration Diversion Services

**Potential partners (continued)**
Soledad Enrichment Action
The Arc Southeast Los Angeles County
Veterans Stand Together

**Potential Funding Sources**
Metro Workforce Development Programs
GCCOG Workforce Development Programs
**Measure R/M Funding Eligibility:** No

### Detailed Pathway Suggestion

Metro can support local implementation of its own employment/recruitment initiatives such as WIN-LA, Room to Work, E3, and TCAP in the LB-ELA Corridor communities. Metro can partner with GCCOG to support existing employment/recruitment programs in partnership with local educational institutions and labor unions. Metro can engage a variety of local nonprofit organizations providing job placement services to ensure that participants are aware of employment opportunities related to the LB-ELA Investment Plan and throughout the Corridor.

### Implementation Notes/Guidance

NA

Job Creation/Work Opportunities

## Vocational Educational Programs
LB-ELA_0197

### Program Description

Partner with public agencies, private-sector employers, community colleges, labor organizations, and nonprofit organizations to expand vocational and educational programs for community residents in the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service ZE 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.

**Program primary pathway:** Support as part of External Agency Program
**Program secondary pathway:** Support as part of Existing Metro Program
**Program third pathway:** Support as part of LB-ELA Project Implementation
**Existing Metro Programs:**
Metro WIN-LA Program
Metro Room to Work Program
Metro Internship and Entry-Level Trainee Program
Metro E3 (Expose–Educate–Employ) Initiative and Transportation School
Metro TCAP
**Existing external programs:**
Port of LA High Road Training Partnership Grant

**Potential partners (may include, but not limited to)**
GCCOG
CALSTART
International Brotherhood of Electrical Workers Training Center
Carpenters Union Training Center
Slawson Southeast Occupational Center
Assistance League of Long Beach
Empower Unlimited
Driving Hope
Grass Roots Community Network

**Potential partners (continued)**
Soledad Enrichment Action
EXP The Opportunity Engine
Unearth and Empower Communities
YWCA
EntreNous
Pacific Gateway
Long Beach City College
CSU Long Beach

**Potential Funding Sources**
High Road Training Partnership (HRTP) Grants
Metro Workforce Development Programs
GCCOG Workforce Development Programs
**Measure R/M Funding Eligibility:** No

### Detailed Pathway Suggestion

Metro can partner with public agencies, private-sector employers, community colleges, labor organizations, and nonprofit organizations to expand vocational and educational programs for community residents in the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service ZE 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.

### Implementation Notes/Guidance

Vocational training programs should ideally focus on creating a qualified workforce that will most likely benefit from CIP projects.

## 2028 Olympic and Paralympic Games

In 2028, Los Angeles will host the 2028 Olympic and Paralympic Games (2028 Games). The 2028 Games will match the incredible scale and diversity of Los Angeles. According to its organizers, the 2028 Games is estimated to attract 12 to 15 million ticketholders and approximately 400,000 accredited personnel (athletes, officials, media, volunteers, and employees).

Long Beach will be a major destination for the 2028 Games as one of the five major sports parks with four venues and six sports. The 2028 Games can serve as a catalyst to create permanent benefits and more sustainable and equitable mobility along the Long Beach-East Los Angeles (LB-ELA) Corridors. In June 2023, Metro published the 2028 Games Mobility Concept Plan (MCP) in response to the Board of Directors' Motion 42. The plan identifies a list of projects that provide permanent benefits for Angelenos while enabling spectators and the workforce to get to the 2028 Games by transit, walking, or rolling. The project list will reconnect communities across highway and arterial barriers by creating multimodal investments: bus speed and reliability improvements, first/last mile strategies and projects, mobility hubs, and non-capital mobility solutions. These investments will improve connectivity in LA County, proving direct benefit to 1 million disadvantaged Angelenos. With an emphasis on equity, legacy, and the 2028 Games, three specific MCP projects are located within the LB-ELA Corridor. The first project is a new crossover track near the intersection of Anaheim Street and Long Beach Boulevard to improve service reliability for the A Line. The second project is a bus priority improvement project along Florence Avenue, Studebaker Road, and Imperial Highway to enhance connectivity between SoFi Stadium in Inglewood, the Metro C Line Norwalk Station, and the Metrolink Norwalk/Santa Fe Springs Station.

**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-operator double crossover is proposed to replace both the existing diamond crossing and the existing single crossover. LA Metro would be the lead agency. The location of this transit Planning / Conceptual Study project is Long Beach. It is anticipated to cost $15M funding in park by 25% LPP and State sources.

**A Line Willow Station Mobility Hub:** To provide multimodal options at central locations where theres 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 nonresidential, nearby transit-oriented communities will provide a steady and growing stream of foot traffic once investments 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. LA Metro would be the lead agency. The location of this transit and active transportation Planning / Conceptual Study project is Long Beach. It is anticipated to cost $11M funding in part by 25% LPP and Federal EPA sources.

**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 consists 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 | 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. LA Metro would be the lead agency. The location of this transit and arterial/complete streets

Planning / Conceptual Study project is multiple jurisdictions in the corridor. It is anticipated to cost $32M funding through RAISE and Federal Transit Administration (FTA) Small Starts.

These projects will economically benefit the LB - East LA Corridor communities by enhancing access between Equity Focus Communities and major employment centers like Downtown Long Beach and Inglewood. These projects provide cost-effective mobility benefits that can be realized in time to support the 2028 Games and create a lasting legacy. In March 2024, Metro was awarded $139 million from USDOT's Reconnecting Communities Pilot/ Neighborhood Access and Equity Programs that will support the implementation of several projects, including the mobility hub and Florence Avenue bus priority improvement projects. While the projects identified for the 2028 Games were not scored through the LB-ELA Task Force evaluation process, they are funded and scheduled for implementation in time for the 2028 Games. These projects further the vision, goals and guiding principals of the investment Plan by improving transit access in the corridor. The unfunded crossover track project will be included in the Transit Modal Program for the Investment Plan for future consideration.

Projects for the 2028 Olympic and Paralympic Games



## 8.6 Modal Programs and START UP Fund

In addition to identifying projects and programs for initial funding, the Investment Plan also looks to the future of the LB-ELA Corridor by planning, developing, identifying, and refining projects, programs, and strategic initiatives that will advance the Corridor's Vision, Goals, and Guiding Principles into future years. Modal Programs and the START-UP ("Strategic Technical Assistance for Reparative Transportation Uplifting People") Fund will allow the Investment Plan to be a flexible, dynamic, living document that addresses future priorities and needs as they evolve.

The Investment Plan is based on an intensive, community-engaged process, which determined that additional planning work is needed to identify emerging projects/programs that align well with the adopted Vision, Goals, and Guiding Principles. Several cities, particularly those without implementation-ready projects for investment consideration, also need technical assistance (through the START-UP Fund) to support this work in their respective EFCs and ensure equitable investments throughout the Corridor. The Projects and Programs under the Investment Plan are also displayed by location and goal focus area in Appendix 8-A. Modal Programs will serve as the mechanism by which these ongoing planning and development activities lead to implementation following the adoption of the Investment Plan.

The Investment Plan features five Modal Programs, in addition to the Community Programs Catalyst Fund described in Section 8.3, including: active transportation, arterial roadways/complete streets, freeway safety and interchange improvements, goods movement, and transit[105]. Metro, its partners, and relevant stakeholders will need to collaborate to advance the projects in the Modal Programs toward their implementation, furthering the goals of the Investment Plan. Investment Plan elements that will be included in Modal Programs include the following:

- Near-term Tier 1 projects not selected for immediate funding;
- Longer-term Tier 1 projects that require additional development to become implementation-ready;
- Tier 2 projects that will need additional development and refinement to become more aligned with the Investment Plan Vision, Goals, and Guiding Principles to be considered for implementation in the future;
- Equitable project planning to identify equity gaps, provide technical assistance (Through the START-UP Fund) for lower-resources communities, and develop projects for future implementation; and
- Pilot programs, strategic initiatives, and planning studies.

The Investment Plan will reserve funding in each Modal Program to carry out these planning and development activities and implement some projects that develop from these activities. This includes some projects that were ranked highly in the evaluation process but were identified as not being ready for initial investment under the plan. In addition, the Modal Program funding may be used to advance other partially funded projects with a slight funding gap or those put forward by Metro and partners for grant applications that did not receive external funding. The following sections describe the START-UP Fund, the five Modal Programs, and the Investment Plan funding set aside to accomplish each program's planning, development, and implementation goals.

**START-UP Fund**

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

105 Community Programs can be found in the previous section of this document.

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 up a START-UP ("Strategic Technical Assistance for Reparative Transportation Uplifting People") Fund 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 Catalyst Fund). 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 Investment Plan
- With only conceptual or development phase projects in the Investment Plan
- With high concentrations of Equity Focus Communities (EFCs)
- Facing the greatest cumulative impacts as identified in existing conditions research

### Active Transportation

The Active Transportation Modal Program category consists of projects and programs that support the safe movement of travelers using human-powered methods of travel, such as walking, bicycling, or rolling, to get from one place to another. Metro's commitment to advancing Active Transportation is reflected in its 2023 Active Transportation Strategic Plan[106], which reaffirms the agency's proactive role in countywide active transportation planning; and establishes proposals for regional bikeways, pedestrian districts, and first/last-mile improvement areas surrounding transit stations. While active transportation projects offer opportunities to advance equitable outcomes, projects that increase impervious cover disproportionately harm communities of color due to increased heat resulting from urban heat island effect. Metro-led projects will conform to requirements in Metro's Tree Policy and Moving Beyond Sustainability Plan and modal programs will provide opportunities to incorporate urban greening into Active Transportation projects. Active Transportation investment is summarized in **Table 8-3**.

Table 8-3. Active Transportation Investment Summary

| | |
|---|---|
| **Total Investment Plan Investment** | **$100 million** |
| **Potential Leverage Investment** | **$150-200 million** |
| **Project/Programs Recommended for Initial Investment** | **$44 million** |
| Development | $500,000 |
| Pre-Implementation | $4.5 million |
| Implementation | $39 million |
| **Modal Program** | **$55.7 million** |
| START-UP Fund | $11.5 million |
| Pre-Implementation | $3.0 million |
| Implementation | $41.2 million |

106 Document can be accessed here https://www.metro.net/projects/active-transportation-strategic-plan-atsp/

The LB-ELA Corridor Mobility Investment Plan will fund several active transportation projects and programs through initial investments (described in the Initial Investments: Projects/Programs Recommended for Initial Funding, pages 8-10, 8-11) and the development of future projects through the Active Transportation Modal Program. The Investment Plan allocates $100 million in total investment in Active Transportation, including $44 million in recommended initial funding and an additional $57 million for the Active Transportation Modal Program. Many high-scoring Active Transportation programs are Corridor-wide or regional programs that focus on implementing bicycle and pedestrian safety projects from existing active transportation plans, including Metro's 2023 Active Transportation Strategic Plan. Although several selected projects from these programs are recommended for initial funding, these plans include numerous other projects requiring further development and prioritization. Other Active Transportation program elements include greening and other sustainability features, personal security enhancements, and other elements to enhance the user experience and quality of life within the LB-ELA Corridor.

The Active Transportation Modal Program will support the planning and development of future bicycle and pedestrian safety projects, advance projects toward implementation, and fund the implementation of future projects. This approach includes providing equitable project planning technical assistance (START-UP Fund) and resources to help lower-capacity and lower-resourced jurisdictions and communities develop project concepts and strategies for future implementation. By prioritizing these communities for development funding within the Modal Program, the Investment Plan aims to help bridge the gaps in capacity and resources that have historically contributed to spatial inequities in the distribution of investment and within the list of implementation-ready initial projects recommended in the Investment Plan. Of the nearly $56 million available in the Active Transportation Modal Program, 20% ($11.5 million) will be reserved for equitable project planning development and technical assistance (START-UP Fund).

#### 8.6.1.1 Active Transportation Project and Programs Recommended for Initial Investment

As described earlier in this chapter, the Investment Plan includes $44 million for initial investments in Active Transportation, including distinct projects on the MSPP list that rated highly and are more ready for implementation. In addition to those projects, there are important planning documents, such as Metro's recently updated Active Transportation Strategic Plan[107] and Long Beach's Bicycle Master Plan[108], which lay out the regionally important Active Transportation corridors in the LB-ELA Corridor. Because many of the Tier 1 Active Transportation projects on the original MSPP received funding in 2023 from California's Active Transportation Program, additional projects on the MSPP were elevated for inclusion in the initial funding recommendations. The Active Transportation funding investment is based on:

- providing funding for projects that received state Active Transportation Program awards but still have a partial funding gap;
- providing funding for projects that are prioritized in the Metro Active Transportation Strategic Plan, especially bike paths and cycle tracks that close gaps in the regional Active Transportation network and those that provide access to EFC areas; and
- providing funding to advance distinct projects that need support for implementation

#### 8.6.1.2 Active Transportation Modal Programs

The projects listed in Table 84 are not included in the initial investment recommendations (or are only partially funded). Metro, its partners, and relevant stakeholders will refine, develop, and potentially package together (if appropriate) these projects and programs to make them ready for implementation through the Active Transportation Modal Program.

107 https://www.metro.net/projects/active-transportation-strategic-plan-atsp/
108 https://www.longbeach.gov/lbcd/planning/advance/general-plan/mobility/bicycle/

Table 8-4. Active Transportation Modal Program

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0212* | Tweedy Boulevard Active Transportation Improvement | South Gate | 1 | Implementation |
| LB-ELA_0213* | Southeast Gateway Line] Light Rail Station First-Last Mile Bikeway Safety and Access Project | Multiple Jurisdictions | 1 | Implementation |
| LB-ELA_0211* | City of Long Beach Mid-City Pedestrian and Bicycle Connections | Long Beach | 1 | Implementation |
| LB-ELA_0206* | City of Bell Gardens Pedestrian and Bicycle Improvements | Bell Gardens | 1 | Development/Pre-Implementation |
| LB-ELA_0201 | Pedestrian/Bicycle Enhancements and Safety Features | Study Area Wide | 1 | Development/Pre-Implementation |
| LB-ELA_0214 | I-710 Livability Initiative | Multiple Jurisdictions | 1 | Development/Pre-Implementation |
| LB-ELA_0163 | LB-ELA Corridor Bicycle Gap Closure Projects | Multiple Jurisdictions | 1 | Development/Pre-Implementation |
| LB-ELA_0162 | City of Long Beach 8-to-80 Bikeways | Long Beach | 1 | Development/Pre-Implementation |
| LB-ELA_0204 | Pedestrian Gap Closure Projects | Study Area Wide | 1 | Development/Pre-Implementation |
| LB-ELA_0200 | Bike Share Programs and Bicycle Amenities | Study Area Wide | 1 | Implementation |
| LB-ELA_0102 | Pedestrian and Bicycle Master Plan improvements | Maywood | 1 | Development/Pre-Implementation |
| LB-ELA_0170* | Huntington Park Safe Routes for Seniors and Students | Huntington Park | 1 | Development/Pre-Implementation |
| LB-ELA_0076 | Pedestrian and Bike Facilities | Commerce | 2 | Development/Pre-Implementation |
| LB-ELA_0220 | Micromobility Pilot Project | Multiple Jurisdictions | 2 | Implementation |
| LB-ELA_0094 | Hill Street Pedestrian Bridge Overcrossing | Long Beach | 2 | Pre-Implementation |
| LB-ELA_0066 | Randolph Bike and Pedestrian Project | Bell | 2 | Implementation |
| LB-ELA_0055 | I-710 LA River Bike Path (Western Levee Path)*** | Multiple Jurisdictions | 2 | Pre-Implementation |
| LB-ELA_0007 | LA River Path – Central LA | Maywood to Elysian Valley | 2 | Pre-Implementation |
| LB-ELA_0070 | Pedestrian Bridge | Bell Gardens | 2 | Pre-Implementation |
| LB-ELA_0208* | Salt Lake Avenue Pedestrian Accessibility Project | Cudahy | 2 | Implementation |
| LB-ELA_0207 | City of Carson Citywide Community Safety Improvements | Carson | 2 | Development/Pre-Implementation |
| LB-ELA_0159 | Southern Ave. Pedestrian Connector Project | South Gate | 2 | Implementation |
| LB-ELA_0128 | Randolph Street Bike and Pedestrian Facilities Project | Maywood | 2 | Pre-Implementation |

Note: table continues on next page

Table 8-4. Active Transportation Modal Program (continued)

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0138 | Spring Avenue Pedestrian/Bicycle Overcrossing | Long Beach | 2 | Pre-Implementation |
| LB-ELA_0158 | Del Amo Pedestrian Gap Closure Project | Rancho Dominguez/Long Beach | 2 | Pre-Implementation |
| LB-ELA_0199 | Telecommuting Programs | Study Wide Area | 2 | Development |
| LB-ELA_0114 | Walnut Pedestrian Pathway | Signal Hill | 2 | Pre-Implementation |
| LB-ELA_0095 | Pedestrian Crosswalk Improvements | Lynwood | 2 | Development/ Pre-Implementation |
| LB-ELA_0216 | Bicycle Safety and Education Program (BEST) | Study Wide Area | 2 | Implementation |
| LB-ELA_0198 | Carpool/Vanpool Program | Study Wide Area | 2 | Implementation |
| LB-ELA_0090 | Rectangular Rapid Flashing Beacons at Pedestrian Crossings | Long Beach | 2 | Development/Pre-Implementation |
| LB-ELA_0082 | Enhanced Pedestrian Crosswalk (Rives Ave. and Adwen St.) | Downey | 2 | Implementation |
| LB-ELA_0210 | Greenway Traffic Circle Improvement Project | Downey | 2 | Implementation |
| LB-ELA_9300 | Wilmington Safe Streets - A People First Approach | Los Angeles | NA/New | |
| LB-ELA_9301 | Walnut Park Pedestrian Plan Implementation | Walnut Park | NA/New | |
| LB-ELA_9302 | West Paramount Utility Easement Multiuse Path Phase I | Paramount | NA/New | |
| LB-ELA_9303 | City of Carson Master Bicycle Plan | Carson | NA/New | |
| LB-ELA_9321 | Hamilton Loop** | Long Beach | NA/New | |
| LB-ELA_9311 | Southern Connector Pedestrian Bridge | South Gate | | |
| LB-ELA_9312 | SELA Bridge Park Connector Overcrossing | Lynwood | | |
| LB-ELA_9314 | Compton Boulevard Bike Path*** | Compton | NA/New | |
| LB-ELA_9315 | Terminal Island to Rio Hondo Bike Path*** | Multiple Jurisdictions | NA/New | |

Notes:
* Project is mostly funded through state ATP program
** Project received planning funding through recent Reconnecting Communities & Neighborhoods Grant
*** The three I-710 Corridor Bike Path Concepts were requested to be added to the list. One of the projects was already on the list (LB-ELA_0055)[109]
Projects deemed to be fully funded were removed from list.
New projects have not been evaluated. They may be eligible for future modal program funding as long as they align with the Vision and Goals of the Corridor.

109 https://www.metro.net/projects/710bikepath/

### Arterial Roadways/Complete Streets

The Arterial Roadways/Complete Streets modal category includes major, multi-jurisdictional corridor projects, small-scale spot treatments, and intersection improvements. Arterial roadways are the primary transportation network for local travel throughout the LB-ELA Corridor for vehicular traffic, goods movement, transit, and active transportation. Arterial Roadways/Complete Streets also function as an alternative to the I-710 freeway for regional and longer-distance vehicle and freight truck trips, especially when I-710 is congested due to collisions, delays, maintenance, and other impacts on freeway operation. Arterial Roadways/Complete Streets investment is summarized in **Table 8-5**.

Table 8-5. Arterial Roadways/Complete Streets Investment Summary

| | |
|---|---|
| **Total Investment Plan Investment** | **$188 million** |
| **Potential Leverage Investment** | **$1.2 to 1.8 million** |
| **Project/Programs Recommended for Initial Investment** | **$116 million** |
| Development | $0 |
| Pre-Implementation | $10 million |
| Implementation | $106 million |
| **Modal Program** | **$72.1 million** |
| START-UP Fund | $14.5 million |
| Pre-Implementation | $4 million |
| Implementation | $53.6 million |

* Video detection not intended for surveillance.

The LB-ELA Corridor Mobility Investment Plan will fund several prioritized Arterial Roadways/Complete Streets projects and programs through initial investments (described in the Initial Investments: Projects/Programs Recommended for Initial Funding, page 8-7 as well as the development of future projects through the Arterial Roadways/Complete Streets Modal Program. The Investment Plan includes $188 million in total investment for Arterial Roadways/Complete Streets, including $116 million in initial funding recommendations and an additional $72 million for the Arterial Roadways/Complete Streets Modal Program. The Arterial Roadways/Complete Streets Modal Program will support the development and implementation of future projects that meet the vision and goals of the Investment Plan. The types of investments include the following:

- **Arterial roadway safety:** Future arterial investments will be aimed to improve arterial roadway safety, especially at intersections with high rates of traffic collisions and truck/vehicle or truck/pedestrian/bicycle conflicts.
- **Signal synchronization and operations:** Future investment will focus on upgrading traffic signals, video detection*, and the coordination of traffic signal timing to improve arterial roadway efficiency.
- **Technology:** In addition to traffic operations, the Investment Plan will invest in technology to improve safety and facilitate the transition to lower emission and connected autonomous vehicles.
- **Complete streets and general arterial improvements:** General Arterial Roadways/Complete Streets improvements will upgrade roadways to improve travel for all modes, including vehicular traffic as well as active transportation.
- **Arterial Bridge/Overcrossing Improvements:** Many arterial roadways provide connections to I-710 and other freeways. Interchange improvements are described in the Freeway Safety and Interchange Improvements section; however, independent improvements focused on arterial bridges will be funded through the Arterial Roadways/Complete Streets Modal Program.

> **It will be immensely beneficial to have a contiguous corridor that is friendly for traveling in ways other than by car.**

Anonymous dashboard comment

The Arterial Roadway/Complete Streets Modal Program also includes funding for the provision of equitable project planning technical assistance (START-UP Fund) and resources to help lower-capacity and lower-resourced jurisdictions and communities develop project concepts and strategies for future implementation. By prioritizing these communities for development funding within the Modal Program, the Investment Plan aims to help bridge the gaps in capacity and resources that have contributed to historic spatial inequities in the distribution of investment, and in the list of implementation-ready projects put forth in the Investment Plan. Of the $72 million available in the Arterial Roadway/Complete Streets Modal Program, approximately 20% ($14.5 million) will be reserved for equitable project planning development and technical assistance (START-UP Fund).

#### 8.6.1.3 Arterial Roadways/Complete Streets Projects and Programs Recommended for Initial Investment

As described earlier in this chapter, the Investment Plan will invest $116 million in specific arterial roadway project improvements. The proposed investments include developing and implementing five priority Complete Streets Corridors: Atlantic, Alondra, Florence, Long Beach, and Slauson. These corridors provide crucial north-south alternatives to the I-710 freeway and east-west travel to and across the freeway. These corridors also serve as key transportation thoroughfares, community main streets, commercial districts, and residential neighborhoods. Although the actual design and treatments will be specific to each corridor's unique context (including its role in the Goods Movement network), the description for each project includes 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.

#### 8.6.1.4 Arterial Roadways/Complete Streets Modal Programs

The projects and programs listed in **Table 8-6** are not part of the initial investment recommendations. These projects and programs will be further refined, developed, and potentially made ready for implementation through the Arterial Roadways/Complete Streets Modal Program. It should be noted that not all projects in the modal program will move forward to implementation. Also, some projects, like those that contain traffic cameras, have been opposed by some community members due to concerns related to cameras being used for potential surveillance.

Table 8-6. Arterial Roadways/Complete Streets Modal Program

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0064 | Gage Avenue Street Improvements | Bell | 1 | Implementation |
| LB-ELA_0059 | Imperial Complete Streets Corridor | Lynwood/South Gate/Downey | 1 | Implementation |
| LB-ELA_0056 | Artesia Complete Street Corridor | Multiple Jurisdictions | 1 | Implementation |
| LB-ELA_0129 | Garfield Avenue Improvement Project | South Gate | 1 | Pre-Implementation |
| LB-ELA_0202 | Traffic Calming | Study Wide Area | 1 | Development/Pre-Implementation |
| LB-ELA_0044* | Route 1 and De Forest Ave Bridge Upgrades Long Beach | Long Beach | 1 | Implementation |
| LB-ELA_0127 | Lakewood Boulevard Improvement Project | Lakewood | 1 | Implementation |
| LB-ELA_0119 | Wright Road Improvement Project | South Gate | 1 | Implementation |
| LB-ELA_0205 | Arterial/General Roadway Improvement Program | Study Wide Area | 1 | Development/Pre-Implementation |
| LB-ELA_0041* | Route 1 Pedestrian Upgrades Long Beach | Long Beach | 1 | Implementation |
| LB-ELA_0120 | Safety-Related Road Improvement Projects | East Rancho Dominguez | 1 | Development/Pre-Implementation |
| LB-ELA_0104 | Rosecrans Ave. Bridge | Paramount | 2 | Implementation |
| LB-ELA_0063 | Gage Ave. Bridge | Bell | 2 | Implementation |
| LB-ELA_0073 | Telegraph Road Improvements | Commerce | 2 | Implementation |
| LB-ELA_0067 | Florence Ave. Bridges | Bell | 2 | Pre-Implementation |
| LB-ELA_0115 | California Ave. Improvements Projects | Signal Hill | 2 | Pre-Implementation |
| LB-ELA_0117 | Burnett Street/Skyline Drive Improvement Projects | Signal Hill | 2 | Implementation |
| LB-ELA_0040* | Route 1 Storm Water Treatment Installation Wilmington/Long Beach | Wilmington/Long Beach | 2 | Implementation |
| LB-ELA_0065 | Slauson Ave. Bridge | Bell | 2 | Implementation |
| LB-ELA_0109 | Alondra Blvd. Intersection Improvements | Paramount | 2 | Implementation |
| LB-ELA_0068 | Systematic Safety Analysis Report Program (SSARP) Improvements | Bell Gardens | 2 | Development/Implementation |
| LB-ELA_0107 | Alondra Blvd. Bridges | Paramount | 2 | Implementation |
| LB-ELA_0108 | Garfield Ave. Intersection Improvements | Paramount | 2 | Implementation |
| LB-ELA_0086 | Gage Avenue Operational and Safety Improvements | Bell/Huntington Park | 2 | Implementation |

Note: table continues on next page

Table 8-6. Arterial Roadways/Complete Streets Modal Program (continued)

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0110 | Rosecrans Intersection Improvements | Paramount | 2 | Implementation |
| LB-ELA_0051* | Route 1 Transportation Management System (TMS) elements | Multiple Jurisdictions | 2 | Implementation |
| LB-ELA_0020 | Sports Park Transportation Performance Modeling Network | Long Beach | 2 | Implementation |
| LB-ELA_0078 | Randolph Street Gap Closure | Commerce | 2 | Pre-Implementation |
| LB-ELA_0105 | Garfield Avenue Improvement Project | Paramount | 2 | Implementation |
| LB-ELA_0012 | Garfield Widening | Paramount | 2 | Implementation |
| LB-ELA_0166 | LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment | Multiple Jurisdictions | 2 | Development/Implementation |
| LB-ELA_0085 | Intersection Improvements (Huntington Park) | Huntington Park | 2 | Development/Implementation |
| LB-ELA_0069 | Traffic/Ped Signal Upgrades | Bell Gardens | 2 | Development/Implementation |
| LB-ELA_0074 | Traffic Signal Upgrades | Commerce | 2 | Development/Pre-Implementation |
| LB-ELA_0088 | Protected Left Turns at Signals | Long Beach | 2 | Development/Pre-Implementation |
| LB-ELA_0101 | Video Camera installation** | Maywood | 2 | Development/Pre-Implementation |
| LB-ELA_0071 | Mixmaster Traffic signal Improvements (Telegraph/Eastern/Atlantic) | Commerce | 2 | Implementation |
| LB-ELA_0167 | I-710 Arterial Signal Performance Measurement | Study Area Wide | 2 | Development/Pre-Implementation |
| LB-ELA_0215 | I-710 Arterial Traffic Signal Control Communication Upgrades | Multiple Jurisdictions | 2 | Development/Pre-Implementation |
| LB-ELA_0083 | Traffic Signal Upgrades | Downey | 2 | Implementation |
| LB-ELA_0100 | Traffic Signal Upgrade Projects | Maywood | 2 | Development/Pre-Implementation |
| LB-ELA_0013 | Tweedy Blvd. Signal Sync | Lynwood/South Gate | 2 | Implementation |
| LB-ELA_0072 | Traffic Signal Coordination Projects | Commerce | 2 | Development/Pre-Implementation |
| LB-ELA_0097 | Traffic Signal Improvements | Lynwood | 2 | Development/Pre-Implementation |
| LB-ELA_0084 | Video Detection Upgrades** | Downey | 2 | Development/Pre-Implementation |
| LB-ELA_0081 | Firestone Blvd. Traffic Signal Upgrades and Safety Enhancements | Downey | 2 | Implementation |
| LB-ELA_0099 | Traffic Signal Synchronization Projects | Maywood | 2 | Development/Pre-Implementation |

Note: table continues on next page

Table 8-6. Arterial Roadways/Complete Streets Modal Program (continued)

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0075 | Video Camera installation** | Commerce | 2 | Development/Pre-Implementation |
| LB-ELA_0096 | Traffic Signal Improvements | Lynwood | 2 | Development/Pre-Implementation |
| LB-ELA_0098 | City Re-Striping Projects | Lynwood | 2 | Development/Pre-Implementation |
| LB-ELA_0089 | Emergency Vehicle Pre-Emption | Long Beach | 2 | Development/Pre-Implementation |
| LB-ELA_0087 | Traffic Signal Equipment Improvements | Long Beach | 2 | Development/Pre-Implementation |
| LB-ELA_0116 | Traffic Signal Operational Upgrade | Signal Hill | 2 | Implementation |
| LB-ELA_0112 | Signal Coordination/ITS Projects | Signal Hill | 2 | Development/Pre-Implementation |
| LB-ELA_0113 | Orange Avenue Improvement Projects | Signal Hill | 2 | Pre-Implementation |
| LB-ELA_0079 | Florence Avenue Bridge Rehabilitation | Downey | 2 | Implementation |
| LB-ELA_0221 | Atlantic Blvd. widening Over I-5 at Mixmaster Intersection | Commerce | 2 | Pre-Implementation |
| LB-ELA_0080 | Florence Ave. and Paramount Blvd. Intersection Improvement | Downey | 2 | Pre-Implementation |
| LB-ELA_9306 | ICM Phase 2: Arterial Signal Enhancements and Integration | Multiple Jurisdictions | NA/New | |
| LB-ELA_9316 | Lomita Blvd. Punchthrough | City of LA (Wilmington) | NA/New | |
| LB-ELA_9320*** | Terminal Island Freeway Decommissioning | Long Beach | NA/New | |

Notes:
* Project is part of Caltrans State Highway Operation and Protection Program (SHOPP)
** Video detection not intended for surveillance.
*** This project status is not yet resolved by the local jurisdiction and will not be considered in the Modal Program until then.
Projects deemed to be fully funded were removed from list (see Appendix 8-A)
New projects have not been evaluated. They may be eligible for future modal program funding as long as they align with the Vision and Goals of the Corridor.

### Freeway Safety and Interchange Improvements

As the primary transportation facility in the study area, I-710 serves a vital purpose in connecting millions of people to key everyday travel destinations. It is also one of the most important corridors for freight movement in the entire country due to its location, carrying tens of thousands of daily truck trips serving the San Pedro Bay Port Complex, intermodal freight rail facilities, warehouses, logistics hubs, and transloading facilities in the LB-ELA Corridor and beyond. Ensuring the safety and operational efficiency of vehicles on the freeway is of crucial importance to local communities that suffer from safety, congestion, air quality, and mobility impacts when freeway operations are degraded, as well as the state and national economy that depends on the flow of goods through I-710. Freeway Safety and Interchange Improvements investment is summarized in **Table 8-7.**

Table 8-7. Freeway Safety and Interchange Improvements Investment Summary

| | |
|---|---|
| **Total Investment Plan Investment** | **$210 million** |
| **Potential Leverage Investment** | **$800 million to $1 billion** |
| **Project/Programs Recommended for Initial Investment** | **$170.6 million** |
| Development | $9 million |
| Pre-Implementation | $39 million |
| Implementation | $129.6 million |
| **Existing Metro Programs** | **$39.4 million** |
| START-UP Fund | $0 million |
| Pre-Implementation | $2 million |
| Implementation | $37.4 million |

The earlier effort to modernize I-710 focused on widening the freeway and implementing general purpose travel lanes to increase capacity, which would have displaced residents and businesses adjacent to the Corridor while degrading air quality and public health in the Corridor communities. The Investment Plan will neither widen the freeway nor add general-purpose travel lanes to add freeway capacity, according to Metro Board policy and state and federal policy guidance. The Investment Plan's approach, particularly through the I-710 MOSAIC (Multimodal, Operational, Safety, and Access Investments for the Community) Program, targets safety and operational improvements and develops a holistic approach to better manage the freeway and improve multimodal access and safety on and around I-710. This investment strategy will directly address the Vision and Goals of the Investment Plan, including improving safety and mobility, while addressing air quality, related public health issues, and historical underinvestment.

The Investment Plan will fund several I-710 MOSAIC projects through a holistic initial investment (described in the Initial Investments: Projects/Programs Recommended for Initial Funding, page 8-7) as well as the development of future projects and non-traditional freeway investments through the Freeway Safety and Interchange Improvements Modal Program. The Investment Plan is providing $177.6 million for the projects recommended for initial investment, which is planned to leverage up to $1 billion in freeway investments. Additionally, the Investment Plan will invest $32.4 million in the Freeway Safety and Interchange Improvements Modal Program to support and develop new and innovative ways to address safety, operational efficiency, integrated Corridor management, and air quality issues surrounding I-710. Examples of projects in the Freeway Safety and Interchange Improvements Modal Program include new higher soundwalls, stormwater treatment, facility upgrades, technology applications, and future initiatives to explore new freeway usage policies.

### 8.6.1.5 Freeway Project/Programs Recommended for Initial Investment

As described in Section 7-1, the Investment Plan will invest $170.6 million to develop and implement the I-710 MOSAIC Program, which includes project concepts that will rebuild and upgrade various freeway on- and off-ramps and auxiliary lanes for improved traffic safety, operations, and efficiency. The I-710 MOSAIC Program approach to investing in I-710 includes studying each of the 12 interchange project concepts and two auxiliary lane project concepts on the project list through an Alternatives Analysis that will feature community engagement and will evaluate each project concept for potential benefits (such as safety, operational flow, and reduction of conflicts) and impacts (such as VMT, GHG, possible displacement, and sound). Each project concept will be studied as part of a segment alongside other concepts related to and, in some cases, dependent on the other concept. In addition, these I-710 MOSAIC projects are directly related to projects and potential improvements on the intersecting roadways. Many projects on the MSPP list could be connected to the improvements on I-710, including several independent bridge upgrade projects, Complete Street Corridor projects, and transit enhancement projects that cross many interchanges. Additionally, the Investment Plan will invest $17 million in several non-traditional freeway projects and programs, including studying the concept of adding additional greenspace in the freeway right of way, improving traffic controls at interchanges, and testing methods to reduce the impact of particulate matter emissions from non-tailpipe sources.

The Initial Investment will fund the I-710 MOSAIC Program, through which there will be an Alternatives Analysis for the 12 interchanges and two auxiliary lane project concepts that will include community engagement, safety and operational assessments, data collection, modeling, and other considerations to allow Metro to identify four to six project concepts, or packages of project concepts, to recommend to the Metro Board for consideration to move into a preliminary engineering and environmental documentation (PA&ED) phase. The selected project concepts will provide the most safety and operational benefits to the mainline freeway and overall transportation system while minimizing the community impacts. After PA&ED, under the condition they meet certain criteria, the projects will be prioritized as recommendations to the Metro Board for consideration to move forward into additional phases of implementation. Metro will ensure that freeway projects that move forward for implementation complete the appropriate project level transportation conformity requirements.

### 8.6.1.6 Freeway Safety and Interchange Improvements Modal Programs

The projects and programs listed in **Table 8-8** are not part of the initial list of projects for initial funding. These projects and programs will be further refined, developed, and potentially made ready for implementation through the Freeway Safety and Interchange Improvements Modal Program. It should be noted that some projects, like Congestion Pricing, Express Lanes Strategic Initiative, ZET Lane, and I-710 ZET Travel Zone Restriction Congestion Pricing, have garnered significant industry and/or community opposition. Projects listed as Tier 1 will not necessarily move forward in the future.



Table 8-8. Freeway Safety and Interchange Improvements Modal Program

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0153* | Congestion Pricing | Multiple Jurisdictions | 1 | Development |
| LB-ELA_0046** | I-405 Roadway Improvements Long Beach, Signal Hill, Los Angeles, and Carson (SHOPP) | Multiple Jurisdictions | 1 | Implementation |
| LB-ELA_0182* | Express Lanes Strategic Initiative | Multiple Jurisdictions | 1 | Development |
| LB-ELA_0154* | I-710 ZET Travel Zone Restriction | Multiple Jurisdictions | 2 | Development |
| LB-ELA_0188 | Freeway Landscaping/Maintenance | Study Wide Area | 2 | Implementation |
| LB-ELA_0183* | ZET Lane | Multiple Jurisdictions | 2 | Development |
| LB-ELA_0039** | I-710 Highway Worker Safety Improvements Long Beach/Compton | Long Beach/Compton | 2 | Implementation |
| LB-ELA_0180 | I-710 Truck Bypass Lanes | Long Beach | 2 | Pre-Implementation |
| LB-ELA_0045** | Route 91 Bridge No. 53-2143F Rehabilitation Long Beach (SHOPP) | Long Beach | 2 | Implementation |
| LB-ELA_0043** | Hobart Railyard Bridge Rehabilitation Commerce/Vernon | Commerce/Vernon | 2 | Implementation |
| LB-ELA_0137 | Freeway Soundwalls | Multiple Jurisdictions | 2 | Implementation |
| LB-ELA_0155 | Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710 | Multiple Jurisdictions | 2 | Implementation |
| LB-ELA_0050** | Route 91 Upgrades Carson, Compton, Long Beach, and Bellflower (SHOPP) | Multiple Jurisdictions | 2 | Implementation |
| LB-ELA_0048** | Garfield Avenue Pump Station Upgrades | Paramount | 2 | Pre-Implementation |
| LB-ELA_0052** | Route 47 at I-710 Roadway Upgrades Wilmington (SHOPP) | Wilmington | 2 | Implementation |
| LB-ELA_0054** | Humphrey Maintenance Station Upgrades East Los Angeles (SHOPP) | East Los Angeles | 2 | Implementation |
| LB-ELA_0053** | Pacific Place Maintenance Station Building Replacement Long Beach (SHOPP) | Long Beach | 2 | Pre-Implementation |
| LB-ELA_0049** | South Gate Pump Plant and Florence Avenue Pump Plant Upgrades South Gate/Bell Gardens/ Downey (SHOPP) | South Gate/Bell Gardens/Downey | 2 | Implementation |
| LB-ELA_9307 | ICM Phase 2: Freeway Corridor Enhancements | Multiple Jurisdictions | NA/New | |
| LB-ELA_9317 | I-710 SB On-Ramp at Firestone | South Gate | NA/New | |
| LB-ELA_9322 | I-710 Active Traffic Management (ATM) Program | Study Wide Area | NA/New | |

Notes:
* Industry members have expressed significant concerns about these projects that will be carried into the modal program for further evaluation
** Project is part of Caltrans State Highway Operation and Protection Program (SHOPP). Projects deemed to be fully funded were removed from list (see Appendix 8-A).
New projects have not been evaluated. They may be eligible for future modal program funding as long as they align with the Vision and Goals of the Corridor.

### Goods Movement

The Goods Movement modal category includes projects and programs that impact the trucks and trains moving goods through the LB-ELA Corridor, particularly those accessing or leaving the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). The Investment Plan prioritizes several projects supporting goods movement in alignment with the Investment Plan's Vision and Goals, including the accelerated adoption of zero-emission (ZE) heavy-duty trucks, ZE truck infrastructure, a freight rail ZE study, and the goods movement freight rail study. Many prioritized goods movement projects identified through this process will be led and advanced by POLA and POLB without direct investment from the Investment Plan due to limitations on using Measure R/M funds. Through this effort and the Investment Plan development process, Metro is committed to supporting our partner agencies to advance projects that support the vision and goals of the Investment Plan. Metro must also continue to engage the freight industry as a whole to develop solutions that help facilitate the movement of goods and services in a multimodal manner—while at the same time addressing the air quality, health, and safety issues facing the region and impacting local communities in the LB-ELA Corridor. Goods Movement investment is summarized in **Table 8-9**.

The Investment Plan will fund several goods movement projects and programs through initial investments (described in the Initial Investments: Projects/Programs Recommended for Initial Funding, pages 8-9, 8-10) as well as the development of future projects through the Goods Movement Modal Program. The Investment Plan includes $62 million for initial investments in pilot projects and the Zero-Emission Truck (ZET) Program (described in the Funding Recommendations section) and an additional $18 million for planning, implementing pilot programs, and the future development of additional projects through the Goods Movement Modal Program. This Modal Program will address key safety, operational, and air quality issues related to freight. It will help identify and advance new projects that better address issues related to ZE technology, freight rail, port efficiency, grade separations, truck routes, and truck-to-train cargo mode shift. The initial program list lacked specific projects that directly addressed some of the key truck safety issues in the Corridor, including preventing truck cut-through traffic into residential neighborhoods, truck routing through LB-ELA Corridor communities, and conflicts with other transportation modes on arterial highways. The Goods Movement Modal Program will support collecting better truck traffic and routing data and identifying key freight safety projects for future development and implementation. This program will allow Metro to partner effectively with industry and community stakeholders to support regional, multi-jurisdictional, multimodal approaches to improving the movement of goods through the LB-ELA Corridor while also advancing some of the key initiatives from the 2021 LA County Goods Movement Strategic Plan[110] that are relevant to the Corridor.

Table 8-9. Goods Movement Investment Summary

| | |
|---|---|
| **Total Investment Plan Investment** | **$80 million** |
| **Potential Leverage Investment** | **$250 to 350 million** |
| **Project/Programs Recommended for Initial Investment** | **$62 million** |
| Development | $12 million |
| Pre-Implementation | $5 million |
| Implementation | $45 million |
| **Existing Metro Programs** | **$18 million** |
| START-UP Fund | $0 million |
| Pre-Implementation | $1 million |
| Implementation | $17 million |

110 https://www.metro.net/about/goods-movement/

### 8.6.1.7 Goods Movement Project/Programs Recommended for Initial Investment

As described earlier in this chapter, the Investment Plan will invest $62 million in initial Goods Movement projects. This investment includes the ZET Program, which will invest $50 million in seed funding to grow the ZE infrastructure investment in the LB-ELA Corridor to more than $200 million to support the accelerated adoption of ZE technology for heavy-duty trucks. Within the ZE Truck Program, up to $5 million will be reserved for technical assistance to support a community-focused scope to support the transition to ZE, including workforce development and supporting lower-income truck operators accessing ZE trucks. The Investment Plan will also invest in the study of freight rail in the Corridor to support moving more cargo by train versus truck—particularly through the Alameda Corridor—and a pilot study to evaluate the transition of freight locomotives to ZE technology.

### 8.6.1.8 Goods Movement Modal Program

The projects and programs listed in **Table 8-10** are not part of the initial recommendations. These projects and programs will be further refined, developed, and potentially made ready for implementation by their respective sponsors, with possible support from Metro.

Table 8-10. Goods Movement Modal Program

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0024 | Pier 400 On Dock Rail Modernization | Port of Los Angeles | 1 | Pre-Implementation |
| LB-ELA_0026 | West Basin Container Terminal Railyard Modernization | Port of Los Angeles | 1 | Implementation |
| LB-ELA_0025 | Terminal Island Transfer Facility Modernization[111] | Port of Los Angeles | 1 | Pre-Implementation |
| LB-ELA_0132b | Pier 300 On-Dock Rail | Port of Los Angeles | 2 | Pre-Implementation |
| LB-ELA_0123 | Pico Avenue Street Improvement | Port of Los Angeles | 2 | Pre-Implementation |
| LB-ELA_0122 | Harbor Scenic Drive Roadway and Infrastructure Improvements | Port of Los Angeles | 2 | Pre-Implementation |
| LB-ELA_0121 | Pier D Street Realignment | Port of Los Angeles | 2 | Pre-Implementation |
| LB-ELA_0021 | Alameda Corridor Terminus Enhancements | Port of Los Angeles | 2 | Pre-Implementation |
| LB-ELA_0124 | Port of Los Angeles National Multimodal Zero-Emission Freight Network Improvement Program: Rail System Improvement Projects | Port of Los Angeles | 2 | Pre-Implementation |
| LB-ELA_9305 | Truck Safety and Truck Cut Through Study | Multiple Jurisdictions | NA/ New | Implementation |
| LB-ELA_9319 | Zero Emission Truck Inductive Roadway Charging Pilot | Multiple Jurisdictions | NA/ New | Implementation |
| N/A | ACTA Systems Efficiency and Safety Upgrades Program | Alameda Corridor Transportation Authority | NA/ New | TBD |

Projects deemed to be fully funded were removed from list (see Appendix 8-A)
New projects have not been evaluated. They may be eligible for future modal program funding as long as they align with the Vision and Goals of the Corridor.

111 This is an issue that is being resolved by the local jurisdiction.

## Transit

The Transit modal category includes improved and new bus and rail service, transit safety, and amenities to increase rider experience and safety on transit services in the LB-ELA Corridor study area. The most notable projects in the study area include the Southeast Gateway Line (Light Rail Transit Corridor), the Eastside Transit Corridor Phase 2 (E Line extension), and a conceptual new Metrolink connection between Long Beach and Los Angeles. Improvements are also proposed to existing Metro A and C Lines and Metrolink rail services and several new bus priority lane projects on key transit corridors. Transit investment is summarized in **Table 8-11**.

Table 8-11. Transit Investment Summary

| | |
|---|---|
| **Total Investment Plan Investment** | **$125 million** |
| **Potential Leverage Investment** | **$400 million to $600 million** |
| **Project/Programs Recommended for Initial Investment** | **$57 million** |
| Development | $3 million |
| Pre-Implementation | $2 million |
| Implementation | $52 million |
| **Existing Metro Programs** | **$68 million** |
| START-UP Fund | $14 million |
| Pre-Implementation | $3 million |
| Implementation | $51 million |

The Investment Plan will fund several transit projects and programs through initial investments (described in the Initial Investments: Projects/Programs Recommended for Initial Funding, page 8-7) and the development of future projects through the Transit Modal Program. The Investment Plan invests a total of $125 million in transit projects and programs, including $57 million in initial recommendations (described in the Funding Recommendations section) and an additional $68 million to develop future projects and initiatives through the Transit Modal Program. Although the operational costs associated with increased service would not be eligible for Investment Plan funding, the Transit Modal Program could support the purchase of new or replacement buses, transitioning to ZE vehicles, and technology to support faster and more reliable service. Furthermore, the Transit Modal Program can support the improvement of existing Metro and Metrolink rail corridors and advance the development of new rail corridors. Other projects and programs on the initial MSPPs list include improving passenger security on the transit system, better access to transit stations, station cleanliness, bus stop enhancements, and supporting the passenger experience with transit ambassadors and better access to transit service information.

The Transit Modal Program includes funding for the provision of equitable project planning technical assistance (START-UP Fund) and resources to help lower-capacity and lower-resourced jurisdictions and communities develop project concepts and strategies for future implementation. By prioritizing these communities for development funding within the Modal Program, the Investment Plan aims to help bridge the gaps in capacity and resources that have contributed to historic spatial inequities in the distribution of investment and the list of implementation-ready projects put forth in the Investment Plan. Of the $68 million available in the Transit Modal Program, approximately 20% ($14 million) will be reserved for equitable project planning development and technical assistance (START-UP Fund).

### 8.6.1.9 Transit Project/Programs Recommended for Initial Investment

As described in Section 7-1, the $57 million initial investment for transit will focus on providing new and upgraded bus shelters and bus stop amenities in areas of most need, including 100 new bus shelters with lighting and 1,000 new curb ramps near transit stops. The initial investment will support safe access to the Compton A Line Station and neighboring Transit Center through bicycle and pedestrian improvements and will provide enhanced transit and vehicular safety through investment in quad safety gates along the Metro A Line within the LB-ELA study area. The initial investment for transit will focus on providing new and upgraded bus shelters and bus stop amenities in areas of most need, including 100 new bus shelters with lighting and 1,000 new curb ramps near transit stops. The initial investment will support safe access to the Compton A-Line Station and neighboring Transit Center through bicycle and pedestrian improvements and will provide enhanced transit and vehicular safety through investment in quad safety gates along the Metro A Line within the LB-ELA study area. The initial recommendations will also support studying the feasibility of implementing eight bus-lane corridor projects on Atlantic Blvd, Florence Ave, Slauson Blvd, Long Beach Blvd, Whittier Blvd, Gage Avenue, Olympic Blvd, and Firestone Blvd. Additionally, four of those corridors are going to see multimodal improvements through the Arterial Roadways/Complete Streets investments.

### 8.6.1.10 Transit Modal Programs

The projects and programs listed in **Table 8-12** are not part of the list of projects for initial investment. These projects and programs will be further refined, developed, and potentially made ready for implementation through the Transit Modal Program.



Table 8-12. Transit Modal Program

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0169* | Southeast LA Transit Improvement Program | Multiple Jurisdictions | 1 | Development Implementation |
| LB-ELA_0140 | Metro Micro Transit Zone(s) | Multiple Jurisdictions | 1 | Development/Implementation |
| LB-ELA_0164 | Improved Frequency of Metro Buses in the LB-ELA Study Area | Study Wide Area | 1 | Development |
| LB-ELA_0219 | Metrolink Regional Rail Line between Union Station and Long Beach | Multiple Jurisdictions | 1 | Pre-Implementation |
| LB-ELA_0001 | Southeast Gateway Line Transit Corridor (LRT) | Multiple Jurisdictions | | Pre-Implementation |
| LB-ELA_0136 | Enhanced Transit Security | Multiple Jurisdictions | 1 | Implementation |
| LB-ELA_0149 | Increased Security Features at Metro's Existing and Planned Light Rail Stations | Multiple Jurisdictions | 1 | Implementation |
| LB-ELA_0161 | Transit Ambassador Program | Study Wide Area | 1 | Implementation |
| LB-ELA_0172 | Commerce Metrolink Station Improvements | Commerce | 2 | Development/Pre-Implementation |
| LB-ELA_0160 | Line A (Blue Line) Transit Priority/Signal Synchronization | Multiple Jurisdictions | 2 | Development/Pre-Implementation |
| LB-ELA_0147 | Transit Traveler Information System Application (ITS) | Study Wide Area | 2 | Development/Implementation |
| LB-ELA_0148 | Transit Fare Discount Program | Study Wide Area | 2 | Implementation |
| LB-ELA_0171 | Commuter Rail Maintenance, Repair, and Safety Projects | Multiple Jurisdictions | 2 | Development/Pre-Implementation |
| LB-ELA_0177 | Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations | Florence-Graham | 2 | Implementation |
| LB-ELA_0016 | Connecting C Line (Green) and Metrolink Norwalk Station | Norwalk | 2 | Implementation |
| LB-ELA_0152 | Transit Marketing and Education Program | Multiple Jurisdictions | 2 | Implementation |
| LB-ELA_0077** | Bus Stop Improvements (City of Commerce) | Commerce | 2 | Implementation |
| LB-ELA_0103** | Bus Stop Improvements (City of Maywood) | Maywood | 2 | Implementation |
| LB-ELA_0118** | Bus Shelter Upgrades (City of Signal Hill) | Signal Hill | 2 | Implementation |
| LB-ELA_0130 | Long Beach Transit (LBT) Solar Charging Electrification Project | Long Beach | 2 | Pre-Implementation |

Note: table continues on next page

Table 8-12. Transit Modal Program (continued)

| Project ID | Project Name | Jurisdiction(s) | Tier | Phase |
|---|---|---|---|---|
| LB-ELA_0002 | C Line (Green) Eastern Extension (Norwalk) (LRT) | Norwalk | 2 | Pre-Implementation |
| LB-ELA_0176 | Install Supervisory Control and Data Acquisition System for A Line [Blue Line] | Long Beach | 2 | Pre-Implementation |
| LB-ELA_0173 | Grade Separation(s) of the A Line [Blue Line] at Washington Street | Los Angeles | 2 | Pre-Implementation |
| LB-ELA_0189 | Transit System Cleanliness/Maintenance | Study Wide Area | 2 | Implementation |
| LB-ELA_0174 | New Metrolink Station at planned Commerce/Citadel Station | Commerce | 2 | Pre-Implementation |
| LB-ELA_9308** | MCP: A Line Willow Station Mobility Hub | Long Beach | NA/ New | |
| LB-ELA_9309 | MCP: A Line cross over at Long Beach Blvd and Anaheim St | Long Beach | NA/ New | |
| LB-ELA_9310** | MCP: Florence/Studebaker/Imperial Bus Priority Improvements | Huntington Park, Bell, Bell Gardens, Downey | NA/ New | |
| | Eastside Transit Corridor Phase 2 (E Line Extension) | East Los Angeles (Los Angeles County), Montebello, Pico Rivera, Whittier | NA/ New | |

Notes:
MCP: 2028 Games Mobility Concept Plan (MCP) to enhance mobility for the Olympic games and beyond.
* Project funded through Local Partnership Program Grant
** These bus stops and shelter projects are likely to be combined with the Bus Stop Improvements Project (LB-ELA_0203) on the Initial Recommendation list.
*** Projects funded with recent Reconnecting Communities & Neighborhoods Grant.
New projects have not been evaluated. They may be eligible for future modal program funding as long as they align with the Vision and Goals of the Corridor.




# 9. Next Steps

The Investment Plan's vision is to reconnect the underserved communities of the Long Beach-East Los Angeles Corridor that have been dealing with the effects of the freeway for generations and implement a comprehensive, multimodal transportation plan to rectify past harms in the corridor after the adoption of the Investment Plan. As the Investment Plan is a strategic planning document, many of the projects and programs recommended for funding will need to undergo planning, development, refinement, and/or strategic funding assessment work before they are ready for implementation. This work will take place in the Investment Plan Implementation Phase that will commence upon the plan's adoption by the Metro Board. In this next phase, Metro will continue to engage Task Force and Community Leadership Committee (CLC) Members and convene industry experts, funding, research and resource partners, and community members to ensure we develop a work plan that supports collaboration in the refinement of projects and programs, consistent with the Vision, Goals, and Guiding Principles of the Investment Plan. The following Chapter describes the next steps for the Implementation Phase of the Investment Plan. This phase includes the formation of Working Groups that will shape and advance Community, Modal, and Initial Investment projects and programs and the establishment of a Technical Assistance program, the START-UP Fund, designed to support communities with the highest needs in developing project concepts—a cornerstone of our shared strategic vision for the LB-ELA Corridor. While the formal Task Force and Community Leadership Committee (CLC) process will conclude when the Investment Plan is adopted, members of these bodies will be able to participate in the Implementation Phase by joining the Working Groups identified in this chapter or attending bi-annual meetings at which Metro will provide updates and progress reports on the implementation of the Investment Plan. These opportunities for ongoing engagement will help provide accountability and transparency for our stakeholders and demonstrate progress toward the advancement of the plan's projects and programs.

## 9.1 Investment Plan Implementation Working Group

Only a small number of projects and programs within the Investment Plan are fully defined and ready for implementation. Most projects and programs require further development, design, refinement, community engagement, and/or environmental review. Recognizing this need to continue development of projects and programs for which we have designated initial investment or modal program funding, Metro recommends the formation of five new LB-ELA Investment Plan Implementation Working Groups to support the Implementation Phase of the plan. These groups will meet on an ongoing basis following adoption of the LB-ELA Investment Plan to allow Metro to continue developing and defining projects and programs and to serve as a continuation of collaborative partnerships with a broad range of stakeholders, including Task Force, CLC, and community members, to help implement the Investment Plan. All Implementation Phase work will be conducted within the LB-ELA Vision, Goals, and Guiding Principles framework.

Metro recommends the creation of two "Modal" Working Groups, which would lead efforts to develop and refine the initial investment projects/programs and modal programs, and between three and four "Community Program" Working Groups, which would lead efforts to develop and refine the 15 Community Programs in the Investment Plan. The recommendation to create multiple Working Groups allows for natural connectivity among the projects and programs to be developed within each set of modes while reducing stakeholder fatigue and community concerns related to creating too many Working Groups in the Implementation Phase.

### 9.1.1 Modal Working Groups

Modal Working Group 1: Develop and refine the initial investment projects/programs and modal programs for the Transit, Active Transportation, Arterial Roadway/Complete Streets, and micromobility modes.

Modal Working Group 2: Develop and refine the initial investment projects/programs and modal programs for the I-710 MOSAIC/Freeway Safety and Interchange Improvements and Goods Movement modes.

The general purpose of the Modal Working Groups, as referenced above, will include, but not be limited to, the following:

- Further refine proposed projects and programs;
- Ensure alignment with LB-ELA Investment Plan Vision, Goals, and Guiding Principles;
- Provide ongoing feedback to Metro and other project sponsors;
- Support community engagement efforts;
- Support implementation of technical assistance/equity work elements of the Investment Plan;
- Develop and refine the modal programs;
- Support planning/pilot/strategic initiatives;
- Provide a forum for affected stakeholders and project sponsors to participate; and
- Assist Metro in generating the next wave of recommendations for project priorities and funding recommendations for the Modal Program funding.

### 9.1.2 Community Programs Working Groups

**Community Program Working Group 1**: Develop and refine the Community Programs within the Health/Air Quality/Environment topic area.

**Community Program Working Group 2**: Develop and refine the Community Programs within the Housing Stabilization/Land Use topic area.

**Community Program Working Group 3**: Develop and refine the Community Programs within the Job Creation/Work Opportunities topic area.

The general purpose of the Community Program Working Groups, as referenced above, will include, but not be limited to, the following:

- Develop the vision and goals for the Working Group to achieve success in advancing each included Community Program;
- Ensure alignment with LB-ELA Investment Plan Vision, Goals, and Guiding Principles;
- Identify stakeholders, participants, and experts to support the work of the group;
- Identify funding sources and grant opportunities to support the funding needs of the programs;
- Identify potential projects and programs to develop, include, refine, and/or explore that could be priorities for each Community Program;
- Develop priorities and strategies for planning and implementation of these various projects and programs; and
- Provide support and input for community engagement strategies.

## 9.2 Technical Assistance (START-UP) Fund

The Investment Plan allocates $40 million to the START-UP (Strategic Technical Assistance for Reparative Transportation Uplifting People) Fund 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 the implementation of the eligibility and help communities participate in the implementation of the Investment Plan's Corridor-wide 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 Investment Plan;
- With only conceptual or development phase projects in the Investment Plan;
- With high concentrations of Equity Focus Communities (EFCs); and/or
- Facing the greatest cumulative impacts as identified in existing conditions research.

Specific START-UP Fund priorities will be considered and recommended by the Modal Working Groups, as project opportunities and funding/technical assistance needs are identified through ongoing communication between Metro project staff and LB-ELA Corridor jurisdictions and other community partners.

## 9.3 Guidance for Project Development

While a robust approach was taken to evaluate potential benefits and concerns resulting from each project, as described in Chapter 6, many projects will be further developed through the modal programs. Some community members have shared their concerns about investing in projects that have not been fully developed and the potential disbenefits that could result from the development of new and conceptual projects without equal level of scrutiny applied. For new projects, not yet evaluated as part of the Investment Plan process, the Working Groups will be able to leverage aspects of the evaluation framework and criteria created for the Investment Plan to provide an evaluation of proposed projects' alignment with the Vision, Goals, and Guiding Principles. Working groups will also review equity and CIC flags to refine project design and implementation, and projects will be subject to environmental review as part of the CEQA/NEPA process.

In response to comments from community members, Metro is committed to using the following explicit guidance to shape project development across all modes:

- **Air Quality**: All projects will be screened to determine whether an air quality analysis would be required as part of the CEQA/NEPA process. As part of the CEQA/NEPA process, a project's potential health risk impacts would also be evaluated during construction and operation, which may include a quantitative Health Risk Assessment, depending on a project's location, construction duration, construction activities, potential sources of emissions and proximity to receptors.
- **Displacements**: This Investment Plan, in contrast to the prior I-710 South Corridor Project, does not recommend any projects or programs with any known displacements for funding and remains committed to ensuring the Board's anti-displacement policies remain intact through the implementation of the Investment Plan. For projects that need to be developed in the Modal Working Groups, further analysis will be performed to identify and design options to avoid any potential displacements in the future. Given the unique history in this corridor, Metro's goal is to ensure zero displacement for future projects in this corridor.
- **Surveillance**: Any projects that include cameras or video technology will be evaluated with input from community members due to concerns about potentially compromising the privacy of corridor residents.
- **Impervious cover and heat burden**: Metro understands that increases in impervious cover exacerbates disparities in tree canopy and urban heat island effect. In addition to the Urban Greening Community Program, all relevant projects funded in the Investment Plan will prioritize incorporating urban greening, native and drought-tolerant landscaping, permeable surfaces, and tree canopy, with input from the Working Groups.

## 9.4 Tracking Investment Plan Progress and Success

Given the breadth of issues this Investment Plan addresses, and its nature 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. Metro recommends the establishment of an LB-ELA Corridor Mobility Investment Plan Performance Tracking Program to track and measure progress and impacts. The program will establish consistent methods and tools for tracking project outcomes across similar projects and set performance tracking expectations for project sponsors and lead agencies to support the intent of understanding the Investment Plan's cumulative benefits and impacts over time.

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. Metrics will be 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

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

A summary of potential performance metrics, for discussion with the Modal and Community Programs Working Groups, is included below:

**EQUITY ISSUES AND PERFORMANCE METRICS MATRIX**

| Performance Metrics* / 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 healthcare | 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

## 9.5 Planning for the Next Phase

In response to stakeholder and community feedback throughout the Investment Plan process leading up to the Plan's approval in 2024, Metro continued to cultivate the development of the next phase of plan—the Implementation Phase. Metro utilized feedback from the Task Force, CLC, and Working Group meetings as a platform for discussing, through the lens of equity, the Investment Plan's ongoing impact on topics such as community health, air quality and existing disparities in the corridor.

Metro held an Equity Working Group meeting on March 25, 2024, to discuss the incorporation of community health in implementation of the Community Programs as well as key objectives for the Environment, Air Quality and Health-related Working Group. Equity Working Group members were asked to help Metro design the future working group structure, initiate the next steps, and prepare for the launch of the Community Programs Catalyst Fund once the Investment Plan is adopted; they provided initial ideas during this planning discussion, including feedback about taking a broad view of defining community health, in alignment with the range of Community Programs. Metro will also identify and incorporate lessons learned from the ZET and Equity Working Groups when establishing a new Working Group structure and will continue to engage stakeholders to finalize this new phase in the months ahead.

The success of the plan relies on a team effort moving forward—Metro looks forward to continued work with community members, local organizations, industry experts and researchers, funding and regulatory agencies, and elected officials as the Investment Plan becomes a reality.



# 10. List of Acronyms and Abbreviations, Glossary of Terms, and Local, State and Regional Resources

## List of Acronyms and Abbreviations

| | |
|---|---|
| ADA | Americans with Disabilities Act |
| AHSC | Affordable Housing and Sustainable Communities Program |
| APP | Areas of Persistent Poverty |
| ATP | Active Transportation Program |
| BIP | Bridge Investment Program |
| BIPOC | Black, Indigenous or People of Color |
| BNSF | Burlington Northern Santa Fe |
| BRT | bus rapid transit |
| Btu | British thermal unit |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CBO | community-based organization |
| CEC | California Energy Commission |
| CEP | community engagement program |
| CEQA | California Environmental Quality Act |
| CES WG | Community Engagement Strategy Working Group |
| CIC | community input consideration |
| CLC | Community Leadership Committee |
| CMCP | Comprehensive Multimodal Corridor Plan |
| CRISI | Consolidated Rail Infrastructure and Safety Improvements |
| CSTAN | Countywide Strategic Truck Arterial Network |
| DPM | diesel particulate matter |
| EFC | Equity Focus Community |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Study |
| EPA | United States Environmental Protection Agency |
| EPET | Equity Planning and Evaluation Tool |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration |
| FY | fiscal year |
| GCCOG | Gateway Cities Council of Governments |
| GHG | greenhouse gas |
| GIS | Geographic Information Systems |
| HDC | Historically Disadvantaged Communities |
| HOV | high-occupancy vehicle |
| HQTA | High-Quality Transit Area |
| I-105 | Interstate 105 |
| I-405 | Interstate 405 |
| I-5 | Interstate 5 |
| I-710 | Interstate 710 |

| | |
|---|---|
| IIJA | Infrastructure Investment and Jobs Act |
| INFRA | Infrastructure for Rebuilding America |
| Investment Plan | Long Beach-East Los Angeles Corridor Mobility Improvement Plan |
| IRA | Inflation Reduction Act |
| ITS | Intelligent Transportation System(s) |
| LA County | Los Angeles County |
| LADOT | Los Angeles Department of Transportation |
| LADWP | Los Angeles Department of Water and Power |
| LB-ELA | Long Beach-East Los Angeles |
| LPA | Locally Preferred Alternative |
| Metro Board | Los Angeles County Metropolitan Transportation Authority Board of Directors |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MSPP | multimodal strategies, projects, and programs |
| NAE | Neighborhood Access and Equity |
| NEPA | National Environmental Policy Act |
| NOx | oxides of nitrogen |
| PA&ED | preliminary engineering and environmental documentation |
| PIDP | Port Infrastructure Development Program |
| PM2.5 | particulate matter equal to or less than 2.5 microns in diameter |
| POLA | Port of Los Angeles |
| POLB | Port of Long Beach |
| RAISE | Rebuilding American Infrastructure with Sustainability and Equity |
| RCN | Reconnecting Communities and Neighborhoods |
| ROW | right-of-way |
| SB | Senate Bill |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCCP | Solutions for Congested Corridors Program |
| SCE | Southern California Edison |
| SMART | Strengthening Mobility and Revolutionizing Transportation |
| SR | State Route |
| SS4A | Safe Streets and Roads for All |
| STP | Strategic Transportation Plan |
| TCEP | Trade Corridor Enhancement Program |
| TDM | travel demand management |
| TIRCP | Transit and Intercity Rail Capital Program |
| TOD | Transit-Oriented Development |
| TSM | transportation systems management |
| TSM | transportation systems management |
| UHIE | Urban Heat Island Effect |
| UP | Union Pacific |
| USDOT | United States Department of Transportation |
| VMT | Vehicle Miles Traveled |

# Glossary of Terms

This glossary defines keywords featured in the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

## Glossary Overview

General Terms are included at the beginning of the Glossary. These include background terms and other helpful definitions that are not reflected in the Type or Subtype Sections.

| Type (Category) | Subtype (Subcategory) |
|---|---|
| **Active Transportation/ Travel Demand Management (TDM)** | • Bicycle Routes/Facilities<br>• Pedestrian/First Last Mile<br>• Safety and Amenities<br>• TDM Strategies |
| **Arterial Roadway** | • Complete Streets<br>• Signal Coordination, Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS)<br>• Traffic Calming<br>• General Local/Regional Roadway |
| **Evaluation Criteria** | • Data Analysis<br>• Modeling<br>• Qualitative and Quantitative Metrics |
| **Community Programs** | • Air Quality/Community/Health/Environment<br>• Housing Stabilization/Land Use<br>• Job Creation/Work Opportunities |
| **Goods Movement** | • Truck Programs/ITS<br>• Freight Rail, Goods Movement, TDM<br>• Ports |
| **Transit** | • High-Capacity Transit (Rail & BRT)<br>• Rail Line/Station Improvements<br>• Bus Transit<br>• Transit Amenities |
| **Freeway** | • Freeway Improvements<br>• Freeway Amenities/ITS<br>• Zero Emissions Lanes on I-710<br>• Congestion Pricing |

## Glossary

| | |
|---|---|
| Activity-Based Model (ABM): | Estimates household socio-economic characteristics and simulates daily activities to estimate chains of trips to complete those daily activities. |
| Accessible Pedestrian Signals (APS): | A pedestrian push button that communicates when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces. |
| Active Transportation: | Human powered transportation and low speed electronic assist devices: Examples include but are not limited to pedestrians, bicycles, tricycles, wheelchairs, electric wheelchairs, scooters, skates, and skateboards. |
| Americans with Disabilities Act (ADA): | The Americans with Disabilities Act (ADA) of 1990 guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. It prescribes federal transportation requirements for transportation providers. |
| Accessory Dwelling Units (ADU) amnesty programs: | Intended to provide a low-cost, penalty-free pathway to improve all unpermitted accessory dwelling units to a safe and habitable condition without requiring the removal of the units or displacement of any residents. |
| Advance Transportation Management Systems (ATMS): | Provides real-time roadway monitoring, incident detection, and rapid response capabilities. |
| Affordable accessory dwelling unit (ADU) programs: | Legal and regulatory term for a secondary house or apartment that shares the building lot of a larger, primary home. They may be built within a converted garage or accessory structure, as a newly built structure, or as a conversion of part of the main house. |
| Air Quality: | The degree to which the air in a particular place is pollution-free. |
| Air Quality Modeling: | Mathematical and numerical techniques to simulate the physical and chemical processes that affect air pollutants as they disperse and react in the atmosphere. |
| Alameda Corridor: | A 20-mile-long rail high-capacity freight expressway linking the port cluster of Long Beach and Los Angeles to the transcontinental rail terminals near downtown Los Angeles. |
| Amenities: | Roadway features that help to provide comfort, convenience, and safety. |
| Anti-Displacement Programs: | Programs that advocate for intentional development that reduces displacement as the path forward towards equitable, affordable, and inclusive communities |
| Arterial Roadway: | A high-capacity road that carries longer-distance flows between important centers of activity. |
| At-grade crossing: | A crossing or intersection of highways, railroad tracks, other guideways, or pedestrian walks, or combinations of these at the same level or grade. |
| Auxiliary Lane: | An extra short distance lane(s) of the highway adjoining the through travel lanes to allow for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other safety and operational purposes supplementary to through-traffic movement. |
| Basic Income Program: | Government program in which every adult citizen receives a set amount of money regularly. The goals of a basic income system are to alleviate poverty and replace other need-based social programs that potentially require greater bureaucratic involvement. |

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| Bicycle Routes/ Facilities: | A portion of a right-of-way for the exclusive use of bicyclists which has been designated by pavement markings, curb, cross-hatched paint, planting strip or parked cars. Bike facilities come in many forms and are categorized into classes, typically from Class I to Class IV, with the latter including a buffer/barrier and is considered as the most protective for cyclists/ pedestrians. |
| Bike Facilities/Paths – Class I (1): | Paved rights-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians and often called mixed-use paths. |
| Bike Facilities/Paths – Class II (2): | On-street facilities designated for bicyclists using stripes and stencils. Bike lanes are the preferred treatment for all arterial and collector streets on the bikeway network, and not typically installed on low-volume, low-speed residential streets. |
| Bike Facilities/Paths – Class III (3): | Streets designated for bicycle travel and shared with motor vehicles. Streets are designated as bike routes because they are suitable for sharing with motor vehicles and/or provide better (or needed) connectivity than other streets. Routes are marked with signs and/or shared lane bicycle (aka "sharrow") pavement markings intended to encourage bicyclists to ride clear of the "door zone" and to alert motorists to expect bicyclists to occupy the full lane. |
| Bike Facilities/Paths – Class IV (4): | Separated bikeway for the exclusive use of bicycles, physically separated from the roadway by a buffer or vertical feature. |
| Bike overcrossing: | Also called pedestrian/bicycle bridges, provide critical links in the bicycle/pedestrian system by joining areas separated by a variety of "barriers." Overcrossings can address real or perceived safety issues by providing users a formalized means for traversing "problem areas" including transportation corridors, such as arterial roads, freeways, and railroad tracks. |
| Bike Share: | A service that provides bicycles for a daily, monthly, annual, or trip-based fee. Bike share is recognized as an option for first and last mile transit connections. Learn about Metro's Bike Share program at https:// bikeshare.metro.net/ |
| Bioswales: | Channels designed to concentrate and convey stormwater runoff while removing debris and pollution, which could include vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. |
| Bobtail: | A freight-carrying truck without a trailer. |
| Bollards: | A short post used to divert traffic from an area or road. |
| Bridge Decks: | The functional area on top of a bridge or overcrossing that allows vehicles and non-motorized traffic such as pedestrians and bicyclists to cross over a roadway, freeway, railroad, or river channel. |
| Brownfield: | An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination. |
| Buffered Bike Lanes – Class II(IIB): | Buffer striping to provide greater separation between bicyclists and parked or moving vehicles. |
| Bulb outs: | A curb extension which allows a bus to stop within the travel lane. This helps buses move faster and more reliably. |

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| Bus Priority Lane Corridor: | Typically involves the conversion of the rightmost traffic lane into a travel lane primarily dedicated to buses (allows for right turns and bike lane uses) during specific times and days of the week. These are typically installed to increase service frequency and reliability, as well as enhancing mobility by moving more people without adding more infrastructure. |
| Bus Rapid Transit (BRT): | Bus Rapid Transit is a mobility or bus option with many of the same benefits as light rail service, but at significantly less cost and with a faster build time. BRT offers reliable, frequent transit service in LA County with bus speed improvements over local bus service, operational enhancements and minimal infrastructure needs. Local examples of BRT service include the G Line (Orange), serving the San Fernando Valley, and the J Line (Silver), which serves El Monte, downtown Los Angeles and San Pedro. |
| Carpool Lane: | Also known as High-Occupancy Vehicle (HOV), is a lane restricted to vehicles with two (and in some cases three) or more occupants to encourage carpooling. Vehicles include automobiles, vans, buses, and taxis. |
| Changeable Message Signs (CMS): | Primarily used to give motorists real-time traffic safety and guidance information about planned and unplanned events that significantly impact traffic on the State's highway system, such as traffic congestion or AMBER (America's Missing: Broadcast Emergence Response) Alerts |
| Chassis: | The base frame of a motor vehicle. |
| Closed Circuit Television Camera (CCTV): | Camera system in which signals are not publicly distributed but are monitored, primarily for monitoring traffic and security purposes. |
| Community Based Organizations (CBOs): | Public or private nonprofit organization that are representative of a community and provide educational or related services to individuals in the community. |
| Community Health Screening: | Opportunity for anyone to receive free or inexpensive health evaluations to help determine their risk of developing a medical condition |
| Community Health: | Non-clinical approaches for improving health, preventing disease, and reducing health disparities through addressing social, behavioral, environmental, economic, and medical determinants of health in a geographically defined population |
| Community Indicator: | Quantifiable measures of community results, disaggregated by race/ethnicity and income. |
| Community Land Trusts (CLT) /land banks: | Nonprofit organizations governed by a board of CLT residents, community residents, and public representatives that provide lasting community assets and shared equity homeownership opportunities for families and communities |
| Complete Streets: | Streets that are designed and operated to enable safe access for all roadway users of all ages and abilities, including pedestrians, bicyclists, motorists and transit riders. Complete Streets strategies can include traffic calming, bicycle priority streets (bicycle boulevards) and pedestrian connectivity to increase physical activity, improve connectivity to the regional bikeway/ greenway networks, local businesses and parks. |
| Congested Speeds: | Speeds of less than 35 miles per hour. |
| Connected Vehicle Infrastructure: | Infrastructure supporting vehicles that use any number of different communication technologies to communicate with the driver, other cars on the road (vehicle-to-vehicle), roadside to infrastructure (vehicle-to-infrastructure), and the "Cloud". Connected vehicles are part of the Internet of Things (IoT) concept that many cities and municipalities are beginning to adopt to tackle some of the biggest challenges in the surface transportation industry. For instance, safety, mobility, and environment. |

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| Container Terminal Wharf: | An area designated for storing cargo in a container, usually accessible by truck, railroad, and marine transportation. |
| Density Bonus Programs: | Incentive-based tool that permits a developer to increase the maximum allowable development on a site in exchange for either funds or in-kind support for specified public policy goals |
| Design Pollution Prevention Infiltration Areas (DPPIAs): | Could include stormwater treatment devices that would treat stormwater runoff from sites along the transportation facility and contribute to pollution prevention infiltration. |
| Distributive Equity: | 1) 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. 2) Policies and resource management to ensure benefits reach intended recipients. |
| Drayage truck movements: | The transport of freight from an ocean port to a destination |
| Economic empowerment: | The transformative process that helps move marginalized individuals from limited power, voice, and choice to have the skills, resources, and opportunities needed to attain economic security as well as the agency to control and benefit from financial gains. Ensuring the opportunity to participate in and benefit from the community's economic growth. |
| Economic resilience: | To build an equitable and sustainable economy where communities and residents can recover quickly from or withstand or avoid a shock to their economic conditions, especially in the overall transition to a carbon-neutral economy. |
| Economic sustainability: | Focuses on practices that support long-term economic growth without negatively impacting social, environmental, and cultural aspects of the community. |

| EFC Lens: | Equity Focus Community Lens |
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| Emergency vehicle pre-emption (EMVE): | A vehicle pre-emption or priority system that is integrated into a local street traffic signal management system designed to move emergencies vehicles faster through signalized roads. As an emergency vehicle approaches an intersection, the traffic light will turn green for the emergency vehicle, and red for the opposing traffic to clear the intersection for the emergency vehicle to pass through when responding to an emergency. |
| EMFAC: | A computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. |
| Emission Reduction Program: | Program to lower the greenhouse gas (GHG) emissions generated by an individual, organization or country. |
| Environmental sustainability: | The responsibility to conserve natural resources and protect global ecosystems to support health and wellbeing, now and in the future. |
| EQ QUAL: | Equity qualitative analysis |
| Equitable development scorecard: | An evaluation tool that ensures that residents' voices are centered in decision-making processes while also building community power by using a point based on how well projects promote equity across several criteria. |

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| 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."<br><br>"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." |
| Equity: | 1) Both an outcome and a process to address disparities to ensure fair and just access to opportunities. 2) An end state in which all groups have access to the resources, benefits, and opportunities necessary to improve the quality of their lives, which can include a more just decision-making process. |
| Equity-Focus Community (EFC): | Metro created a community designation called Equity Focus Communities (EFCs) to help identify where transportation needs are greatest. EFCs consider where there are higher concentrations of resident and household demographics associated with mobility barriers including low-income households, BIPOC/non-white households, and households without a vehicle. EFCs reflect percentile ranges of combined metrics and refer to tracts above the 60th (high need) and 80th (very high need) percentiles. |
| Equity Opportunity: | A decision that is designed to enhance positive impacts or reduce negative impacts for historically marginalized communities or others facing disparities in access to opportunities. |
| Evaluation Criteria: | A benchmark, standard, or factor against which performance and suitability of an activity, product, or plan is measured. |
| First/Last Mile: | The first and last part of the journey that riders walk, bike or roll to and from their nearest station or bus stop is called the "first/last mile connection." |
| Flag: | Tool used to capture additional information not captured in the evaluation score of a project or program. |
| Freeway Lids, Caps: | Type of deck bridge built on top of a controlled-access highway or another roadway. It is commonly used to create new parkland in urban areas. In some locations, freeway caps or lids are used to describe overpasses containing widened bridges that accommodate wider sidewalks or small amenity space beside the roadway above the highway. |
| Freeway: | An expressway with fully controlled access |
| Freight Rail: | The use of railroads and trains to transport cargo, sometimes on railroad track that also carries human passengers. |
| Geofence alerts: | A virtual geographic boundary, defined by GPS (Global Positioning System) or RFID (Radio Frequency Identification) technology. When a mobile device crosses the "fence," the geofence triggers a response. Essentially, geofences use virtual GPS points to trigger responses that send alerts to mobile devices when users enter or exit the geofenced territory. |
| Geographic Information System (GIS): | Computer-based tools used to store, visualize, analyze, and interpret geographic data. |
| Geographic Information Systems (GIS) analysis: | A type of computer software that allows the user to manipulate geographic information and to produce maps of data. |
| Goal: | Desired outcomes for general areas of concern to support the overall Vision. |

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| Goods Movement: | The distribution of freight (including raw materials, parts, and finished consumer products) by all modes of transportation including marine, air, rail and truck. |
| Grade Separation: | A crossing of two highways, highway and local road, or a highway and a railroad at different levels. For example, a multimodal bridge over or under the railroad tracks. |
| Greenbelts: | A band of the countryside surrounding a city or urbanized area on which building is generally prohibited. Similar concepts are greenways or green wedges, which have a linear character and may run through an urban area instead of around it. |
| Greenhouse Gas Emissions (GHG) Emissions | Gases that absorb and emit radiant energy at thermal infrared wavelengths, causing the greenhouse gas effect. The primary greenhouse gases in Earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone. |
| Greenhouse Gas Emissions: | Emissions of any gas caused by human activity that have the property of absorbing infrared radiation (net heat energy) emitted from Earth's surface and reradiating it back to Earth's surface, including carbon dioxide, methane, and water vapor. |
| Guiding Principle: | A value that guides all processes and outcomes through a cohesive and intentional framework. |
| Hardscaping: | Refers to any man-made structure within landscaping design that is made of inanimate materials like gravel, brick, wood, pavers, or stone. Any solid structure in an outdoor area that is not plant life is considered hardscape. |
| HAWK beacon: | Also known as Pedestrian Hybrid Beacons (PHBs), HAWK beacons can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk. Unlike a traffic signal, the PHB rests in the dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate the pedestrian walk interval and when it is safe for drivers to proceed. |
| Housing/Rent Stabilization: | A form of control over housing prices so that the given cost of rent for a property only increases by a small amount each year. |
| Hybrid work schedules: | An arrangement that informs when employees should work remotely or from the office. Here, each employee's needs are considered while prioritizing your organization's goals. |
| Inclusionary Housing: | Local policies that tap the economic gains from rising real estate values to create affordable housing. This policy includes reserving a certain percentage of new housing units for low and moderate-income households. |
| Intelligent Transportation Systems (ITS): | Improves transportation by integrating advanced information and communications-based technologies (ICT) into transportation infrastructure and vehicles. ITS refers to a system of technologies and operational advancements that, when combined and managed, improve the capabilities of the overall transportation system. |
| Interchange: | Road junction that uses grade separations to allow for the movement of traffic between two or more roadways or highways |

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| Intermodal yards: | Any transportation facility primarily dedicated to the business of freight rail and/or intermodal freight rail operations where cargo is transferred to or from a train and any other form of conveyance (usually a truck). |
| Internet service provider (ISP): | A company that provides individuals and organizations access to the internet and other related services |
| Land Use: | The human use of land. It represents the economic and cultural activities practiced at a given place. Public and private lands frequently represent very different uses |
| Light Rail Transit (LRT): | Light Rail Transit (LRT) Is a public transit system with vehicles that are electrically self-propelled by overhead catenary wires and usually operate in one or two-car trains (at peak times, Metro trains can have up to three cars). LRT train cars have passenger capacity of 135 per car and can carry up to 405 passengers per train, operating every five to six minutes. An LRT system has an average speed of 24-35 mph the top speed of 55-65 miles per hour (MPH) and operates above, below or at street level with a typical station spacing being one mile. Metro currently operates LRT on the Metro A Line (Blue), C Line (Green), L Line (Gold), E Line (Expo), and the recently opened K Line (Crenshaw/LAX). |
| Metro Micro Transit Zone(s): | Metro Micro service areas designed to replace short, solo trips by offering a flexible, on-demand service operated by Metro employees in vehicles that hold up to 10 passengers. Along with other safety measures, capacity is currently limited to five passengers to reduce risk during the COVID-19 pandemic. The Mobility on Demand pilot began by offering shared rides to or from transit stations in select zones as a way to expand equitable, affordable and efficient access to Metro's existing transit network. For more information about Metro Micro, visit https://www.metro.net/micro/. |
| Mixed-Flow Traffic Lanes: | Travel lanes used by autos, buses, carpools, and trucks. |
| Model: | An analytical tool to provide information to planners; A means to quantitatively forecast the effects of transportation planning, policy, or investment decisions – or external factors – on transportation demand and system performance. |
| Multimodal options: | 1) A mixture of several modes of transportation, such as public transportation (i.e., bus, light rail, commuter rail, etc.), autos, trucks, freight rail, and non-motorized systems of transportation. 2) Includes walking, taking public transportation, driving, rolling (riding a bike, scooter, wheelchair, skates). |
| On Dock Rail: | Railroad tracks that are located adjacent to port terminal ship berths and allows containers to be moved by cranes from a ship directly to a rail car and vice versa, and does not require the container to exit the terminal's gate via truck. |
| On-demand bus (Micro-Transit): | A form of bus demand-responsive transport vehicle for hire. This transit service offers a highly flexible routing and/or highly flexible scheduling of minibus vehicles shared with other passengers. |
| Operational Lanes: | A type of lane that is operated with a management scheme, such as lane use restrictions or tolling, to optimize traffic flow. |
| Overcrossing: | A structure carrying a road or street over a highway, freeway, or river channel. |
| Parklets: | A small seating area or green space created as a public amenity on or alongside a sidewalk, such as in a former roadside parking space. |
| Pedestrian: | Any person who travels by foot or a wheeled conveyance that is not a bicycle, including scooters, wheelchairs and other mobility devices. |

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| Performance Measure: | Quantifiable measures to forecast and track how well the proposed action will work or is working. They may be quantitative, qualitative, or otherwise describe actual impact. They may also be short-term, mid-term, or long-term. |
| Person Miles Traveled (PMT): | A standard measure of mobility that combines both the number and length of trips |
| Park and Ride (PNR) to Transit: | A traveler drives and parks at a transit stop to continue a trip via transit. |
| Port Railyard: | A rail facility in which cargo is transferred from drayage truck to train or vice-versa. |
| Port Transportation Analysis Model (PortTAM): | Uses Port Cargo Forecasts, Port Facility activities, and related facilities to estimate port-related cargo movements by both Rail and Truck trips. |
| Procedural Equity: | 1) 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. 2) Ongoing systems of accountability and communication to build and maintain trust. |
| Proposal 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. |
| Public-private partnerships: | Public-private partnerships involve collaboration between a government agency and a private-sector company that can be used to finance, build, and operate projects, such as public transportation networks or parks. Financing a project through a public-private partnership can allow a project to be completed sooner or make it a possibility in the first place. |
| Quad Safety Gates: | A type of boom barrier gate protecting a grade crossing. It has a gate mechanism on both sides of the tracks for both directions of automotive traffic. The exit gates blocking the road leading away from the tracks are equipped with a delay and begin their descent to their horizontal position several seconds after the entrance gates do, to avoid trapping highway vehicles on the crossing. |
| QUAL: | General qualitative analysis |
| Qualitative Assessments: | Use of a set of methods, principles, or rules for assessing risk based on nonnumerical categories or levels. |
| Quantitative Analysis: | Analysis of a situation or event by means of complex mathematical and statistical modeling. |
| Raised islands: | Provides a raised median that serves as a physical separation between opposing vehicle travel lanes while also offering an opportunity for landscaping or visual enhancements to a roadway corridor, and a place of refuge for a pedestrian crossing a multi-lane street – all in support of improved and safe traffic flow. |
| Rectangular Rapid Flashing Beacons (RRFBs): | RRFBs are pedestrian-actuated conspicuity or luminosity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. |
| Rental Assistance Programs: | Programs intended to help eligible households cover rental and utility costs, to assist with prospective payments for rent and utilities, and provide funding for housing stabilization services and other housing-related expenses |

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| Restorative Equity: | 1) Acknowledgement of, and atonement for historic and ongoing systemic harms resulting from planning practice and policy. 2) Commensurate actions, resources, and investments dedicated to remediation and prevention of further systemic harms. |
| Right-of-Way: | Land legally designated for use by a transportation facility(ies) such as roadways, freeways, and transit lines. |
| Road Diets: | Typically involves repurposing an existing roadway – for example, a four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane – to make additional space available for other transportation modes such as pedestrians and bicyclists. In addition to low cost, the primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a "complete streets" environment to accommodate a variety of transportation modes. |
| Roundabouts: | An intersection where traffic travels around a central island in a counterclockwise direction. Vehicles entering or exiting the roundabout must yield to vehicles, bicyclists, and pedestrians. |
| SA QUAL: | Sustainability qualitative analysis |
| Safety: | Safety pertains to the measures taken to reduce the risk of road traffic injuries and death. |
| Shared-Use: | 1) Facilities that have multiple users. For example, some freight rail lines have shared use with Metrolink and Amtrak. Highways have shared use between trucks and cars and transit (sometimes). Roads have shared use between transit, cars, bicycles, pedestrians, delivery trucks, etc. 2) A transportation system that responds to the needs of all users of a transportation corridor that is shared by cars, bicycles, buses, trucks, etc. |
| Shore-side power: | Providing electrical power from the shore to a vessel at berth, thereby allowing the auxiliary engines to be turned off. |
| Signal Coordination (Synchronization): | Traffic Signal Synchronization is a traffic engineering technique of matching the green light times for a series of intersections to enable the maximum number of vehicles to pass through, thereby reducing stops and delays experienced by motorists. Synchronizing traffic signals ensures a better flow of traffic and minimizes gas consumption and pollutant emissions. |
| Social equity: | Fairness and justice for all people in social policy. Social equity considers systemic inequalities to ensure that everyone in a community has access to the same opportunities and outcomes. Equity of all kinds acknowledges that inequalities exist and works to eliminate them. |
| Societal sustainability: | Focuses on the basic social needs of humans including health and well-being, education, dignity, equality, peace and justice. |
| Socioeconomic Data: | Data of a combined economic and sociological measure of a person's work experience and family's economic access to resources and social position in relation to others. |
| Soundwalls: | A wall installed parallel to highways with the intent of minimizing the traffic noise for nearby residential areas. |
| Structural Equity: | 1) Evolution of decision-making bodies to reflect the communities they serve. 2) Restructuring of organizational systems and hierarchies to empower historically marginalized groups. |
| Subtype: | A secondary or subordinate type or genre, a specific one considered as falling under a general classification. |

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| Supervisory Control and Data Acquisition System (SCADA): | A system of software and hardware elements that allows organizations to (1) control operations locally or at remote locations, (2) monitor, gather, and process real-time data (3) directly interact with devices such as sensors, valves, pumps, motors, and more through human-machine interface (HMI) software, and (4) record events into a log file. |
| 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." |
| Sustainability: | The satisfaction of basic social and economic needs, both present and future, and the responsible use of the natural environment, all while maintaining or improving the well-being of the environment on which life depends. Generally made up of three pillars |
| Sustainable community: | A community that can maintain and support itself and its residents generationally and sustains itself economically, socially, and environmentally over time. |
| Sustainable development: | Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. |
| Transportation Demand Management (TDM): | Used to forecast traffic flows on the transportation system. Although the transportation system may include other modes of travel such as walking, bikes, or trains, the models are typically used for evaluating roadway improvements or improvements to bus service. |
| Telecommuting: | The ability for an employee to complete work assignments from outside the traditional workplace by using telecommunications tools, such as phone, email, and other online communication tools. |
| Thoroughfare: | A road or path forming a route between two places. |
| Traffic Calming (speed calming): | Local street design techniques that reduce traffic speeds and discourage traffic incursion in residential neighborhoods to improve local street safety and neighborhood quality of life. Techniques include physical traffic barriers (e.g., speed humps), revised street configurations, and traffic speed enforcement. |
| Traffic controls (traffic signals, stop signs): | The control of traffic via any of a number of passive rules or signs (including travel way delineations, rights-of-way and other rules-of-the-road, and traffic markings and signs) or active human agents or control devices (police officers and traffic signals), to optimize safe and efficient flows. |
| Traffic Controls: | Directing vehicular and pedestrian traffic around a construction zone, accident, or other road disruption, thus ensuring the safety of emergency response teams, construction workers, and the public. |
| Traffic Volumes: | Volume of traffic moving on roads at a particular section during a particular time period. |
| Transit Mode Share: | The percentage of travelers using a particular type of transportation or number of trips using said type. |
| Transit Oriented Communities (TOC): | Community development that, by design, enable people to access and use transit more often by centering housing, jobs, services, and shopping around public transit. For more information about Metro's TOC Program, visit https://www.metro.net/about/toc-technical-assistance-program/ |

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| Transit Oriented Development (TOD): | Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use. |
| Transit: | The carrying of people, goods, or materials from one place to another. Public transit includes buses, trains, subways, and other forms of transportation that charge set fares, operate on established routes, and are available to the public. |
| Transload Model: | Model used to unload goods from one container to another or from one container into a warehousing facility. |
| Transportation Networks: | Set of links, nodes, and lines that represent the infrastructure or supply side of transportation. |
| Transportation Systems Management (TSM): | A comprehensive strategy to coordinate many forms of transportation (such as car, bus, carpool, rail transit, bicycle and pedestrian modes) to reduce the impact of additional development on transportation capacity. TSM focuses on using existing highway and transit systems more efficiently rather than expanding them. Computerized traffic signals, metered freeway ramps, one-way streets, rideshare matching services and other TSM measures are characterized by their low cost and quick implementation time frame. |
| Travel Demand Management (TDM): | A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. For example, TDM attempts to reduce the number of people who drive alone during the commuting period and to increase the number in carpools, vanpools, buses or trains, or walking or biking. TDM can be an element of Transportation Systems Management (TSM; see below). |
| Tree wells: | Tree wells are the space around a tree under its branches. |
| Truck Bypass Lanes: | Roadway that provides physical separation of trucks from passenger vehicles at a freeway interchange to eliminate weaving between passenger cars traveling at higher speeds and trucks traveling at lower speeds. |
| Type: | A primary type or genre that allows other similar types to be categorized into group, more or less precisely defined or designated into a class or category |
| Underserved communities: | Groups with limited or no access to resources or otherwise disenfranchised. |
| Urban Greening: | Public landscaping and urban forestry projects that create mutually beneficial relationships between city dwellers and their environments |
| Urban Heat Island: | An urban or metropolitan area is significantly warmer than surrounding rural areas due to human activities. |
| Vanpools: | A vanpool is generally a group of between 5 to 15 people with similar travel patterns who ride to work or other places in a shared vehicle (most often a van). |
| Vegetation Barriers/ Buffer Landscaping: | Practical environmentally friendly solution to minimize soil erosion and off-target field movement of debris and pollutants |
| Vision Statement: | A concise statement that captures the collective aspirations, desires, and outcomes of the project or program. |
| Vehicle Miles Traveled (VMT): | A measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips |
| Vulnerable Road User: | Those unprotected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and are therefore highly in need of protection against such collisions. |

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| Walk to Transit: | Transit within walking distance |
| Zero Emission Infrastructure: | Fueling or electric charging stations for vehicles that produce no emissions |
| Zero Emissions Truck Lanes: | 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 could travel in this lane, while fossil-fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710. |
| Zero-Emission Vehicle (ZEV): | Trucks or vehicles that produce no tailpipe emissions of criteria pollutants. Generally, ZEVs feature electric powertrains. Technically, ZEVs are still responsible for some greenhouse gas emissions, as the GHG content from the electricity generation must be accounted for. ZEVs include battery electric vehicles (BEV), plug-in electric hybrids (PHEV) when powered by an electric engine, and hydrogen fuel cell vehicles (FCV). |

## Local, State and Regional Resources

### Metro's Equity Platform

https://www.metro.net/about/equity-race/

Metro's Equity Platform, adopted by the Metro Board in 2018, is the agency's guiding framework to address disparities by incorporating equity in all aspects of Metro's budget and decision-making on a continuing bases to create equitable access to opportunities for all who live, work and play in Los Angeles County. The Equity Platform is structured around four pillars: 1) Listen and Learn, 2) Define and Measure, 3) Focus and Deliver, and 4) Train and Grow. In 2020, the Metro Board adopted an agency-wide equity definition which states that "Equity is both an outcome and a process to address racial, socioeconomic and gender disparities, to ensure fair and just access -[...]-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 experiential sense, on their racial, economic or social identities. It requires community informed and needs-based provision, implementation and impact of services, and programs and policies that reduce and ultimately prevent disparities." The LB-ELA Investment Plan is responsive to Metro's Equity Platform and acknowledges the necessity to work intentionally to eliminate racial and socioeconomic disparities within and along the corridor.

### 2021 LA County Goods Movement Strategic Plan

https://media.metro.net/2021/Goods-Movement-Strategic-Plan-Spreads.pdf

The Plan is Metro's response to the many freight-related transportation planning challenges that undermine our county's efforts to be economically competitive, environmentally sustainable, and socially equitable. By creating a vision for goods movement needs in LA County, Metro seeks to engage our regional, state, and federal partners to develop and enrich planning efforts at these levels of government with the priorities of the county in mind. This plan aligns with Metro's Vision 2028 Strategic Plan and 2020 Long Range Transportation Plan and sets forth the strategic initiatives and priorities for Metro's goods movement planning activities over the next five years.

### Blue Line First/Last Mile Plan

https://scag.ca.gov/sites/main/files/file-attachments/first_last_mile_strategic_plan.pdf

The Plan was prepared for all 22 stations on the Metro Blue Line, representing a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line, its greater innovation is in piloting an inclusive, equity-focused community engagement process. As part of the consultant team for this effort, Metro partnered with a coalition of CBOs to lead outreach efforts on the project, and to help shape the overall direction of this plan. Among the improvements the plan calls for are better sidewalks, more and safer crosswalks, more lighting for pedestrians, better and safer bike lanes and facilities, more trees to supply shade, bus stop improvements, pickup/drop-off locations near stations and landscaping.

### Measure H (County of Los Angeles)

https://homeless.lacounty.gov/measureh/#:~:text=Created%20by%20the%20Board%20of,to%20addressing%20and%20preventing%20homelessness

Measure H is the landmark ¼-cent sales tax approved by 69.34% of Los Angeles County voters in March 2017, the first revenue stream dedicated to preventing and addressing homelessness countywide. It is projected to raise $355 million annually for 10 years, or a total of $3.5 billion, to implement the County's Homeless Initiative strategies. It is set expire in 2027, unless renewed by voters. A Citizen's Oversight Advisory Board reviews Measure H spending. Independent audits and performance evaluations also help ensure transparency and accountability.

**Measure HHH (City of Los Angeles)**
https://housing2.lacity.org/housing/supportive-housing-prop-hhh

Los Angeles voters passed Proposition HHH in 2016, which enabled City officials to issue $1.2 billion in bonds for the development of permanent supportive housing units for people experiencing homelessness. In addition to funding permanent supportive housing development, the bonds can be used to help build temporary shelters. The passage of Proposition HHH is notable because it received the support of a broad and unique coalition of public and private stakeholders in LA, including labor unions and private and nonprofit housing developers. Learn more at: localhousingsolutions.org/housing-policy-case-studies/los-angeles-proposition-hhh/

**Measure R (Los Angeles County)**
https://www.metro.net/about/measure-r/

A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs, and accelerate those already in the pipeline. The Measure R Expenditure Plan devotes its funds to seven transportation categories: 35% to new rail and bus rapid transit projects; 3% to Metrolink projects; 2% to Metro Rail system improvement projects; 20% to carpool lanes, highways and other highway related improvements; 5% to rail operations; 20% to bus operations; and 15% for Local Return programs. The Measure contains an Expenditure Plan that identifies the projects to be funded and additional fund sources that will be used to complete the projects.

**Metro 2016 Active Transportation Strategic Plan (ATSP)**
https://www.dropbox.com/sh/dtuy70ydn1pxf8o/AADhHaYBOnWX06uVDQ0K-Ssva?e=1&dl=0

The Active Transportation Strategic Plan is Metro's overall strategy for funding and supporting the implementation of active transportation infrastructure and programs in Los Angeles County. It identifies strategies to improve and grow the active transportation network, to expand the reach of transit, and develop a regional active transportation network to increase personal travel options. "Active Transportation" refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scooting. S For more, visit: www.metro.net/projects/active-transportation-strategic-plan-atsp

**Metro 2020 Long Range Transportation Plan (LRTP)**
https://www.metro.net/about/plans/long-range-transportation-plan/

The LRTP provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP will guide future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future.

**Metro 2028 Games Mobility Concept Plan**
https://boardagendas.metro.net/board-report/2022-0781/

The 2028 Olympic and Para-Olympic Games Mobility Concept Plan (MCP) outlines mobility strategies, including capital and operating improvements, to support the transportation infrastructure needed to enhance mobility for the Games and beyond. At its December 2020 meeting, the Metro Board approved Motion 42 which directed staff to work with regional partners to develop a regional investment plan to include a federal engagement strategy and funding proposal to implement transportation improvements that would provide permanent, long-term benefits to the people of Los Angeles County. Metro's 2028 Games Task Force developed the initial project list of over 200 projects. Staff augmented and refined the Draft Initial Project List presented to the Board in January 2022 as a result of an extensive agency stakeholder outreach process to create the Comprehensive Project List covering over 300 projects. The Comprehensive Project List includes capital and operational improvements, such as bus stops, bus lanes, transfer centers, mobility hubs, communications and security equipment, and system reliability investments; state-of-good-repair and maintenance work; and optimized customer experience improvements, such as wayfinding, digital

information, and payment technology. Moving through a 6-step evaluation process, Metro and partner agencies. Identified and prioritized 50 projects for the Mobility Concept Plan Project List. The 2022 Prioritized MCP Project List consists of a broad range of multimodal projects (for example, active transportation, bus, congestion management, rail, and systemwide), and aligns with MCP goals. The project list has a diverse mix of project types: 58% capital projects, 28% operations-related improvements, and 14% expansion of existing Metro programs. Projects on this list have either no funding or partial funding.

**Metro Active Transportation (MAT) Corridor**
https://www.metro.net/about/metro-active-transport-transit-and-first-last-mile-program/

Measure M established the Metro Active Transport, Transit and First/Last Mile (MAT) Program, which, over the course of 40 years, is anticipated to fund more than $857 million (in 2015 dollars) in active transportation infrastructure projects throughout the region. This is a competitive discretionary program available to municipalities in LA County and will fund projects to improve and grow the active transportation network and expand the reach of transit. The purpose of the MAT Program is to encourage increased use of active modes of transportation, such as biking and walking, and enhanced pedestrian and bicycle safety. The Active Transportation Strategic Plan and Equity Platform Framework are the core policies shaping the program. Projects will be funded based on need, with priorities established using a variety of data, such as socio-economic factors, safety for active mode users, health and existing conditions of physical infrastructure for active modes. The Program will operate in two five-year cycles. The Metro Board of Directors approved projects receiving Cycle 1 awards in January 2021.

**Next Gen Improvements**
https://la-metro.maps.arcgis.com/apps/MapSeries/index.html?appid=8decc337ba35474ba28d0b4e9ad71647

The Bus Plan was approved in October 2020 to help transition towards a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders. The project was developed through consideration of both technical data and all the priorities and personal experiences heard from nearly 20,000 LA County residents via over 400 meetings, events, presentations and workshops.

**NextGen Bus Plan**
https://www.metro.net/about/plans/nextgen-bus-plan/

In 2018, Metro launched an initiative to reimage their bus system to better meet the needs of current and future riders through the NextGen Bus Study. The NextGen Bus Plan was developed through consideration of both technical data and all the priorities and personal experiences heard from nearly 20,000 LA County residents through questionnaires and over 400 meetings, events, presentations and workshops. The process yielded thousands of comments and input from the public, including local stakeholder groups, riders and agencies and that input was used to develop the NextGen Bus Plan. The Plan was reviewed through the public hearing process and Metro Service Councils, and then approved by the Metro Board of Directors in October 2020.

The NextGen Bus Plan proposed bus improvements that would:

- Double the number of frequent Metro bus lines
- Provide more than 80% of current bus riders with 10 minute or better frequency
- Improve and expand midday, evening and weekend service, creating an all-day, 7-day-a-week service
- Ensure a ¼-mile walk to a bus stop for 99% of current riders
- Create a more comfortable and safer waiting environment

The Investment Plan transit recommendations are designed to complement the NextGen Bus Plan recommendations with a focus on the public input received from the communities along the LB-ELA Corridor.

**SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**
https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020

Also known as the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. This Investment Plan vision, goals, and guiding principles are responsive to the policies and supportive strategies of the RTP/SCS ensuring consistency with the regional needs to mitigate congestion, enhance safety, and balance investments through equitable and multimodal transportation solutions.

**State Highway Operation and Protection Program (SHOPP)**
https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp

The 2022 State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that collectively improves the condition, operation, and sustainability of State Highway System (SHS) and associated transportation infrastructure in California. The SHOPP funds safety and condition improvements, damage repairs, and highway operational and modal improvements on the State Highway System. By continuously repairing and rehabilitating the SHS, the SHOPP protects the enormous investment that has been made over many decades to create and manage the approximately 16,000 miles SHS. The SHS includes all Interstate routes, numbered highway, and other state owned assets including bicycle and pedestrian facilities, culverts, Transportation Management Systems (TMS), safety roadside rest areas, and maintenance stations. The SHOPP also funds projects necessary to comply with the Americans with Disabilities Act (ADA) and stormwater control requirements. All projects funded by the SHOPP are limited to capital improvements that do not add new through highway lanes.

**Los Angeles County Metrolink Station Assessment and Improvement Plan**
https://metrolinktrains.com/about/agency/score/

A Metro/Metrolink program that assessed the condition and accessibility of each Metrolink station in Los Angeles County to determine an initial set of proposed improvements for each Station.

**Annual Commuter Rail State of Good Repair (SOGR) Program**
https://catc.ca.gov/programs/sb1

California Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 provides transportation funding annually to repair aging infrastructure, make strategic investments in congested commute and freight rail corridors, and improve transit service. This a SB 1 program provides approximately $105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. This investment in public transit is the State of Good Repair Program.

**710 South Clean Truck Program (NOW: LB-ELA Zero Emissions Truck Program)**
https://lede-admin.la.streetsblog.org/wp-content/uploads/sites/50/2021/05/I-710-Clean-Truck-Program-Long-Description-09.20.20.pdf

The Metro Board acted in October 2021 (Motion 16) to commit $50 million as seed funding for a LB-ELA Zero Emission (ZE) Truck program that would become part of the work of the Task Force. In response, staff initiated a ZE Truck Working Group as part of the LB-ELA Corridor Task Force's

engagement process. The Working Group is charged with developing the ZE Truck Program under the guidance of the ZE technology parameters adopted by the Board.

**Metro Task Force 2022/2023 Pre-Investment Plan Opportunity Projects (PIPO)**
https://www.metro.net/calendar/i-710-task-force/

Recognizing the unprecedented amount of discretionary grant funding made available at the State and Federal levels in 2022, the Metro Board directed staff via Motion 9 to return with a "minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022," in advance of the 710 Task Force Investment Plan being finalized in 2023. To fulfill this directive Metro staff put out a request to the Task Force membership, the CLC, cities, local agencies, and organizations to provide nominations for projects and received from stakeholders 22 project nominations ranging from categories such as Transit, Clean Air/Energy, Goods Movement, Corridor Mobility, Complete Streets, and Roadway. Staff also identified 13 additional projects for which Metro played a role in developing or supporting for grant funding. After analyzing the projects, understanding the concerns raised and input provided by the CLC, EWG, Task Force and other stakeholders, and identifying projects for which a grant application had not yet been submitted, staff identified a full PIPO for Board review and a set of 4 early initiative projects for Board approval.

**Supervisory Control and Data Acquisition System (SCADA)**
https://csrc.nist.gov/glossary/term/supervisory_control_and_data_acquisition

Transit authorities, including Metro, use SCADA technology to regulate electricity to subways and LRT; to automate train traffic signals for rail systems; to track and locate trains and to control railroad crossing gates. It allows Metro to operate trains more frequently while maintaining safety of rail operations.

**City of Long Beach Bicycle Master Plan**
https://www.longbeach.gov/lbcd/planning/advance/general-plan/mobility/bicycle/

The 2016 updated Bicycle Master Plan (Plan) continues to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness and as an active, healthy, and prosperous place to live, work, and play. The Plan expands upon the Mobility Element of the Long Beach General Plan by providing further details on bicycle planning and design. It also recommends a series of bicycle facility projects and programs to be implemented by Long Beach over the next few decades. https://longbeach.gov/lbds/planning/advance/general-plan/mobility/bicycle/

**The Climate Action Plan for Transportation Infrastructure (CAPTI)**
https://calsta.ca.gov/subject-areas/climate-action-plan

The Climate Action Plan for Transportation Infrastructure (CAPTI) provides a holistic framework to better align the state's transportation funding with the state's climate, social, and health equity goals. The CAPTI identifies a set of strategic areas to support and be responsive to the Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 goals of fixing California's infrastructure and investing more in transit and safety. The CAPTI supports the goals of the California Transportation Plan (CTP) 2050, which is the state's vision to achieve greater safety, reduced Greenhouse Gas Emissions (GHG), and increased equity and accessibility for the future of California's transportation system. The CAPTI also builds on the principles of California's Climate Change Scoping Plan to achieve the state's 2030 GHG target and other climate goals.

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# Thank you!

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

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