

# 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 19 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.

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*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. Development of 15 Community Programs will proactively and intentionally advance community health and well-being in ways not typically addressed by transportation planning.

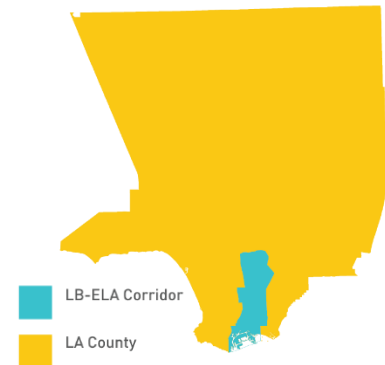
**A Strategic Investment Approach.** The Investment Plan applies a strategic, multi-phase investment approach to leverage \$743 million in sales tax revenue to attract an additional \$2.5 billion in state and federal funding to develop and implement projects and programs in the Corridor.

**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.



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

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 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-envisioned 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.

## 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.

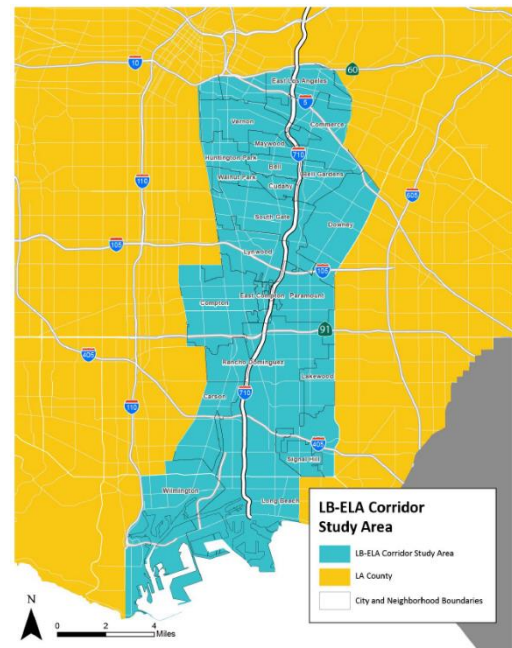
Despite the Corridor's regional and national economic significance, the past century of planning and policy decisions have created and reinforced patterns of racial segregation, disinvestment, and economic disparities facing the same communities bearing the worst environmental burdens of the Corridor's 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, BIPOC residents, and households with no access to a car. Approximately 73% of the LB-ELA Corridor population lives in an EFC area.

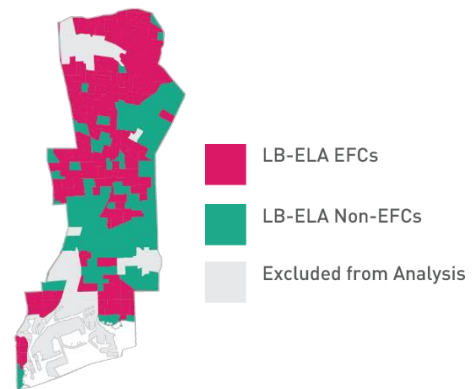
### Transportation, Access, and Safety

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



Draft CMIP Figure 3-2. LB-ELA Corridor Study Area



Draft CMIP Figure 3-3. LA Metro Equity Focus Communities

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.

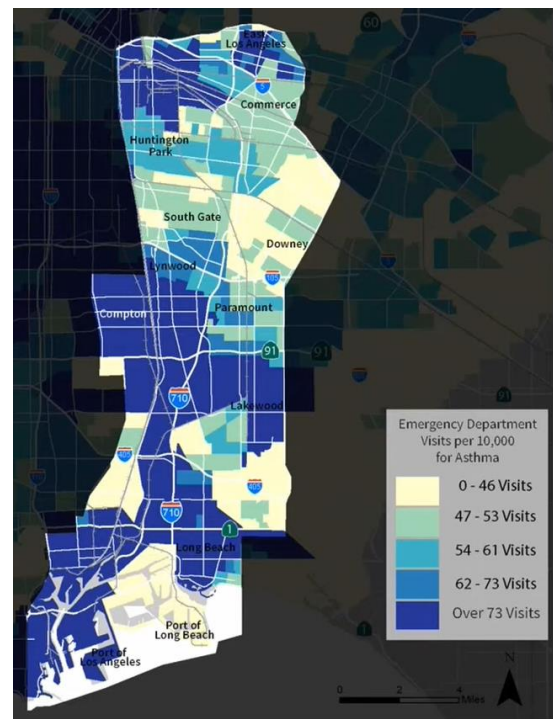


Investment Plan Figure 3-27. Active Transportation

### 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



Draft CMIP Figure 3-20. Health Indicators, Asthma Rate

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.

## **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 is 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; 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 Black, Indigenous, or person of color (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 Task Force prioritized transparent decision-making with a five-step consensus-based iterative model, ensuring collaboration and representation. 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.



*Task Force Meeting to discuss Draft Investment Plan*

## **A Commitment to Diversity, Equity, and Inclusion**

### **Integrating Equity in the Process**

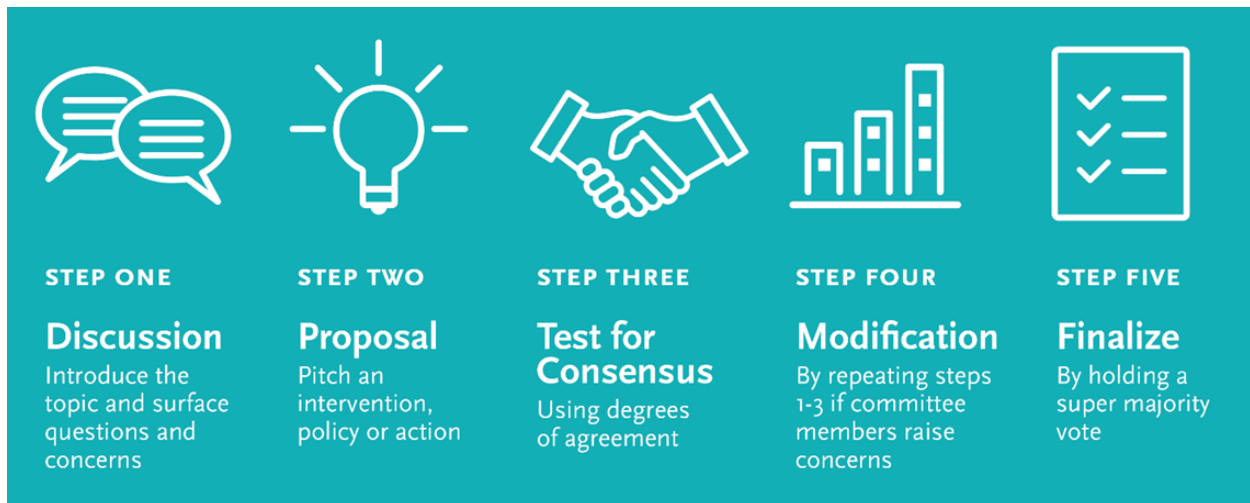
Equity was integrated into all aspects of the Task Force process and the Investment Plan based on the framework created by Metro's Equity Planning and Evaluation Tool (EPET) developed by Metro's Office of Equity and Race. The EPET informed the technical approach and decision-making process in all aspects 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; and the community engagement process and discussions during stakeholder meetings. In addition, Task Force and CLC adopted an Equity Guiding Principle, included on page 8, 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 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.

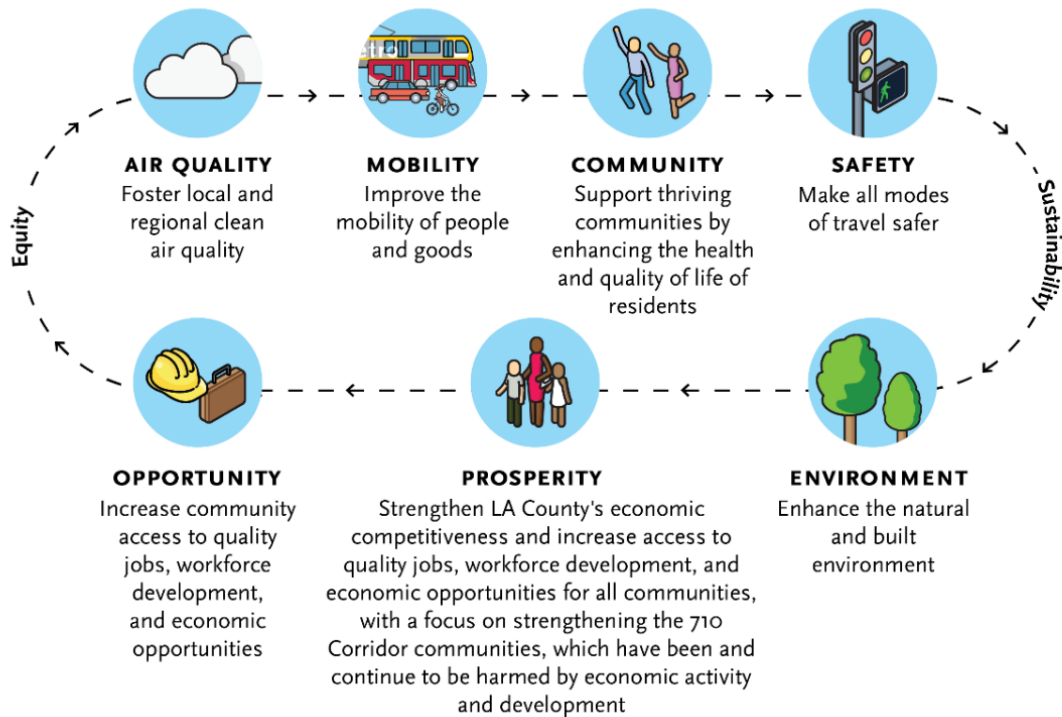
The Vision, Goals, and Guiding Principles align with the Southern California Association of Governments’ Regional Transportation Plan/Sustainable Communities Strategy, the 2020 Metro Long Range Transportation Plan, the

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.

*[Graphic design of Vision-Goals content below to be updated in InDesign version]*

<b>Vision</b>	
<i>A concise statement that captures the collective aspirations, desires, and outcomes of the project</i>	
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.	
<b>Guiding Principles</b>	
<i>Values that guide all processes and outcomes through a cohesive and intentional framework</i>	
<b>Equity</b> 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.	<b>Sustainability</b> 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.
<b>Goals</b>	
<i>Desired outcomes for general areas of concern to support and realize the overall Vision</i>	
<b>Air Quality</b> Foster local and regional clean air quality.	
<b>Mobility</b> Improve the mobility of people and goods.	
<b>Community</b> Support thriving communities by enhancing the health and quality of life of residents.	
<b>Safety</b> Make all modes of travel safer.	
<b>Opportunity</b> Increase community access to quality jobs, workforce development, and economic opportunities.	
<b>Prosperity</b> 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.	
<b>Environment</b> Enhance the natural and built environment.	



#### Investment Plan Goals

## 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).<sup>1</sup> 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** improving 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 multi-modal, operational, safety, and access investments for the corridor (MOSAIC)** including interchange upgrades and auxiliary lanes with multimodal operations and safety improvements for autos, trucks, bicycles, pedestrians and transit.

<sup>1</sup> 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 CMIP project list, to find projects Metro could support and submit for grant funding.

- **Goods Movement** including safety and air quality improvements; and
- **Transit** 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 MSPP’s alignment with the Vision, Goals, and Guiding Principles by considering potential benefits and concerns and implementation readiness.<sup>2</sup>

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 GIS. Each project was ranked against these metrics on a scale of 0 to 3 or “not applicable” (N/A). The evaluation process combined the metrics by Goal and Guiding Principal 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.

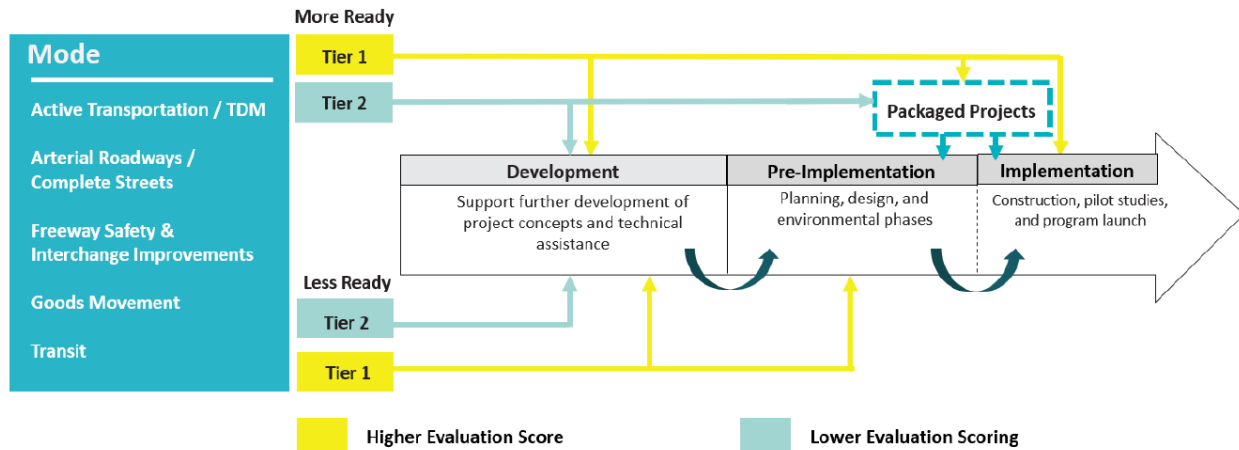
The LB-ELA Corridor Task Force’s Vision, Goals, and Guiding Principles supported the evaluation process resulting in each project being categorized, with its mode type, as Tier 1 (higher alignment) or Tier 2 (lower alignment), as

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<sup>2</sup> 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.

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.



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

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
- Task Force Flags<sup>3</sup>

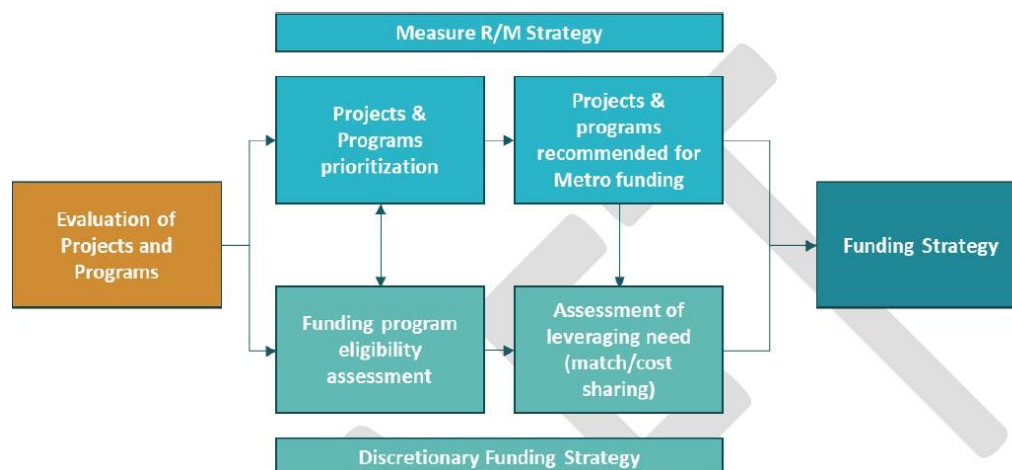
<sup>3</sup> Flags were created as a response to Task Force and CLC feedback and are an added prioritization consideration for future project development and implementation processes. Flag types included Community Input Consideration and Equity.

## Funding Strategy

The Investment Plan provides \$743 million that is expected to attract \$2.5 billion of state, federal and other grant funds to reach a total investment of approximately \$3.2 billion in the Corridor. The total project local, state, and federal funding for projects/programs being implemented in the corridor totals about \$17 billion, including port related projects and the Southeast Gateway LRT line that are not directly funded by the Investment Plan. This amount will likely increase as new projects and programs are identified, prioritized, and incorporated into the Investment Plan.

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

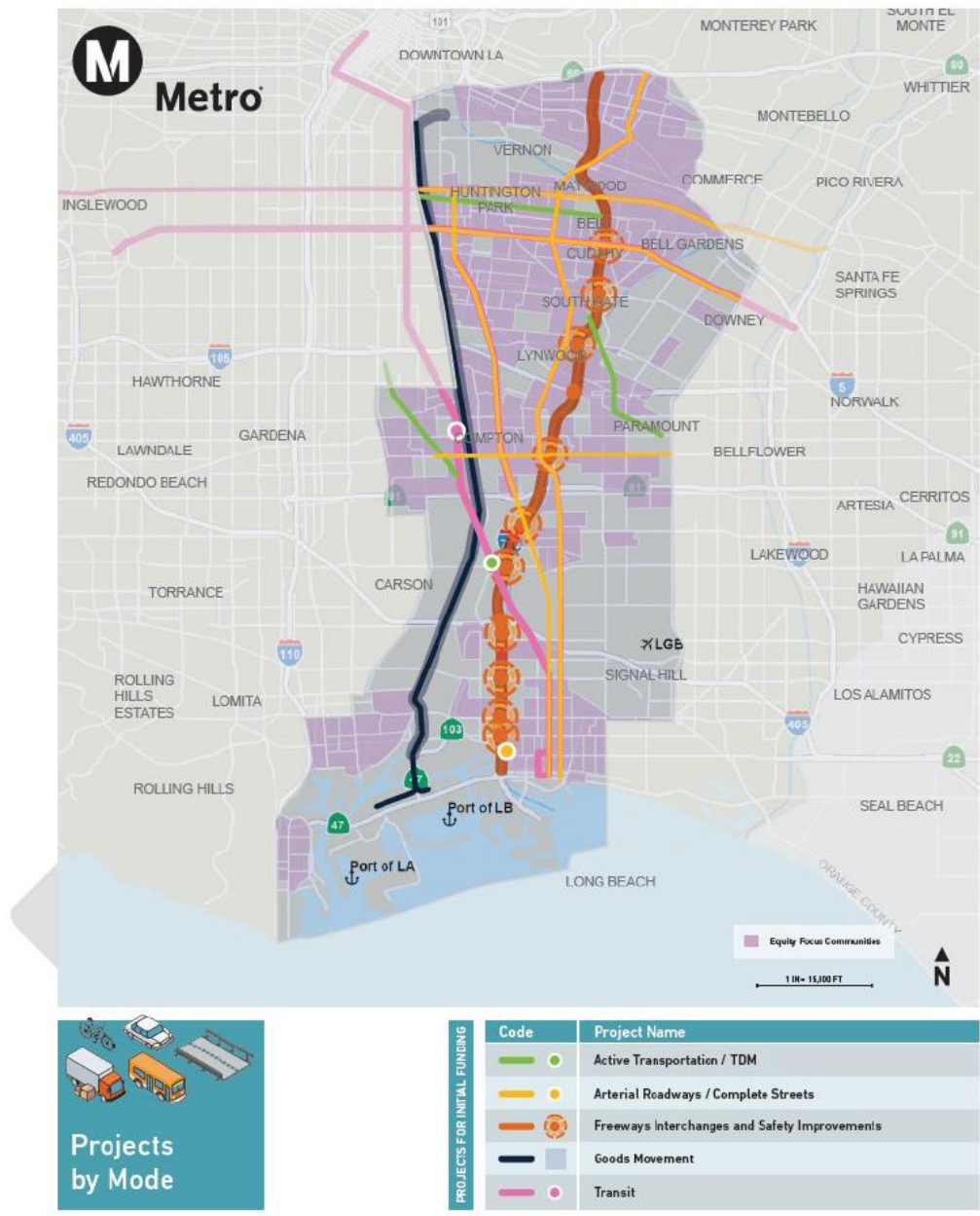
The Investment Plan has several recommendation categories, including projects recommended for initial investment based on their high ranking in the evaluation process and project readiness, 15 Community Programs that are recommended for initial investment given the Plan’s strong emphasis on equity in 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 below, are in various stages of project development, from planning through implementation.

*[graphic below will be updated and integrated into InDesign layout]*

<b>INITIAL INVESTMENTS (\$449M)</b>		
<b>PROJECT &amp; PROGRAMS</b>	<b>COST (M)</b>	<b>PLAN'S INITIAL INVESTMENT (M)</b>
Alondra Complete Street Corridor	\$ 45	\$ 9
Atlantic Complete Street	\$ 457	\$ 68.68
Blue Line First/Last Mile Improvements at Del Amo	\$ 13.53	\$ 9.76
Bus Lanes on Atlantic, Long Beach, Florence, & Slauson	\$ 48 - \$ 538	\$ 3
Bus Stop Improvement Projects/Programs	\$ 19	\$ 19
Clean Truck Infrastructure	TBD	\$ 50
Compton Creek Bike Underpasses	TBD	\$ 0.5
Compton Transit Management Ops. Center Enhancements	\$ 27	\$ 2
Community Programs Identified in the Corridor Plan**	TBD	\$ 40
Florence Complete Street Corridor	\$ 124	\$ 25
Freight Rail Electrification Pilot Project	TBD	\$ 10
Humphreys Avenue Pedestrian/Bike Overcrossing	\$ 24.3	\$ 6
Goods Movement Freight Rail Study	\$ 1	\$ 1
Install Quad Safety Gates at all A Line Crossings	\$ 5	\$ 5
I-710 Freeway Lids, Caps & Widened Bridge Decks	TBD	\$ 5
I-710 Multimodal Freeway Safety & Operations Infrastructure Improvement Bundle	\$ 612	\$ 153.6
I-710 Particulate Matter (PM) Reduction Pilot Project	\$ 2	\$ 2
Long Beach Complete Street Corridor	TBD	\$ 0.75
Rail to River Active Transportation Corridor, Segment B	\$ 6.3	\$ 3.15
Regionally-Significant Bike Projects	\$ 41.44	\$ 15.65
Shoemaker Bridge/Shoreline Drive	\$ 560	\$ 9.03
Slauson Complete Street Corridor	\$ 18	\$ 4
Southeast Gateway Line Bike and Pedestrian Trail	\$ 7.6	\$ 3.8
Traffic Controls at I-710 Freeway Ramps	TBD	\$ 10
Zero Emission Truck (ZET) Program	\$ 200	\$ 50



Investment - Figure 8-1. Projects/Programs for Initial Investment

## Community Programs

Community Programs incorporate a range of benefits that are 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. The LB-ELA Investment Plan, thanks to Metro’s Board leadership and the inclusion of impacted communities in the development of the Investment Plan, features \$40 million in funding for 15 Community Programs that will complement the LB-ELA 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.

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 four general topic areas:

<b>Air Quality/ Community Health</b>	Bus Electrification Projects
	LB-ELA Corridor Community Health Benefit Program
	Zero-Emission Infrastructure for Autos
	Air Quality Monitoring Stations
<b>Environment</b>	LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program
	LB-ELA Corridor “Urban Greening” Initiative
	Public Art/Aesthetics
<b>Housing Stabilization/ Land Use</b>	Southeast Gateway Line Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)
	Transit-Oriented Communities/Land Use
	Homeless Programs
	Housing Stabilization Policies
<b>Job Creation/ Work Opportunities</b>	Vocational Educational Programs
	Targeted Hire Programs
	Employment/Recruitment Initiatives
	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. 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. 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 added development to become implementation-ready;

- Tier 2 projects that will need added 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 typically require start-to-finish planning processes, and require municipalities to take ownership of technical development and implementation. As cities and neighborhoods that have faced historic underinvestment often have less funding and fewer technical staff members to plan, develop, fund, and implement capital projects, these areas may be underrepresented in the Investment Plan’s full project list, let alone the recommendations for initial investment.

To address this issue, Metro is setting aside a START-UP fund (“Strategic Technical Assistance for Reparative Transportation Uplifting People”) that provides targeted technical assistance to support communities with the highest needs, relative to their technical resources and capacity for project development and implementation. The START-UP fund will help communities develop project concepts for grant eligibility, and help communities participate in implementation of the Investment Plan’s Corridor-wide programs (e.g., “traffic calming features”, “pedestrian gap closures”, and various Community Programs).

### **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 freeway for generations and implement a comprehensive, multimodal transportation plan to rectify past harms in the corridor after the 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 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 development of projects and programs for which we have designated initial investment, community programs, or modal program funding, Metro recommends the formation of six new LB-ELA Implementation Working Groups. These groups will meet on an ongoing basis following 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 CMIP 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 between three and four "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 may include Community Health and Environment, Housing Stabilization and Land Use, and Job Creation and Work Opportunities.

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.