



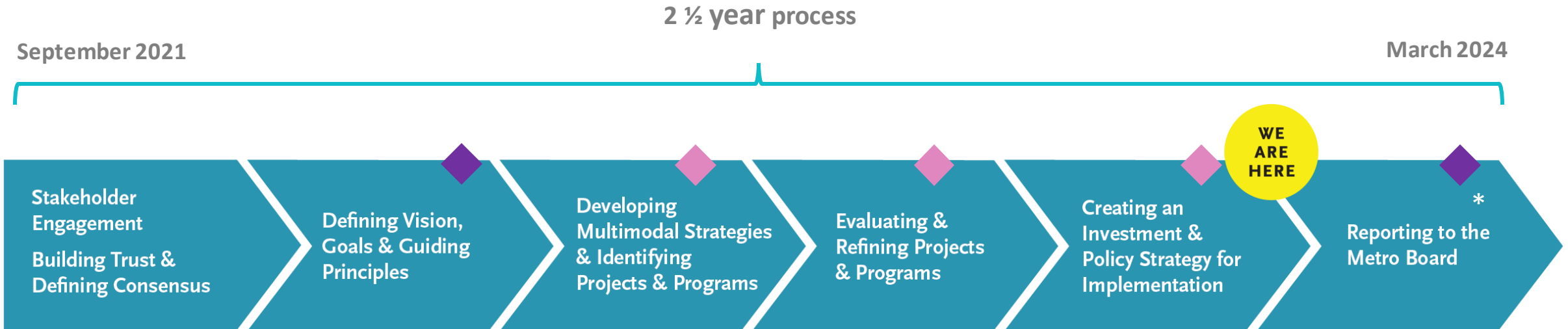
We're developing a new vision for the
Long Beach-East Los Angeles Corridor Mobility Investment Plan

Detailed Agenda

1. Overview of Corridor Mobility Investment Plan (CMIP)
2. Projects for Initial Funding
3. Community Programs
4. Community Engagement on Draft Plan

Corridor Mobility Investment Plan (CMIP) Overview

What's Next: Previous & Future Milestones



KEY TECHNICAL WORK

- ◆ Board Action and Milestone Decision
- ◆ Board Status Report



CALSTA'S 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.

Vision Statement

Vision:

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

Guiding Principles

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



Projects Recently Funded / Seeking Non-Measure Funds

This table includes significant Corridor projects fully funded or still seeking funds

Additional projects to be identified and included in Final CMIP

** Projects approved by the Metro Board for the Pre-Investment Plan Opportunity (PIPO)

Mode and Project Name	Committed Amount (\$M)	Estimated Total Cost (\$M)	Funding Source
Goods Movement			
System-Wide Investment in Freight Transport (SWIFT)	\$383.35	\$2,167.67	Port Freight and Infrastructure (PFIP)
Maritime Support Facility (MSF) Improvement and Expansion Project	\$149.33	\$198.25	
Port of Los Angeles Rail Mainline/Wilmington Community and Waterfront Pedestrian Grade Separation Bridge	\$42.08	\$57.91	
State Route 47-Seaside Avenue and Navy Way Interchange Improvement Project	\$41.79	\$62.98	
Commerce Rail Flyover	\$12.00	\$939.00	
Hobart/Commerce Intermodal Facility	\$15.00	\$1,200.00	
America's Green Gateway: Pier B Rail Program Buildout	\$283.00	\$1,547	U.S. DOT MEGA Grant
- America's Green Port Gateway: Pier B Early Rail Enhancements Project	\$70.44		Trade Corridor Enhancement Program (TCEP)
- North Harbor Transportation System Improvement Project	\$52.63		US DOT Port Infrastructure Development Program
Middle Harbor Terminal Zero Emission Conversion Project	\$30.14		
Active Transportation			
City of Bell Gardens Pedestrian and Bicycle Improvements	\$2.96	\$2.96	California Active Transportation Program Cycle 6
City of Carson City-wide Community Safety Improvements	\$3.45	\$3.47	
City of Carson Master Bicycle Plan	\$0.90	\$0.90	
City of Long Beach Mid-City Pedestrian and Bicycle Connections	\$8.82	\$9.80	
Huntington Park Safe Routes for Seniors and Students**	\$4.26	\$4.76	
Metro A Line Connections for Unincorporated Los Angeles County	\$9.86	\$12.33	
Randolph Street Bike and Pedestrian Facilities Project	\$0.15	\$1.38	
Salt Lake Avenue Pedestrian Accessibility Project	\$7.13	\$7.13	
Slauson Avenue Corridor and Citywide Pedestrian, Bike, Transit Improvements	\$2.11	\$2.11	
South Downey Safe Routes to School Project (Phase 2)	\$1.15	\$1.15	
Tweedy Boulevard Active Transportation Improvements	\$5.26	\$6.59	
Southeast Gateway Light Rail Station First-Last Mile Bikeway Safety & Access Project	\$3.38	\$3.38	
Wilmington Safe Streets: A People-First Approach	\$32.30	\$40.78	
Arterial Roadways/Complete Streets			
I-710 Integrated Corridor Management (ICM)**	\$27.84	\$40.15	TCEP
Shoreline Drive Gateway	\$30.00	\$60.00	Reconnecting Communities and Neighborhoods
Transit			
Southeast LA Transit Improvement Program**	\$14.50	\$31.13	Local Partnership Program
Southeast Gateway Line LRT (Slauson A Line Station to Pioneer Segment)***	\$1,435	\$7,167	Measure M, TIRCP, US DOT CIG (TBD)



Funding Strategy: Measure R and Measure M funds

\$743 million remains in a combination of Measure R and M funds (not including escalation)

Measure R

- \$243 million of remaining Measure R LB-ELA South highway funds are available for CMIP projects (includes Board-adopted \$50 million commitment of Measure R funds as seed funding for the ZE Truck program). If needed, the ZE Truck program could free up Measure R funds if the program cash flow allows.
- Remaining Measure R funds (\$193 million) are available immediately for eligible projects and modal programs which demonstrate high project readiness, and which align highly with outcomes and benefits sought for the CMIP.

Measure M

- \$500 million of Measure M funds are available over the near to medium term, with \$250 million available in FY 2026 and an additional \$250 million available in FY 2032. Funds can be advanced for pre-implementation purposes.

Total funding availability

Source	Immediate (2024)	FY 2026	FY 2032	Total
Measure R*	\$243m			\$243m
Measure M		\$250m	\$250m	\$500m
Total	\$243m	\$250m	\$250m	\$743m

Funding Strategy: Measure R and Measure M funds

Estimated funding needs

- The \$743m of Measure R and Measure M funds will provide important seed funding to progress projects and/or will be used as local match requirements for regional/state/federal funding programs
- An additional funding need of \$2.5 billion in discretionary funding will be required to implement the CMIP

Mode <i>(in order of CMIP Measure R/M Investment)</i>	A. Estimated Leveraged Measure R/M Total Investment (\$m)	B. Measure R/M Funding Recommendation (\$m)			Estimated Grant Funding Required (\$m) (A – B.3)
		B.1. Initial Investment	B.2. Modal Program	B.3. Total (B.1+ B.2)	
Freeway Safety and Interchange Improvements	\$1,100.0	\$170.6	\$49.4	\$220.0	\$880.0
Arterial Roadways/Complete Streets	\$940.0	\$115.8	\$72.2	\$188.0	\$752.0
Transit	\$625.0	\$29.0	\$96.0	\$126.0	\$500.0
Goods Movement	\$320.0	\$61.0	\$61.0	\$80.0	\$240.0
Active Transportation	\$180.0	\$32.9	\$57.1	\$90.0	\$90.0
Total	\$3,205.0*	\$449.3	\$293.7	\$703.0**	\$2,462.0

*Reflects only leveraging Measure R and M funds. Additional funding and leveraging will be incorporated into the final presentation.

**The Project Team recommends that Community Programs receive \$40 million in initial CMIP Measure investment as a catalyst fund.

CMIP Measure R/M Investment Summary

**Total available remaining
Measure R/M Funds: \$743M**

Total Measure R/M Investment Summary

Initial Investment Recommendations: \$449M

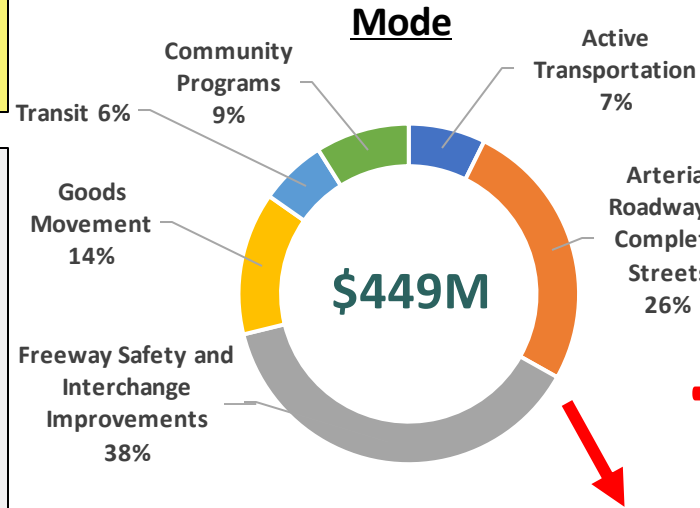
- Development \$69.5M
- Pre-Implementation \$62.5M
- Implementation \$317.0M*

Modal Program Recommendations: \$294M

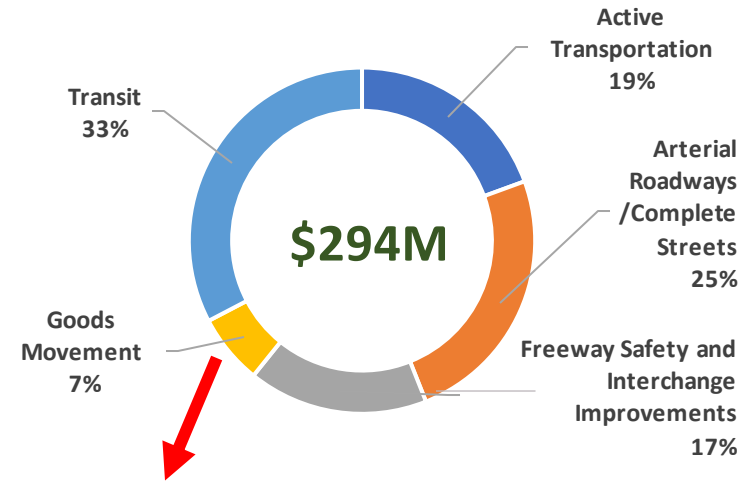
- Development \$22.5M
- Pre-Implementation \$14.7M
- Future Implementation \$256.5M

Total Initial Investment and Modal Programs: \$743M

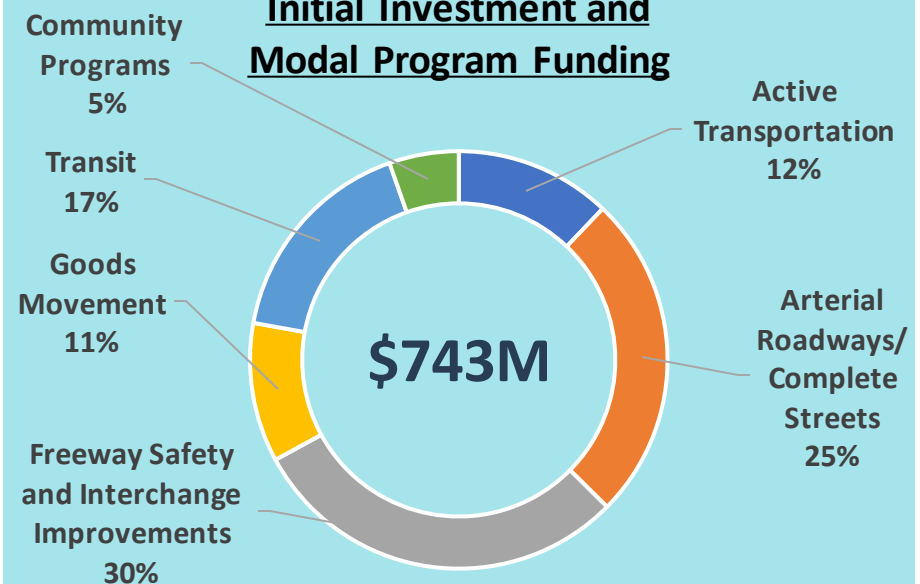
Initial Investment Funding by Mode



Modal Program Funding

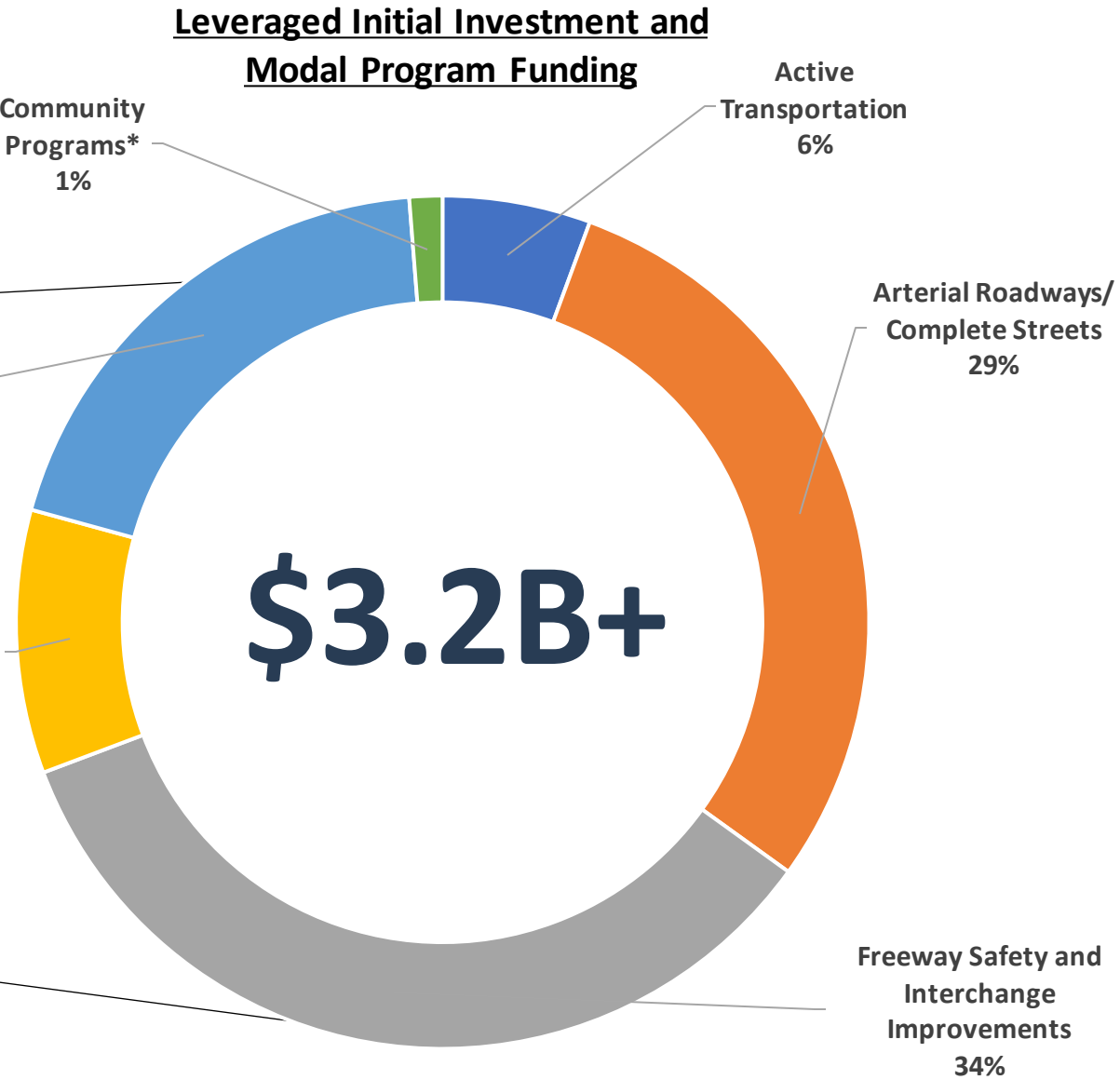
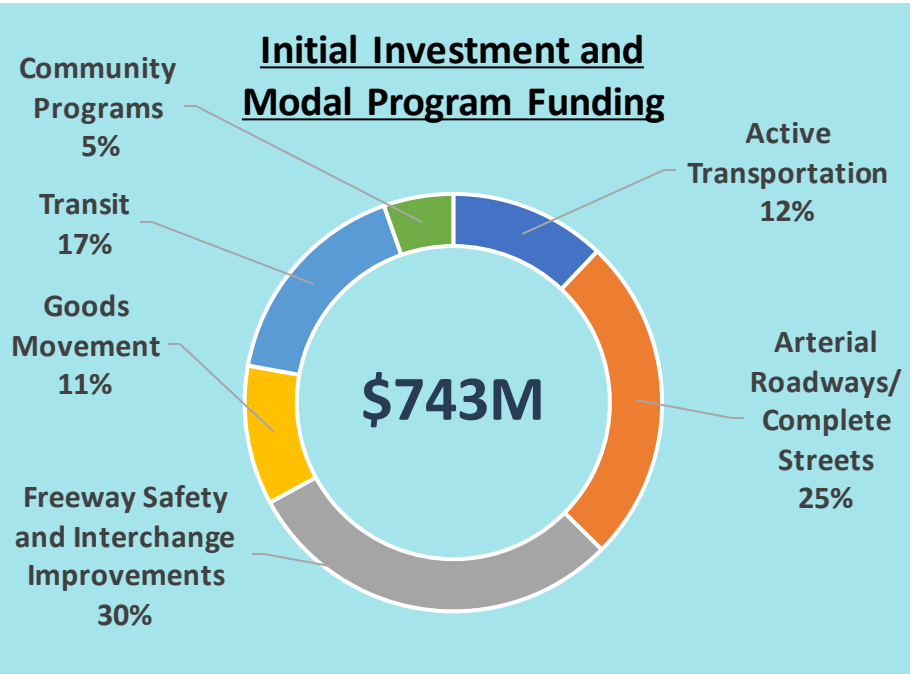


Initial Investment and Modal Program Funding



*Includes funding commitments for near - and longer-term projects.

Leveraging of Measure R/M Funding



*Community Program funding strategy for leveraging TBD

Freeway Safety and Interchange Improvements

Initial Investment Recommendations:	\$170.6M
• Development	\$9.0M
• Pre-Implementation	\$39.0M
• Implementation	\$122.6M
Modal Program Recommendations:	\$49.4M
• Development	\$0.0M
• Pre-Implementation	\$2.5M
• Future Implementation	\$46.9M
Total Initial Investment and Modal Programs:	\$220.0M

Modal Programs

MODE	\$ CMIP (M)
Arterial Roadway/Complete Streets	\$72.2
Active Transportation	\$57.1
Freeway Safety and Interchange	\$49.4
Goods Movement	\$19.0
Transit	\$96.0
<i>Total Programmed</i>	\$293.7

Goods Movement

Project ID	Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost* (\$ in millions)	Phase
LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program (Also referred to as ZE Truck Program)	\$50.0	\$200.0	Implementation
LB-ELA_0023	Clean Truck Infrastructure			
LB-ELA_0217	Freight Rail Electrification Pilot Project	\$10.0	-	Implementation
LB-ELA_0151	Goods Movement Freight Rail Study	\$1.0	-	Implementation
Goods Movement Initial Investment		\$61.0		
Goods Movement Modal Program		\$19.0		
Total Goods Movement Investment		\$80.0		

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	Port of Los Angeles	1	Pre-implementation
LB-ELA_0132b	Pier 300 On-Dock Rail	Port of Los Angeles	1	Pre-implementation
LB-ELA_0123	Pico Avenue Street Improvement	Port of Long Beach	2	Pre-implementation
LB-ELA_0122	Harbor Scenic Drive Roadway and Infrastructure Improvements	Port of Long Beach	2	Pre-implementation
LB-ELA_0121	Pier D Street Realignment	Port of Long Beach	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 Freight Network Improvement Program: Rail System Improvement Projects	Port of Los Angeles	2	Pre-implementation
NA - New	FRATIS Phase 2	Multiple Jurisdictions	NA/New	
NA - New	Truck Safety and Truck Cut Through Study	Multiple Jurisdictions	NA/New	

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

Project ID		Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost* (\$ in millions)	Phase
Various	12 Interchanges + 2 Auxiliary Lanes	Freeway Alternative Analysis**	\$5.0	\$5.0	Development
	Top 3-4 Priority Projects	Freeway CEQA/NEPA Phase***	\$34.0	\$34.0	Pre-implementation
	Top 2-3 Environmentally Cleared Projects	Freeway Construction****	\$114.6	\$573	Implementation
LB-ELA_0156		Traffic Controls at I-710 Freeway Ramps	\$10.0	-	Development / Implementation
LB-ELA_0181		Freeway Lids, Caps, Widened Bridge Decks	\$5.0	-	Development
LB-ELA_0157		LB-ELA Particulate Matter (PM) Reduction Pilot Project	\$2.0	-	Development
Freeway Safety and Interchange Improvements Initial Investment			\$170.6		
Freeway Safety and Interchange Improvements Modal Program Investment			\$49.4		
Total Freeway Safety and Interchange Improvements Investment			\$220.0		

* Estimated project costs are totaled from individual city submissions

**I-710 Interchange Improvements: I-710/Firestone, Florence, Willow, Del Amo, Long Beach Blvd, Alondra and Modifications of SB I-710 to SR 91 Connectors, Imperial, Anaheim, PCH, Wardlow; I-710 Auxiliary Lanes: Willow St to Wardlow St, Del Amo Blvd to Long Beach Blvd; Connector Project Improvements: I-710/I-405, I-710/I-105

***Freeway Alternative Analysis will determine 3-4 priority projects that undergo Freeway CEQA/NEPA phase.

****Freeway CEQA/NEPA Phase will determine top 2-3 Environmentally Cleared Projects.

Arterial Roadways/Complete Streets

Initial Investment Recommendations: \$115.9M

- Development \$0.0M
- Pre-Implementation \$9.0M
- Implementation \$106.1M

Modal Program Recommendations: \$72.1M

- Development \$7.2M
- Pre-Implementation \$3.6M
- Future Implementation \$61.3M

Total Initial Investment and Modal Programs: \$188.0M

Arterial Roadways/Complete Streets

Project ID	Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost* (\$ in millions)	Phase
LB-ELA_0057	Atlantic Complete Street Corridor	\$68.6	\$457.2	Implementation
LB-ELA_0058	Florence Complete Street Corridor	\$24.9	\$124.5	Implementation
LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	\$9.0	\$560.0	Pre-implementation
LB-ELA_0060	Alondra Complete Street Corridor	\$9.0	\$45.0	Implementation
LB-ELA_0061	Slauson Complete Street Corridor	\$3.6	\$18.0	Implementation
LB-ELA_0062	Long Beach Complete Street Corridor	\$0.8	-	Pre-implementation
Arterial Roadways/Complete Streets Initial Investment		\$115.9		
Arterial Roadways/Complete Streets Modal Program		\$72.1		
Total Arterial Roadways/Complete Streets Investment		\$188.0		

**Estimated project costs are totaled from individual city submissions.*

Active Transportation

Initial Investment Recommendations: \$32.9M

- Development \$0.5M
- Pre-Implementation \$4.5M
- Implementation \$27.9M

Modal Program Recommendations: \$57.1M

- Development \$5.7M
- Pre-Implementation \$2.9M
- Future Implementation \$48.6M

Total Initial Investment and Modal Programs: \$90M

Active Transportation

Project ID	Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost (\$ in millions)*	Phase
LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan	\$15.7	\$41.4**	Development / Implementation
LB-ELA_0008	Blue Line First/Last Mile Plan Improvements	\$9.8	\$13.5	Development / Implementation
LB-ELA_0111	Southeast Gateway LRT Bike & Pedestrian Trail	\$3.8	\$7.6**	Development / Pre-implementation
LB-ELA_0006	Rail to River Active Transportation Corridor Segment B	\$3.2	\$6.3	Pre-implementation
LB-ELA_0165	Compton Creek Bike Underpasses	\$0.5	-	Development / Pre-Implementation
Active Transportation Initial Investment		\$32.9		
Active Transportation Modal Program		\$57.1		
Total Active Transportation Investment		\$90.0		



*Estimated project costs are totaled from individual city submissions.
 **Estimated project cost based on miles of bike facilities.

Initial Investment Recommendations: \$29.0M

- Development \$0.0M
- Pre-Implementation \$5.0M
- Implementation \$24.0M

Modal Program Recommendations: \$96M

- Development \$9.6M
- Pre-Implementation \$4.8M
- Future Implementation \$81.6M

Total Initial Investment and Modal Programs: \$125.0M

Transit

Project ID	Name	CMIP Initial Investment (\$ in millions)	Estimated Total Cost* (\$ in millions)	Phase
LB-ELA_0203	Bus Stop Improvements	\$19.0	\$19.0*	Development / Implementation
LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings	\$5.0	\$5.0*	Development / Pre-implementation
LB-ELA_0168	Compton Transit Management Operations Center Enhancements	\$2.0	\$27.0**	Pre-Implementation / Implementation
LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	\$1.0	-	Pe-implementation
LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)	\$1.0	-	Pre-implementation
LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	\$0.5	-	Pre-implementation
LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	\$0.5	-	Pre-implementation
Transit Initial Investment		\$29.0		
Transit Modal Program		\$ 96.0		
Total Transit Investment		\$ 125.0		

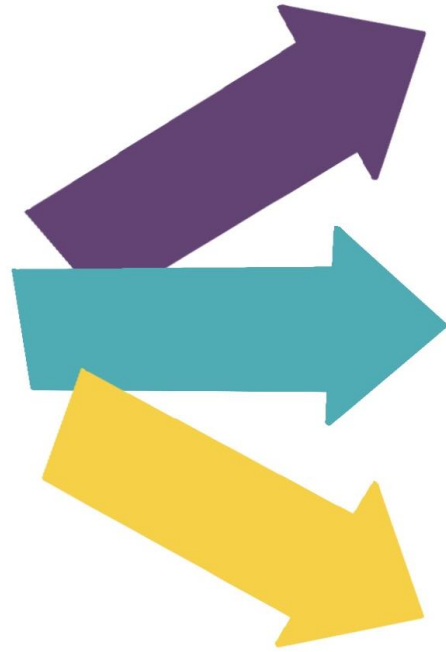
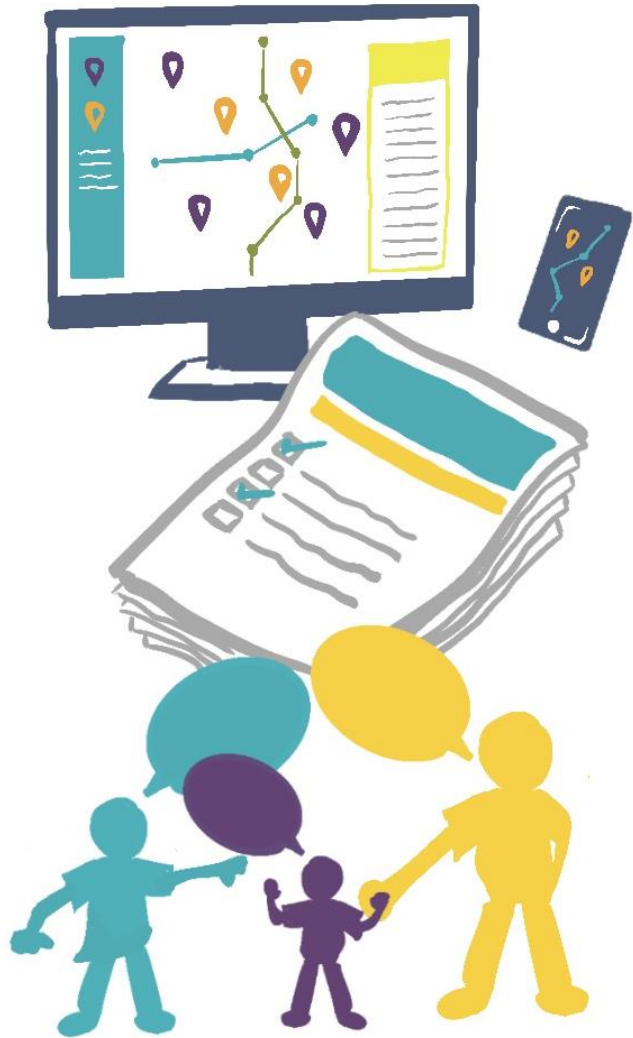
*Estimated project costs are totaled from individual city submissions.

** Total cost based on installation of a defined number of improvements.

***Project cost based on Blue Line First Last Mile estimate for Compton.

Community Input and Programs

Community Input in the CMIP



**Recommended Initial Projects and
Community Programs**

Modal Programs

**Planning and Technical Assistance
for Low-Capacity Communities**

What are Community Programs?

Community Programs incorporate a range of benefits that are responsive to equity issues facing the LB-ELA Corridor, and which are not addressed through typical transportation infrastructure investments.

- Some are focused on addressing current burdens that exist as a result 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.
- 15 Community Programs have been identified by community stakeholders in this process.

Community Programs

TOPIC AREA	PROJECT ID	PROJECT NAME
Air Quality/ Community Health	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
Environment	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	WSAB 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

Community Programs: Catalyst Funding

Initial Investment Recommendations: \$40.0M

- Development \$40.0M
- Pre-Implementation \$0.0M
- Implementation \$0.0M

Modal Program Recommendations: \$0.0M

- Development \$0.0M
- Pre-Implementation \$0.0M
- Future Implementation \$0.0M

Total Initial Investment and Modal Programs: \$40.0M

Potential Partners by Community Program Topic Area

Air Quality/Community Health

- Gateway Cities COG
- SCAQMD
- CARB
- AB617 Community Steering Committees
- Southern California Clinics Association
- EYCEJ
- LBACA
- SELA Collaborative
- Coalition for Clean Air
- LA County ISD Clean Transportation Team
- Southern California Edison
- LACI
- **Metro Partners: Sustainability Team; I-710 ZET Program; Metro Bus Electrification**

Housing Stabilization/Land Use

- Gateway Cities COG
- Legal Aid Foundation of Los Angeles
- LA Care
- Fair Housing Foundation
- PATH
- BASTA Long Beach
- 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
- **Metro Partners: TOC Programs; Homeless Outreach Pilot; Room to Work; Joint Development Team; First/Last Mile Team**

Environment

- GCCOG Regional Climate Collaborative
- SCAQMD
- EYCEJ
- CBE
- Compton Community Garden
- Eastmont Community Center
- SELA Collaborative
- TreePeople
- GrowGood
- Friends of the LA River
- Caltrans District Art Coordinator
- SoCalREN
- **Metro Partners: Metro Art Program; Sustainability Team, LRTP Team**

Job Creation/Work Opportunities

- LA County Economic Development Corporation Business Support Program
- LA County Department of Economic Opportunity
- CALSTART
- Vocational Schools, Training Centers, and Workforce Development Organizations
- SELA Collaborative
- **Metro Partners: Diversity and Economic Opportunity Department (DEOD); WIN-LA; Room to Work; Internship and Entry-Level Trainee Program; E3 (Expose-Educate-Employ); Transportation Career Academy Program**

Community Programs - Next Steps

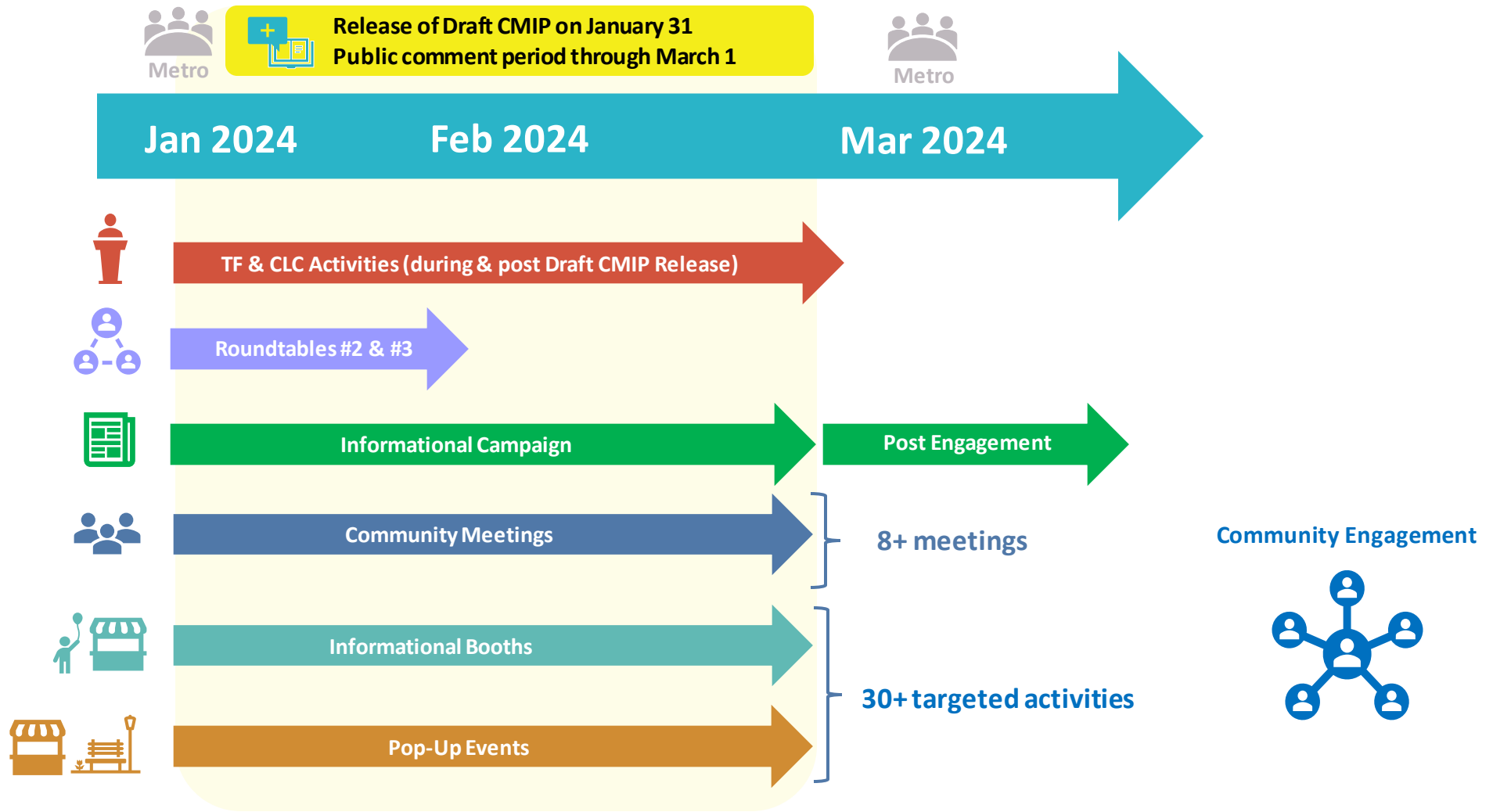
- > Engage potential partners to establish Community Program development working groups by topic areas (Similar to ZET Working Group)
 - Project team will contact potential partners in February
 - Reach out to Project Team proactively if interested in participating in one or more working groups (no commitment necessary yet)

- > Community Program working groups will:
 - **Identify existing programs** that Metro can support through funding, grant-writing, technical assistance, or other facilitation roles
 - **Identify additional funding/grant opportunities** for Community Programs ineligible for Measure R/M funding (i.e., no direct transportation nexus)
 - **Define detailed objectives, parameters, and actions** for new Community Programs
 - **Identify funding allocations** within topic areas based on Community Program pathways and funding needs

Community Engagement Activities

Community Engagement Activities

Winter 2024



Draft CMIP Community Meetings

Please join us at the community meetings and spread the word!

To register for the meetings,
please visit
linktr.ee/lbelacorridor or
scan the QR code.



Virtual

- Thursday, February 1, 2024
12-2pm
Streaming Location:
East Los Angeles College (ELA Campus)
- Saturday, February 3, 2024
10-11:30am
Streaming Locations:
Salvation Army Community Center (Long Beach)
East Los Angeles College (South Gate Campus)
- Monday, February 5, 2024
6-8pm
Streaming Location:
Cabrillo High School (Long Beach)
- Tuesday, February 13, 2024
6-8pm
Streaming Locations:
Southeast Rio Vista YMCA (Maywood)
Rancho Los Amigos National Rehabilitation Center "Auditorium" (Downey)

In Person

- **COMMERCE**
Date: Thursday, February 1, 2024
Time: 6-8pm
Bristow Park Community Center
- **LYNWOOD**
Date: Wednesday, February 7, 2024
Time: 6-8pm
Bateman Hall
- **LONG BEACH**
Date: Monday, February 12, 2024
Time: 6-8pm
MOLAA Museum of Latin American Art, Viva Event Center
- **COMPTON**
Date: Wednesday, February 21, 2024
Time: 6-8pm
East Rancho Dominguez Park

Stay connected to this project



Michael Cano
Executive Officer
Countywide Planning & Development
LA Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012



213.418.3010 W
213.305.0423 C



710corridor@metro.net



<https://www.metro.net/projects/lb-ela-corridor-plan/>



@metrolosangeles



losangelesmetro

Thank you!

Challenges & Opportunities

Challenges Goods Movement

- Global supply chains are evolving and rival ports are expanding, shifting dollars and jobs away from LA County.
- Growing demand for goods has increased vehicular traffic and decreased air quality, threatening our region's health, mobility and competitiveness.
- Worse, a legacy of inequitable policies, displacements and investments has placed freight-related burdens primarily on low-income communities of color.

Solutions

In response to these local and global challenges, we have a plan that will make LA County more resilient and efficient.

- ✓ Our transformative plan is economically competitive, environmentally sustainable and socially equitable for our friends and neighbors.
- ✓ Investments aim to alleviate congestion and improve efficiency on the I-710.
- ✓ It's a shared vision, a path to better health and prosperity for everyone.
- ✓ Investments directly respond to the high volume of daily vehicle and person trips, particularly in segments with the highest congestion.

Challenges Goods Movement

- Do existing policies and programs position the local labor force of today to support the goods movement industry of tomorrow?
- What are the education and skill gaps that need to be addressed?
- Where are the opportunities to partner across industries and regions to enhance the labor force?
- Does the regional transportation system provide adequate mobility options to connect existing and future workers to these jobs and industries?

Solutions

Challenges Enhancing Travel and Mobility Solutions

- Infrastructure: The LB-ELA Corridor lacks high-occupancy vehicle lanes and truck lanes but is surrounded by key arterial roads.
- Transit Lines and Bicycle Network: The area is served by multiple transit services and features a major north-south protected bicycle lane along the LA River, though many gaps exist in active transportation infrastructure.
- Daily vehicle trips range from 144,000 trips per day south of I-405 to more than 300,000 between State Route 91 and I-105.

Freeway Safety and Interchange Improvements

- ✓ Investments aim to alleviate congestion and improve efficiency on the I-710.
- ✓ Investments directly respond to the high volume of daily vehicle and person trips, particularly in segments with the highest congestion.

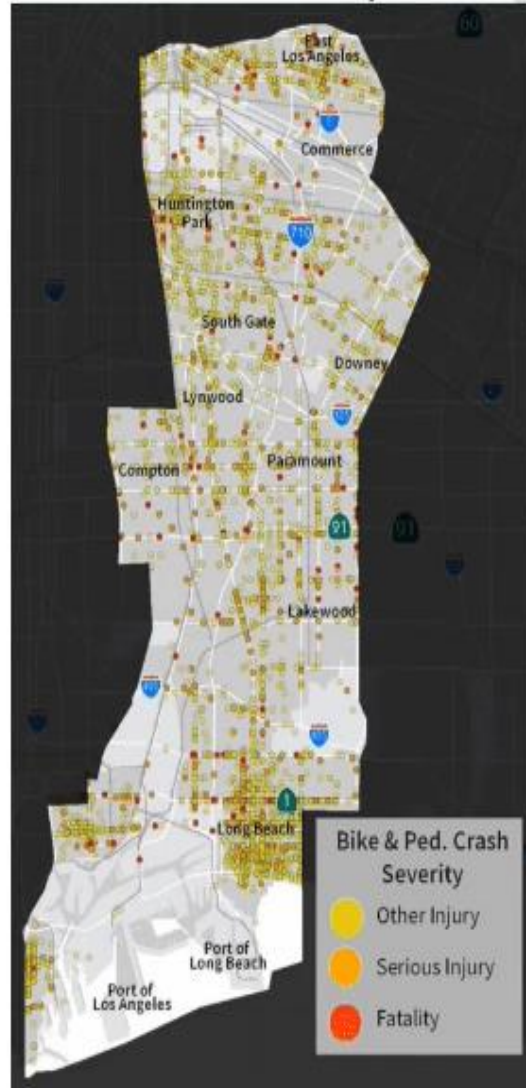
Transit and Active Transportation Improvements

- ✓ Investments in expanding and improving transit services cater to the corridor's reliance on multiple transit lines. Enhancing the bicycle network and filling in gaps in active transportation infrastructure address the mobility needs of residents and promote alternative modes of transport.

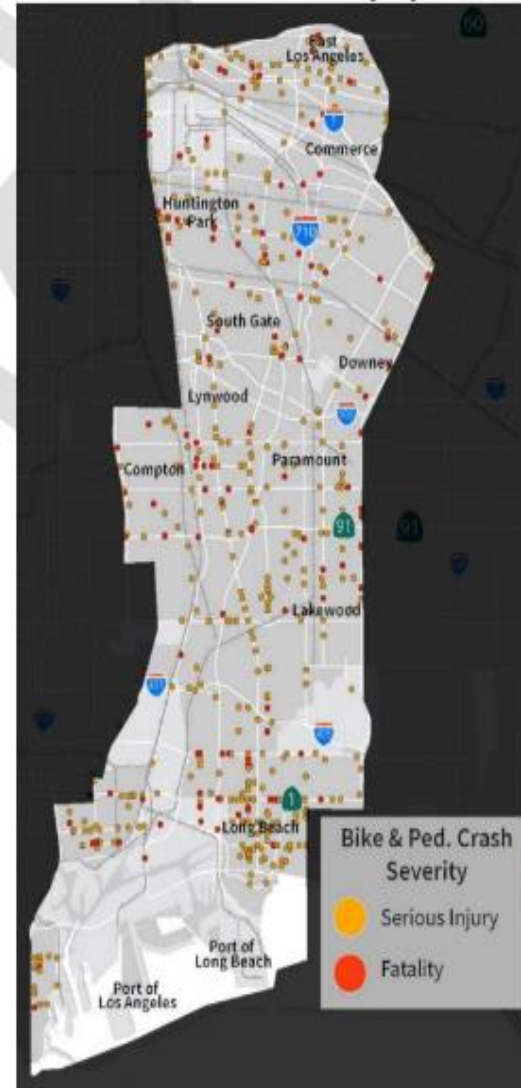
Challenges Making all Modes of Travel Safer

- Concentrations of bicycle and pedestrian crashes are noted in communities along the corridor. Truck crashes predominantly occur along I-710 and arterial street truck routes and in industrial and warehousing zones.
- 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 CSTAN routes: Del Amo Boulevard, Anaheim Street, Pacific Coast Highway, Alameda Street, and Long Beach Boulevard.

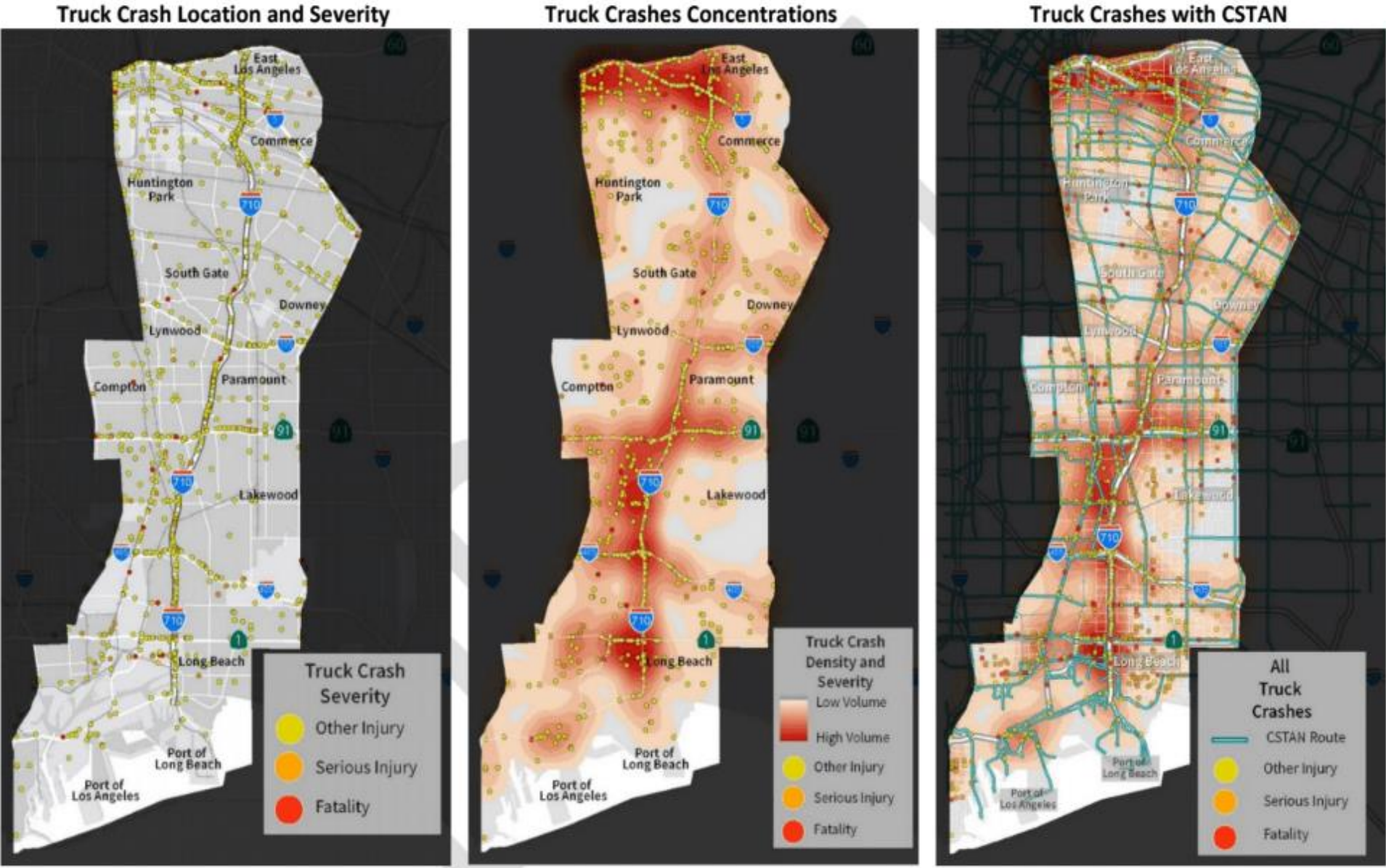
Bicycle or Pedestrian Crashes Location and Severity



Bicycle or Pedestrian Crashes Fatality and Serious Injury



Making All Modes of Travel Safer



Challenges Making all Modes of Travel Safer Solutions

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Addressing High Crash Areas

- ✓ Safety improvements focus on areas with high concentrations of bicycle, pedestrian, and truck crashes. This includes redesigning hazardous intersections, improving signage and road markings, and implementing traffic calming measures in industrial, warehousing zones, and along arterial routes such as Del Amo Boulevard and Long Beach Boulevard.

Reducing Fatalities and Serious Injuries:

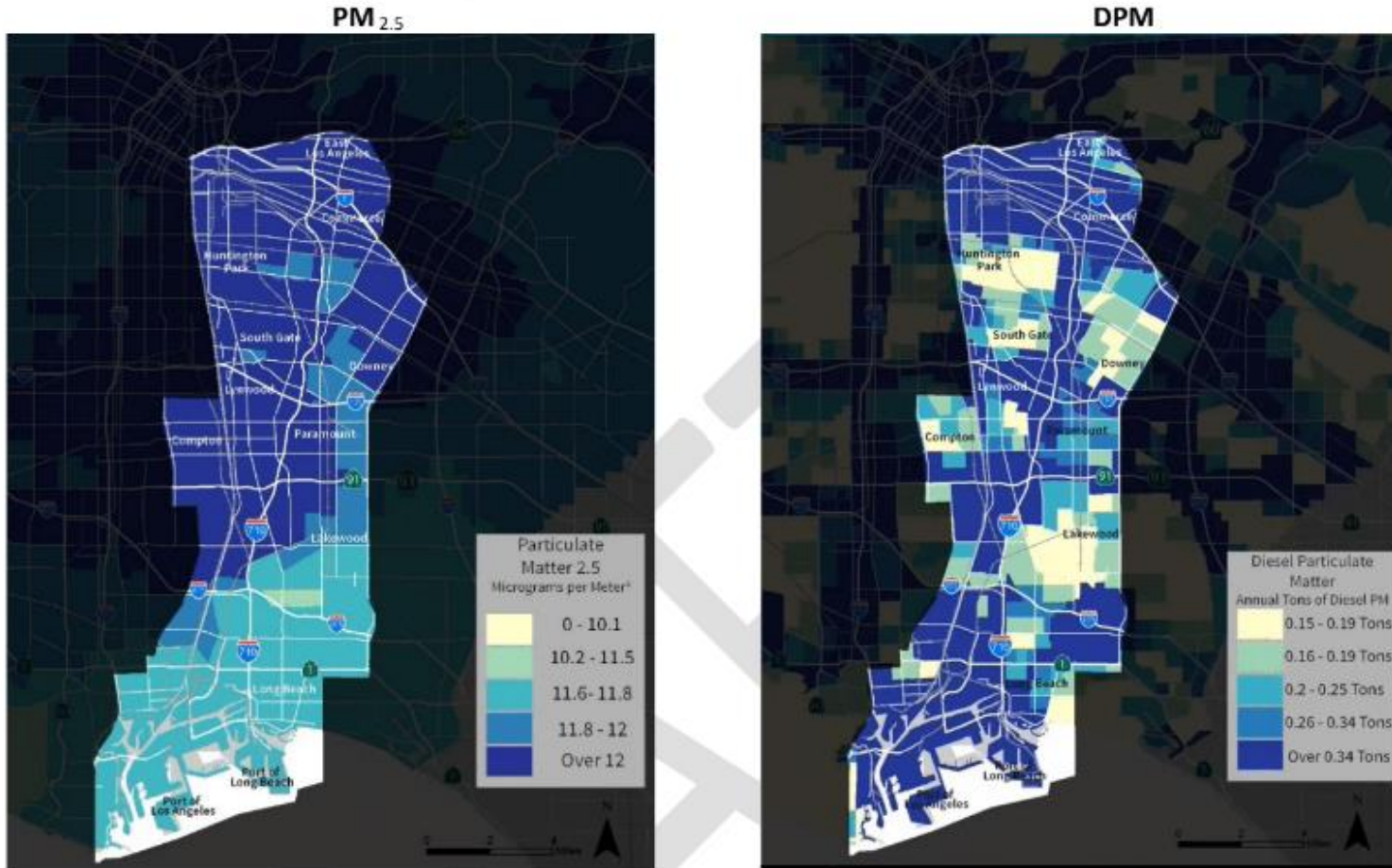
- ✓ The plan includes targeted interventions at identified hot spots to lower the risk of fatalities and serious injuries. This may involve deploying advanced safety technologies, enhancing street lighting, and promoting safety awareness campaigns tailored to the specific risks of the corridor.

Challenges Improving Local and Regional Air Quality

- Air quality was the number one area of concern for respondents.
- The LB-ELA Corridor accounts for 20% of all particulate emissions in Southern California.
- The high levels of diesel pollutants affecting communities within a quarter mile of the freeway have earned the name “diesel death zone,” referring to the linkage between diesel pollution and respiratory and cardiovascular health conditions.

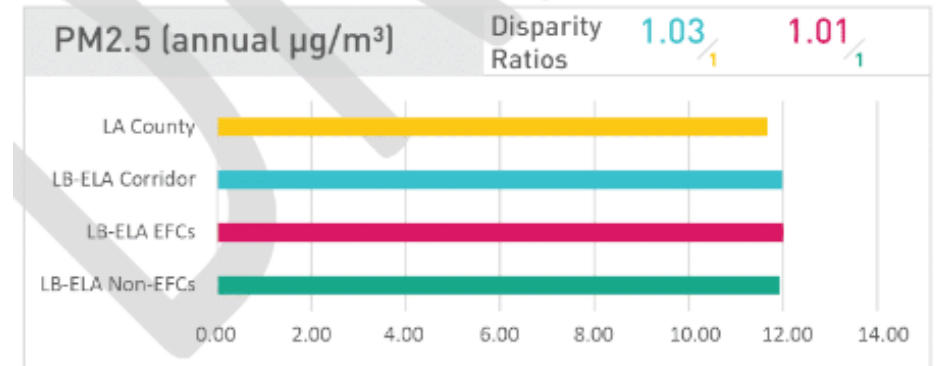
Improving Local and Regional Air Quality

Figure 3-14. Particulate Matter



Source: CalEnviroScreen 4.0

Figure 3-15. Particulate Matter 2.5 Comparison



al Air Quality

Asthma Rate

Cancer Risk

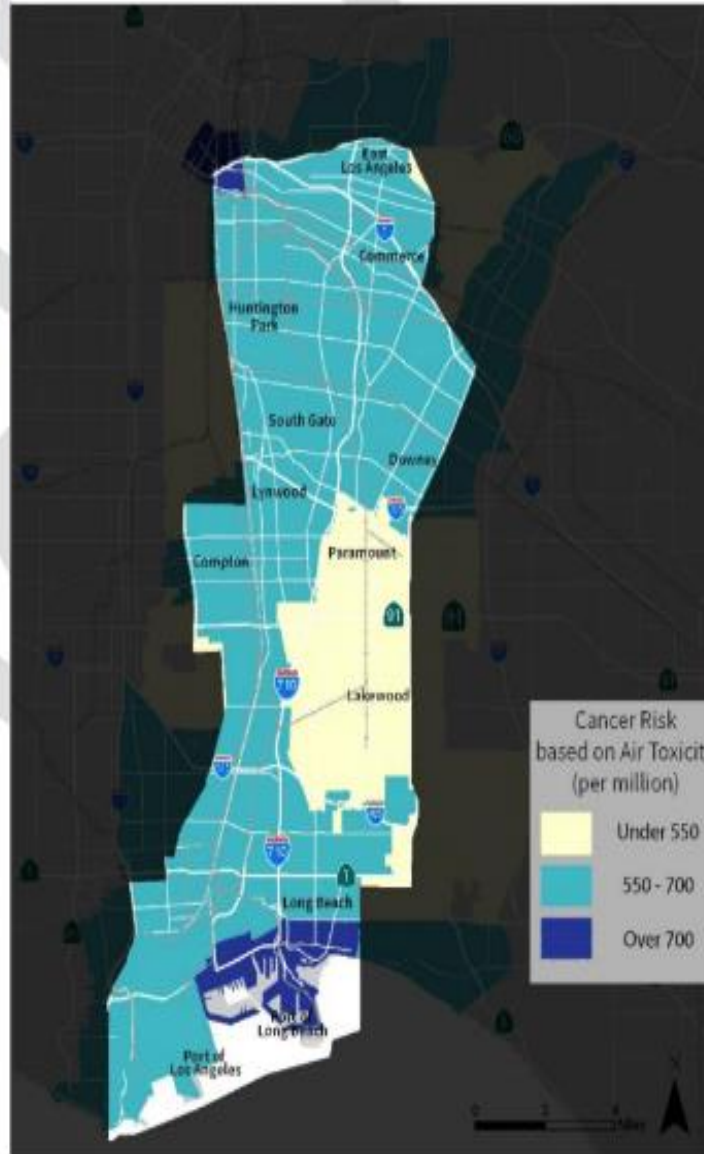
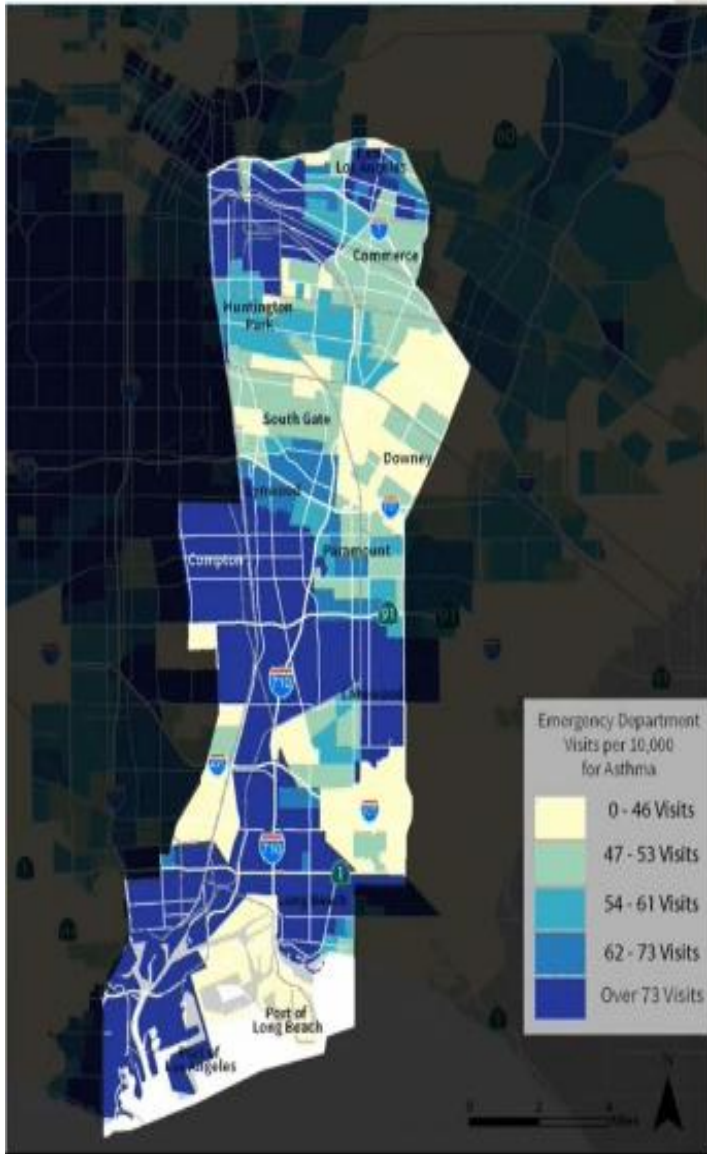


Figure 3-19. Asthma Comparison



Challenges Improving Local and Regional Air Quality Solutions

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General Air Quality: Breathing Easier

- ✓ Many of our recommended projects and programs are designed to improve air quality, which is expected to have a positive impact on the health of children, adults, and seniors throughout the corridor.

Arterial Roadways: Walking and Biking Made Easier

- ✓ The Investment Plan addresses gaps in the active transportation system in the LB-ELA Corridor, creating more opportunities for people to walk and bike, thereby fostering a healthier community.

Transit: Integrating Health into Daily Commutes

- ✓ By enhancing public transit systems, we make it easier for users to incorporate walking into their daily routines, helping them achieve recommended levels of physical activity.

Enhancing the Natural and Built Environment:

Challenges

Tree Canopy

- The corridor communities have critical challenges posed by inadequate tree canopy coverage. The LB-ELA Corridor, with areas showing less than 3% tree canopy coverage, including Commerce, Vernon, and parts of Compton, Paramount, and Long Beach, demonstrates a clear need for investment in green infrastructure.
- A sparse tree canopy exacerbates temperature increases, air pollution, and reduces the overall quality of life.
- This environmental issue not only affects the aesthetic and economic appeal of neighborhoods but also have significant health, social, and ecological impacts on the communities.

Enhancing the Natural and Built Environment:

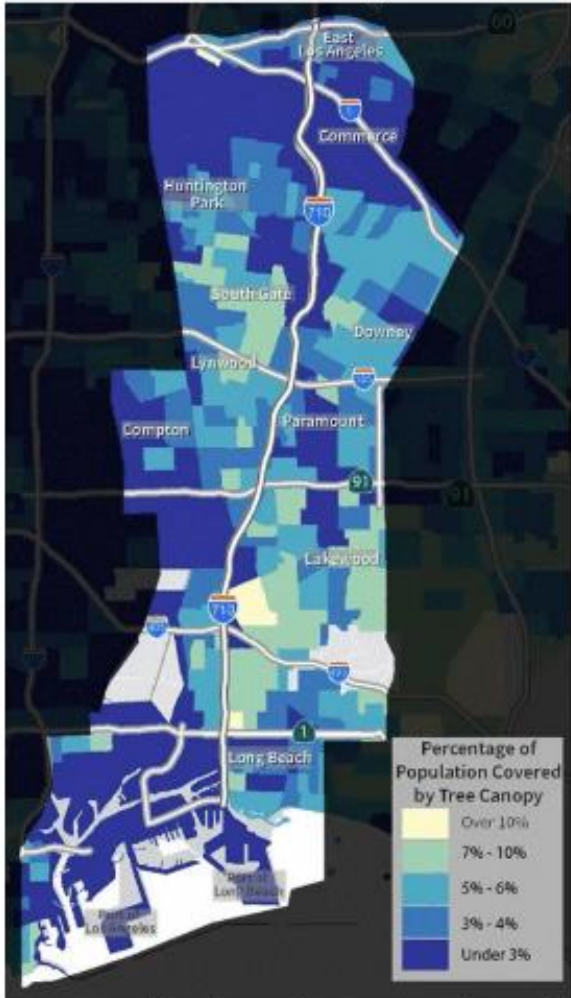
Challenges

Urban Heat Islands

- The corridor communities have critical challenges posed by urban heat islands.
- In the northeastern section of the study area, where the effects are most pronounced due to the combination of heat-absorptive surfaces, heat-generating activities, and the lack of vegetation.
- This environmental issue not only affect the aesthetic and economic appeal of neighborhoods but also have significant health, social, and ecological impacts on the communities.

Enhancing the Natural and Built Environment

Percentage of Population Covered by Tree Canopy

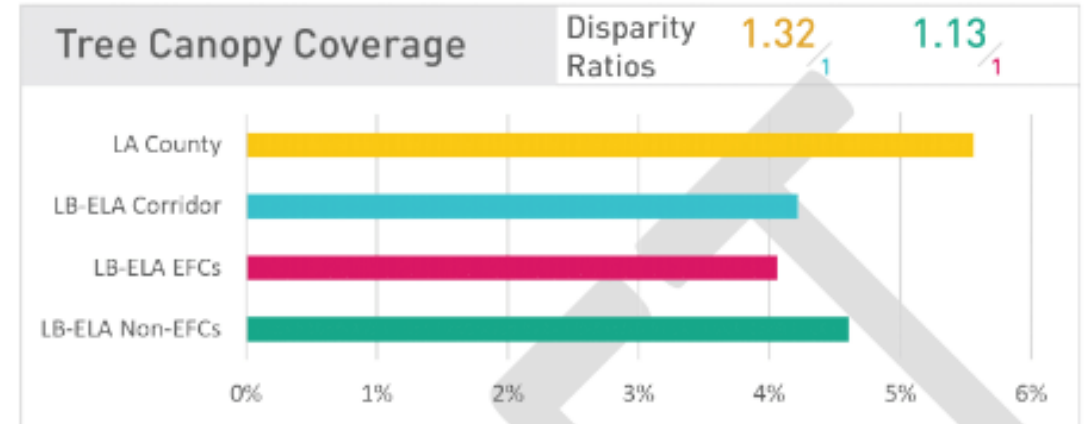


Source: Healthy Places Index 3.0, CDPH/National Land Cover Database

Urban Heat Island Effect



Source: CalEPA



Enhancing the Natural and Built Environment:

Challenges

Tree Canopy

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- A sparse tree canopy exacerbates temperature increases, air pollution, and reduces the overall quality of life.
- This environmental issue not only affects the aesthetic and economic appeal of neighborhoods but also has significant health, social, and ecological impacts on the communities.

Solutions

- ✓ Through the Community Programs, the Plan will significantly increase the tree canopy in these underserved areas, aiming to surpass the county average of 5.5%.
- ✓ This initiative will involve planting native and drought-resistant trees to ensure sustainability and resilience, enhancing green spaces, and promoting biodiversity.
- ✓ By improving the tree canopy, the investment plan seeks to lower temperatures, improve air quality, and enhance the aesthetic value of neighborhoods, contributing to a healthier and more vibrant corridor.

Example programs include:

- ✓ Urban Forestry Program: Programs to increase tree planting across the corridor, focusing on areas with the lowest canopy coverage. This program will prioritize community involvement and education on the benefits of urban trees.
- ✓ Green Infrastructure Development: Enhancing green spaces, including parks, greenways, and green roofs, to increase shade, reduce heat absorption, and improve air quality.

Enhancing the Natural and Built Environment:

Challenges

Urban Heat Islands

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- This environmental issue not only affect the aesthetic and economic appeal of neighborhoods but also have significant health, social, and ecological impacts on the communities.

Solutions

- ✓ The investment plan addresses urban heat islands through a multi-faceted approach that includes increasing vegetative cover and enhancing urban greenery through parks and green corridors.
- ✓ These interventions aim to reduce the temperature differential between urban and rural areas, mitigate health risks associated with heat exposure and air pollution, and decrease energy consumption by reducing the need for air conditioning.

Example programs include:

- ✓ Cool Pavements Initiative: Implementing cool pavements technology in public spaces, parking areas, and roads to reflect more sunlight and absorb less heat, thereby reducing the UHI effect.
- ✓ Community Heat Resilience: Establishing heat resilience centers and providing resources for vulnerable populations to cope with heat waves, including access to cool spaces and hydration stations.

Investment Recommendations