



Long Beach-East Los Angeles Corridor Plan
Task Force Meeting #27 Table of Contents
 December 11, 2023

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Long Beach-East Los Angeles Corridor Mobility Investment Plan
Task Force Meeting #27 Summary Report
December 11, 2023



ATTENDEES

TASK FORCE

Labor and Economic / Workforce Development

Jermaine Hampton, Sr., Director of Workforce Development and Special Projects, Los Angeles Economic Development Corporation (LAEDC)

Transportation Agencies

Scott Strelecki, Program Manager II, Southern California Association of Governments (SCAG)

Michael Leue, Chief Executive Officer, Alameda Corridor Transportation Authority (ACTA)

Marisol Barajas, Manager of Government Relations, Long Beach Transit (RideLBT)

Community-Based Organizations and Advocacy Groups

Alberto Campos, Associate Director, Southeast Los Angeles (SELA) Collaborative

Laura Cortez, Community Organizer / Co-Director, East Yard Communities for Environmental Justice (EYCEJ)

Janeth Preciado Vargas, Southeast LA Youth Organizer, Communities for a Better Environment (CBE)

Ambar Rivera, Researcher, Communities for a Better Environment (CBE)

Sylvia Betancourt, Project Manager, Long Beach Alliance for Children with Asthma (LBACA)

Marlin Dawoodjee Vargas, Community Outreach Liaison, Long Beach Alliance for Children with Asthma (LBACA)

Fernando Gaytan, Senior Attorney, Earthjustice

Natalia Ospina, Project Attorney of Environmental Justice, Natural Resources Defense Council (NRDC)

Najah Louis, Legal Fellow, Natural Resources Defense Council (NRDC)

Freight and Logistics Industry

Kerry Cartwright, Director of Goods Movement, Port of Los Angeles (POLA)

Commissioner Sharon Weissman, Vice President of the Long Beach Board of Harbor Commissioners, Port of Long Beach (POLB)

Theresa Dau-Ngo, Director of Transportation Planning, Port of Long Beach (POLB)

Matt Schrap, Chief Executive Officer, Harbor Trucking Association (HTA)

Lupe Valdez, Senior Director of Public Affairs, Union Pacific Railroad (UP)

Thomas Jelenić, Vice President, Pacific Merchant Shipping Association (PMSA)

Environmental Organizations

Dr. Joe Lyou, President and CEO, Coalition for Clean Air (CCA)

Christopher Chavez, Deputy Policy Director, Coalition for Clean Air (CCA)

Academic / Research / Policy / Foundations

Dr. Genevieve Giuliano, Director, METRANS

Edward Muna, Project Manager, USC Equity Research Institute (ERI)

Local Jurisdictions

Viviana Gomez, Transportation Deputy, LA County Supervisorial District 4

Ex-Officio

Connell Dunning, Environmental Scientist, U.S. Environmental Protection Agency, Region 9 (EPA Region 9)

Hector De La Torre, Executive Director, Gateway Cities Council of Governments (GCCOG)

Marisa Perez, Transportation Policy Advisor, Gateway Cities Council of Governments (GCCOG)

Matthew O'Donnell, Branch Chief, Risk Reduction Branch, California Air Resources Board (CARB)

Community Leadership Committee (CLC)

Irma Lopez, Cudahy

Marcos Lopez, Long Beach

Maria Reyes, Long Beach

Jamila Cervantes, Maywood

Project Team

Metro

Michael Cano, Executive Officer of Countywide Planning & Development

Lilian De Loza Gutierrez, Executive Officer of Local Government Relations & Countywide Initiatives, Community Relations

KeAndra Cylear-Dodds, Executive Officer, Equity and Race

Jessica Medina, Manager, Equity and Race

Lucy Delgadillo, Project Manager, Highway Programs

Caltrans

Jeff Newman, Transportation Planner

James Shankel, Senior Environmental Planner

Kelly Ewing-Toledo, Office Chief

AECOM

Dave Levinsohn, Vice President

Lilia Scott, Transportation Planning Project Manager

Aryeh Cohen, Urban Planner

Cal Strategic Management

Robert Cáliz, Principal

Here LA

Amber Hawkes, Co-Director

Shannon Davis, Co-Director

Cambridge Systematics

Jon Overman, Senior Associate

Morales-Partners

Erika Morales, Partner

Ramboll

Julia Lester, Principal

North Star Alliances

Ernesto Morales, Chief Executive Officer

Chris DeGroof, Chief Operating Officer

Arellano Associates

Susan DeSantis, Senior Project Manager

Melissa Holguin, Senior Project Manager

Laura Herrera, Project Manager

Nora Casillas, Deputy Project Manager

Trey Grogan, Senior Project Coordinator

Eric Davidian, Project Coordinator

The Long Beach-East Los Angeles Corridor Plan (LB-ELA CP) Task Force Meeting #27 was held virtually on Monday, December 11, 2023. The intent of Task Force Meeting #27 was to:

- Review and respond to relevant questions raised during November meetings
- Review and discuss the tiering process and results
- Begin discussing the funding strategy framework
- 2024 Community Engagement activities on Draft Investment Plan

Simultaneous interpretation in Spanish, Tagalog, and Khmer was provided. Prior to the meeting, the LB-ELA CP Task Force received the agenda (**Appendix A**) and presentation (**Appendix B**). Detailed comments can be found in (**Appendix C**).

Welcome, Introductions, Agenda Review, Meeting Objectives, and Attendance

- > Erika Morales, Partner, Morales + Morales, welcomed participants to the meeting and introduced the Metro Project Team.
- > Ms. Morales reviewed the meeting objectives and agenda.
- > 25 Task Force members, 4 Ex-Officio members, 4 CLC members, and 5 members of the public were present.

- > Michael Cano, Executive Officer, Countywide Planning & Development, reminded Task Force members of where the project started and where it is headed. A recording of Mr. Cano's remarks can be found [here](#).
- > Mr. Cano reflected on the needs of the Corridor and acknowledged the stakes of the project.
- > Mr. Cano thanked Task Force members for their continued participation and acknowledged the need for the Project Team to pause and provide an opportunity for Task Force members to get clarification as needed and to answer any questions.

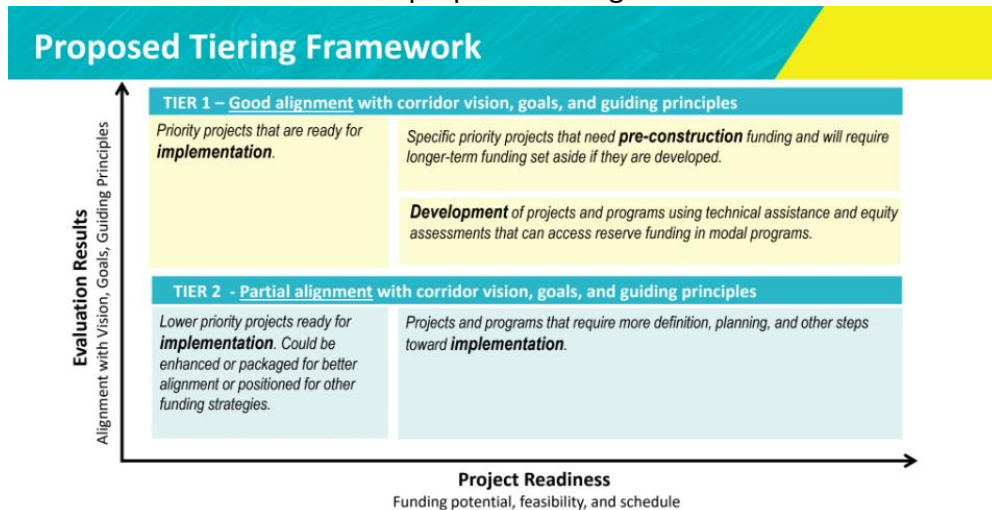
Agenda Item #1: Recap of November Meetings

- > Ms. Morales reviewed the list of project meetings and Metro committee meetings that occurred throughout November.
- > Ms. Morales shared the November Small Group Meeting Task Force and CLC participants.
- > Ms. Morales presented feedback from Task Force members on key topics previously shared during the November Task Force Meeting.
- > Highlights of the feedback from Task Force members included the following:
 - Initial Tiering Framework
 - Freeway Improvement Concepts
 - Equity/Evaluation Flags
 - Community Programs, Community Outreach Strategy
 - Reaching Consensus
 - At the November 30th CLC Meeting, the CLC supported moving forward with initial Draft Tiering Results (16 "I support", 2 "I can live with")
- > A Zoom poll was conducted during the meeting asking Task Force Members to share if they would be available to attend a potential new January Task Force meeting on Monday, January 8, 2024, from 5-7pm (14 "yes", 3 "no", and 4 "unsure").

Agenda Item #2: Draft Tiering Results by Mode

- > Project tiering is now divided into two components Tier 1 and Tier 2, with the A and B designations removed.
 - This change was informed by feedback received from Task Force and Community Leadership Committee members to better reflect how projects will fit into the Investment Plan
 - The streamlined tiering will provide increased clarity and directness into the Evaluation and Prioritization processes
- > Mr. Cano presented the new Proposed Tiering Framework.
 - Implementation
 - Recognize there are near-term funding opportunities that see an early round of investment given existing Measure R funding available (PIPO, etc.)
 - Planning Studies/Pilot Programs/Community Programs
 - Pre-Construction
 - Recognize some projects need more time to be ready for future funding cycles (planning, environmental, funding reserved for implementation in later years)

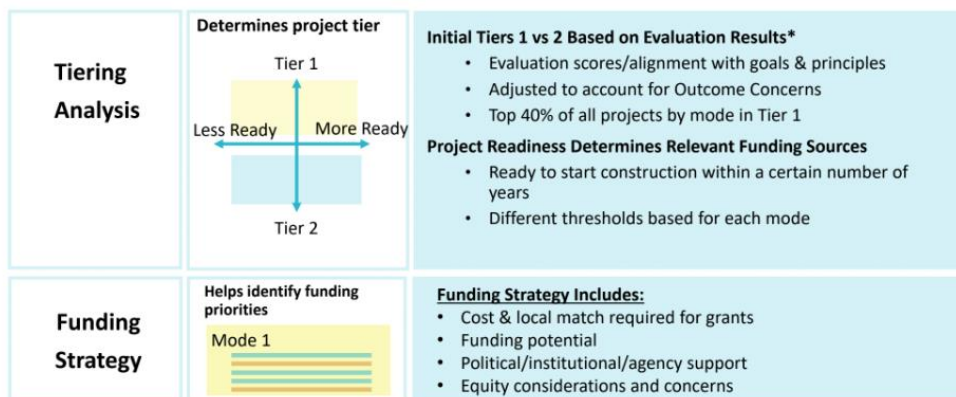
- Measure M funding is not yet available for implementation
 - Additional support to be ready for implementation
 - Development
 - To support the equity needs in the CMIP, we will create an opportunity for technical assistance for communities with greater need for planning resources and capacity, to develop projects that can access a reserve of funding available through modal programs in future years.
- > See slide 25 below for an outline of the proposed tiering framework.



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- > Jon Overman, Senior Associate, Cambridge Systematics shared how funding and support pathways are being identified for Community Programs. See slide 27 in **Appendix B** for detailed information.
- > Mr. Overman outlined how the Tiering of projects will be implemented into the Investment Plan. See slide 30 below for more details.

How does Tiering fit into the Investment Plan?



*Currently working on updated tiering results including exploring new Tier 1 thresholds. Updated list to be shared before January.

- > Mr. Overman shared the Initial Tiering Results for each project mode.
- > A breakdown of the Initial Tier 1 & Tier 2 projects are listed below:
 - Initial Tier 1 Projects
 - Active Transportation/TDM (17)
 - Arterial Roadway (27)
 - Freeway (14)
 - Goods Movement (5)
 - Transit (15)
 - Total of 78 projects in Tier 1
 - Initial Tier 2 Projects
 - Active Transportation/TDM (23)
 - Arterial Roadway (39)
 - Freeway (21)
 - Goods Movement (8)
 - Transit (22)
 - Total of 113 projects in Tier 2
- > Mr. Overman provided insight as to how the technical team determined the Tier 1 Results for Active Transportation, Arterial Roadway, Freeway, Goods Movement, and Transit projects. See slides 31-35 in **Appendix B** for detailed information.
- > Ms. Morales facilitated a discussion with the Task Force members.
- > Discussion highlights included:
 - Community feedback did not impact tiering. Tiering was impacted by Evaluation and Readiness.
 - Projects have not yet been identified for packaging. Metro is looking to see if there's a way to advance some projects that serve one mode well and combine them with a project that already meets a lot of the goals and objectives of the corridor.
 - A project is not guaranteed funding just because it scored in the top 10 of its mode. There are other Modal Investment Considerations that need to be met.

Agenda Item #3: Funding Strategy Framework

- > Mr. Overman previewed the Conceptual Framework for the Funding Recommendation including:
 - Multimodal investment plan
 - Project cost
 - Funding potential
 - Political and agency support
 - Concerns and equity considerations
- > Mr. Overman reminded Task Force members about the pathway and process of how projects will be funded.
 - The \$193 million remaining from Measure R/Measure M funding is not assigned to any particular project or mode.

- No mode is going to be fully funded solely by the Measure R funds remaining as there is not enough funding across the board.
- Projects not eligible for Measures R/M funding will receive support from Metro in grant funding through letters of support, technical assistance, and application partnerships.
- > Mr. Overman reviewed Modal Investment Considerations, including estimated funding needed to fund all Tier 1 projects, the ability to leverage grant funding, and some common grant sources. See slide 42 in **Appendix B** for details.
- > Aryeh Cohen, Planner, AECOM, explained how Concerns and Equity Flags are incorporated into the funding strategy framework.
 - Design and Construction Concerns
 - Total design and construction Concerns for short-term projects will be evaluated
 - Projects with a high number of Concerns may be deprioritized
 - Equity Flags
 - An 'Equity Flag' is raised when a project raises several concerns (5+ Concern Points) and is in EFC areas (at least 1/3 of project area)
 - Projects with a high number of Equity Flags may be deprioritized
 - Implementation Guidelines
 - For Metro led projects, Equity Flags and Concerns will specify strategies to address the potential adverse impacts
 - For projects led by others, Metro will include specific requirements for project sponsors to show how they are addressing Equity Flags and Concerns as part of funding eligibility
- > Mr. Overman shared implementation considerations for proposed projects that include the following:
 - Project Phasing
 - Project Packaging
 - Project Refinement
 - Project Guidelines
- > Mr. Cano presented three projects that are illustrative of Investment Plan Considerations.
 - Detailed information on these projects can be found on Slide 45 in **Appendix B**.
- > Mr. Cano shared a preview of funding recommendations for various illustrative projects and programs including timeline, project/program phase, and potential funding sources.

Agenda Item #4: Freeway Improvements

- > Mr. Cano presented Metro's approach and vision to the I-710 freeway and the Long Beach-East Los Angeles Corridor:
 - Metro adopted multimodal highway investment objectives as a board policy in June 2022 in response to the changing policy landscape at the local, state, and federal levels toward freeways

- The freeway has yet to be modernized since it was constructed 60 years ago. Existing conditions have led to safety and operational issues that spill over into neighboring communities; future conditions will only worsen
 - A thriving multimodal transportation system in the corridor, especially in and for corridor communities, will require investment across modes, including the freeway – in alignment with the corridor's vision and goals and to create a safer and better multimodal transportation system
- > Mr. Cano outlined how the proposed freeway improvement projects and programs reflect the vision, goals, and principles adopted by the LB-ELA Task Force and existing Metro Board policy.
- The proposed freeway improvements are aligned with the vision, goals, and principles adopted by the LB-ELA Task Force and existing Metro Board Policy.
 - Mr. Cano reviewed what types of improvements and projects are and are not being considered. See slide 52 in **Appendix B** for more detailed information.
- > Mr. Cano shared a comparison of how previous projects included in the Alternative 5C Freeway Expansion plan differentiate from proposed freeway improvement projects in the Initial LB-ELA CMIP. See slide 53 in **Appendix B** for more details.

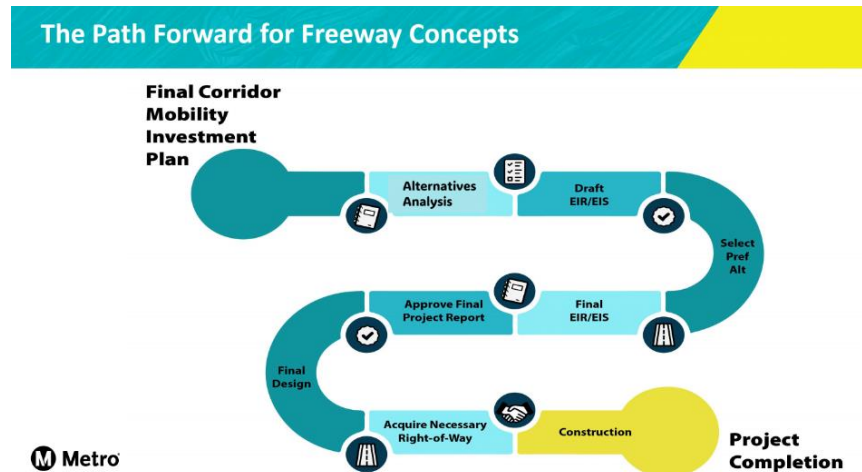
Freeway Improvement Concepts Comparison

Project No.	Interchange	Existing Freeway Lanes per Direction*	LB-ELA CMIP Freeway GP Lanes per Direction*	Alternative 5C Freeway GP Lanes per Direction*
LB-ELA_0034	Florence Ave.	4/4	4/4	5/5
LB-ELA_0033	Firestone Blvd.	4/4	4/4	5/5
LB-ELA_0032	Imperial Hwy.	4/4	4/4	5/5
LB-ELA_0037	I-105	6/4	6/4	6/6
No proposed project	Rosecrans Ave.	6/4	6/4	6/6
LB-ELA_0031	Abendral Blvd.	4/4	4/4	5/5
LB-ELA_0031	SR-91	4/4	4/4	6/6
LB-ELA_0030	Long Beach Blvd.	4/5	4/5	6/6
LB-ELA_0029	Del Amo Blvd.	4/4	4/4	5/5
LB-ELA_0036	I-405 / Wardlow	3/3	3/3	5/5
LB-ELA_0028	Willow St.	3/3	3/3	5/5
LB-ELA_0092	PCH	3/3	3/3	5/5
LB-ELA_0091	Anaheim St.	3/3	3/3	5/5



* The number of I-710 freeway mainline general purpose lanes by direction (Southbound/Northbound)
GP Lanes – General-Purpose freeway through lanes

- > Mr. Cano shared which Mainline, Interchange, Overcrossing, Technology, and other safety improvements are proposed for inclusion in the proposed initial project list. See slides 54-59 in **Appendix B** for detailed information.
- > Mr. Cano presented on the Future Project Development Path.
- Freeway infrastructure projects selected for consideration will undergo additional, more detailed study, under both the CEQA and NEPA environmental process.
- > The path forward for Freeway Concepts was outlined to provide context for Task Force members. See slide 61 below for details.



- > Ms. Morales facilitated a discussion with the Task Force members.
- > Discussion highlights included:
 - High numbers of outcome concerns can contribute to equity flags. The project team feels that the outcome concerns should impact tiering before the final prioritization.
 - Particulate matter from all vehicles will be addressed universally.
 - The project team is creating checkpoints to ensure that they are developing either an environmental process or an alternative analysis (a preliminary look at how a project could turn out) that reflects what they are trying to accomplish.
 - The Metro Board of Directors will be responsible for ensuring the project team continues to adhere to the necessary guidelines and rules. The technical expertise, the relationships, the knowledge, advocacy opportunities, everything we put together in this Task Force that's so representative helps us continue to bring these projects to implementation.

Agenda Item #5: Community Engagement Update

- > Agenda Item #5 was not covered in Task Force Meeting #27 due to time constraints.

Agenda Item #6: Closing Remarks & Next Steps

- > Ms. Morales reviewed the upcoming meeting schedule.
- > Ms. Morales encouraged Task Force members and members of the public to contact Mr. Cano should they have any questions or concerns.
- > The meeting was adjourned at 7:22 pm.

Meeting Format Logistics

- Meeting Format: Zoom Meeting
- Participants: Task Force, CLC, and Members of the Public

Meeting Materials

[Agenda](#)

[Presentation](#)



The Long Beach-East Los Angeles Corridor Mobility Investment Plan

Task Force Meeting #27 Agenda / Agenda de la Reunión del Comité Consultivo #27
Monday, December 11, 2023 / lunes, 11 de diciembre, 2023
5-7pm

Interpretation in Spanish, Khmer, and Tagalog will be provided.
Se proporcionará interpretación en español, jemer y tagalo.

Webinar Link / Enlace de Reunión: lb-ela-cp-taskforcemeetings.com

Webinar ID / ID de Reunión: 889 4377 5655

Passcode / Contraseña: 5851

- 5:00pm Welcome and Opening Remarks**
Bienvenida y palabras de apertura
- 5:05pm Agenda Item #1: Recap of November Meetings**
Punto #1 de la Agenda: Resumen de las reuniones de noviembre
- 5:25pm Agenda Item #2: Draft Tiering Results by Mode**
Punto #2 de la Agenda: Resultados del Borrador de Clasificación por Modo
- 5:55pm Agenda Item #3: Funding Strategy Framework**
Punto #3 de la Agenda: Marco de la estrategia de financiación
- 6:25pm Agenda Item #4: Freeway Improvements**
Punto #4 de la Agenda: Mejoras en la Autopista
- 6:45pm Agenda Item #5: Community Engagement Update**
Punto #5 de la Agenda: Actualización de la Participación Comunitaria
- 6:55pm Closing Remarks & Next Steps**
Comentarios finales y próximos pasos
- 7:00pm Adjournment**
Aplazamiento

Welcome!

Task Force Meeting #27

December 11, 2023

Facilitators



Erika C.B. Morales

Partner, Morales + Morales Partners



Robert Cálix

Cal Strategic Management

Metro Project Team



Michael Cano
Countywide Planning &
Development



Avital Barnea
Multimodal Integrated
Planning



Ernesto Chaves
Strategic Innovation



KeAndra Cylear-Dodds
Equity and Race



Lilian De Loza-Gutierrez
Community Relations



Lucy Delgadillo
Highway Programs



Jessica Medina
Equity and Race

Welcome and Objectives

Ground Rules

1. Participate to the fullest of your ability - An inclusive Investment Plan depends on the participation of every stakeholder.
2. Respect others when they are speaking.
3. Listen actively with an ear to understand others' views.
4. If needed, ask questions or for clarifying information from speakers on the subject matter at hand.
5. Do not be afraid to respectfully challenge one another by asking questions but refrain from personal attacks – focus on ideas.

Meeting Objectives

- > Review and respond to relevant questions raised during November meetings
- > Review and discuss the tiering process and results
- > Begin discussing the funding strategy framework
- > 2024 Community Engagement activities on Draft Investment Plan

Detailed Agenda

5:00pm Welcome and Opening Remarks (5 mins)

- i. Opening Remarks
- ii. Introductions, Ground Rules, Objectives, Agenda

5:05pm Agenda Item #1: Recap of November Meetings (20 mins)

- i. November Meetings – What We Heard
- ii. Task Force Discussion
- iii. Public Comment

5:25pm Agenda Item #2: Initial Tiering Results by Mode (30 mins)

- i. Overview
- ii. Task Force Discussion
- iii. Public Comment

5:55pm Agenda Item #3: Funding Strategy Framework (30 mins)

- i. Overview
- ii. Task Force Discussion
- iii. Public Comment

6:25pm Agenda Item #4: Freeway Improvements (20 mins)

- i. Overview
- ii. Task Force Discussion
- iii. Public Comment

6:45pm Agenda Item #5: Community Engagement Update (10 mins)

- i. Overview
- ii. Task Force Discussion
- iii. Public Comment

6:55pm Closing Remarks & Next Steps (5 mins)

- i. Upcoming Meetings
- ii. General Public Comment

7:00pm Adjournment

Agenda Item #1: Recap of November Meetings

Recent Meetings

LB-ELA Meetings

CLC – *Virtual Meeting*

Thursday, November 16, 5-7pm

Task Force – Small Group Meetings – *Virtual Meetings*

November 14-17, 27-29

CLC – *Virtual Meeting*

Thursday, November 30, 5-7pm

Equity Working Group – *Virtual Meeting*

Monday, December 4, 5-7pm

Metro Meetings

Planning and Programming Committee Meeting

Wednesday, November 15, 1pm

Draft Investment Plan - Status Report

Executive Management Committee Meeting

Thursday, November 16, 11am

Draft Investment Plan - Status Report

Small Group Meetings – Participating Task Force Members

Environmental/Air Quality Agencies – 11/17/23

- Environmental Protection Agency
- California Air Resources Board
- Community Leadership Committee
- Caltrans
- LA Metro

Local Jurisdictions – 11/17/23

- City of Long Beach
- City of Los Angeles
- LA Metro
- Southeast LA Collaborative
- LA County Board of Supervisors
- Gateway Cities Council of Governments

CEHAJ – 11/20/23

- Long Beach Alliance for Children with Asthma
- Natural Resources Defense Council
- Legal Aid Foundation of Los Angeles
- Earthjustice
- EYCEJ
- CBE
- LA Metro

CBOs & Advocacy Groups – 11/27/23

- Community Leadership Committee
- Long Beach Alliance for Children with Asthma
- Coalition for Clean Air
- USC Equity Research Institute

Freight Industry – 11/28/23

- Gateway Cities Council of Governments
- Port of Long Beach
- Port of Los Angeles
- City of Long Beach
- Pacific Merchant Shipping Association
- Harbor Trucking Association
- Community Leadership Committee

Transportation – 11/29/23

- CalStart
- Alameda Corridor
- Metrolink
- USC METRANS
- Southern California Association of Governments
- Community Leadership Committee

Other November Meetings – *What We Heard*

> **Initial Tiering Framework**

- Provide maps that show the geographic locations of Tier 1 projects.
- Tier A and B labels are confusing.

> **Freeway Improvement Concepts**

- NEPA/CEQA process and conformity analysis.

> **Equity/Evaluation/Flags**

- Clarify how flags will be used.
- Ensure that equity evaluation and flags capture impacts from projects across all corridor communities.

Other November Meetings – *What We Heard*

> **Community Programs**

- Find a way to treat Community Programs as special priorities that follow a different implementation trajectory.

> **Community Outreach Strategy**

- Clarify the community outreach strategy for presenting the Investment Plan.
- Engage CBOs early and often in the development of community programs.

> **Reaching Consensus – Support for moving forward based on tiering results to prepare the investment plan**

- At their November 30th Meeting, the CLC supported moving forward with initial Draft Tiering Results. (16 “I support”, 2 “I can live with”)

November CLC Meetings – *What We Heard*


- > **So that we have more time to discuss these pending comments...**
 - There will not be a test for consensus tonight
 - Let's take a poll regarding a Monday, January 8 meeting (5-7pm)

Task Force Discussion


Public Comment

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

- > Click **Raise Hand** or 
- > **Press*9** on the phone line.
- > Comments and questions can also be provided using the **Q&A** function on the control panel.

*Se le dará **1 minuto** para hacer su pregunta o comentario para darles a todos los asistentes la oportunidad de hablar.*

- > *Haga clic en “**Raise Hand**” o *
- > *“**Levantar la mano**” presione ***9** en la línea telefónica.*
- > *Los comentarios y las preguntas también se pueden proporcionar por escrito mediante la función de **Q&A** en el panel de control.*

01:00

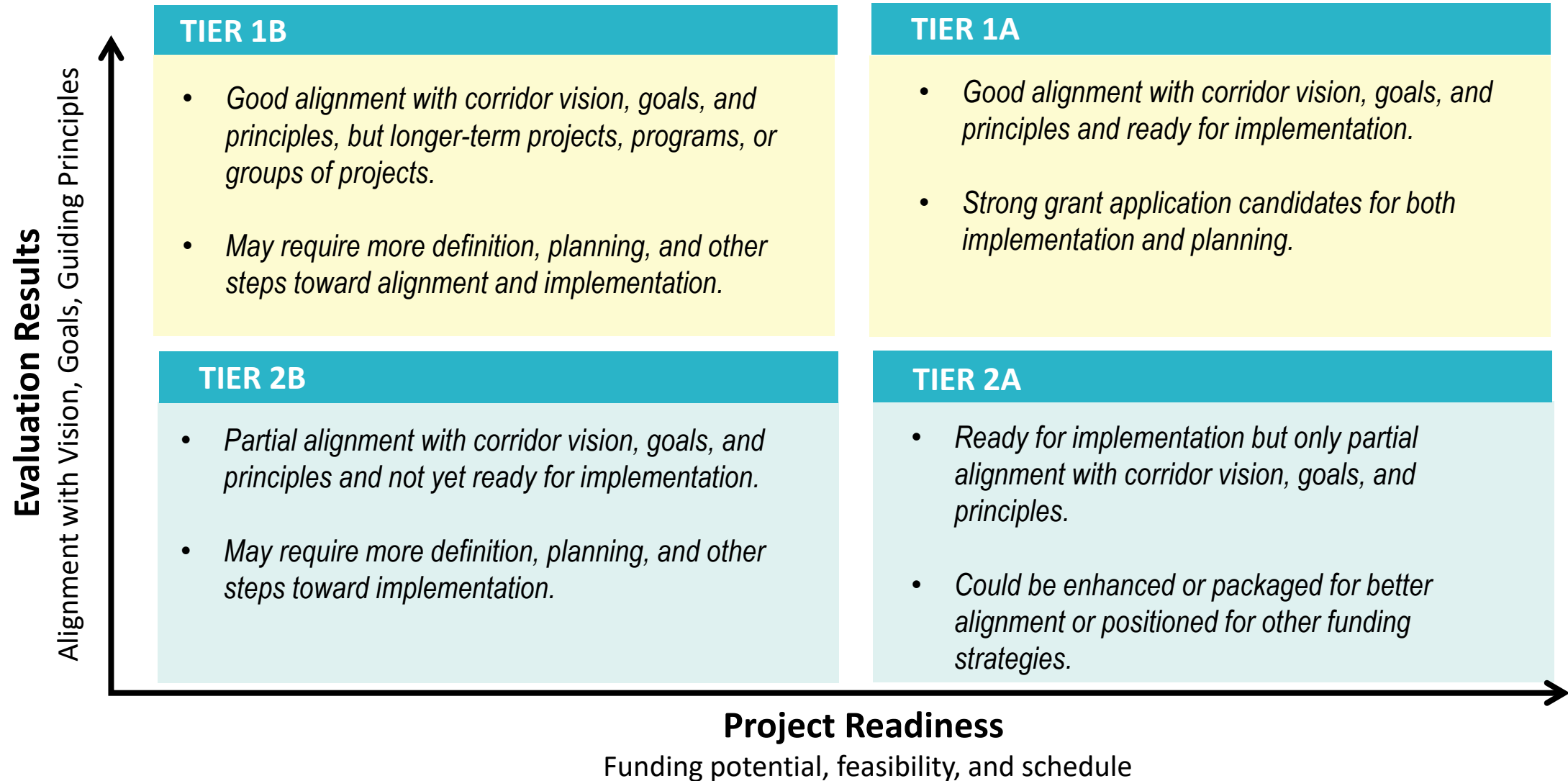
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Agenda Item 2: Initial Tiering Results by Mode

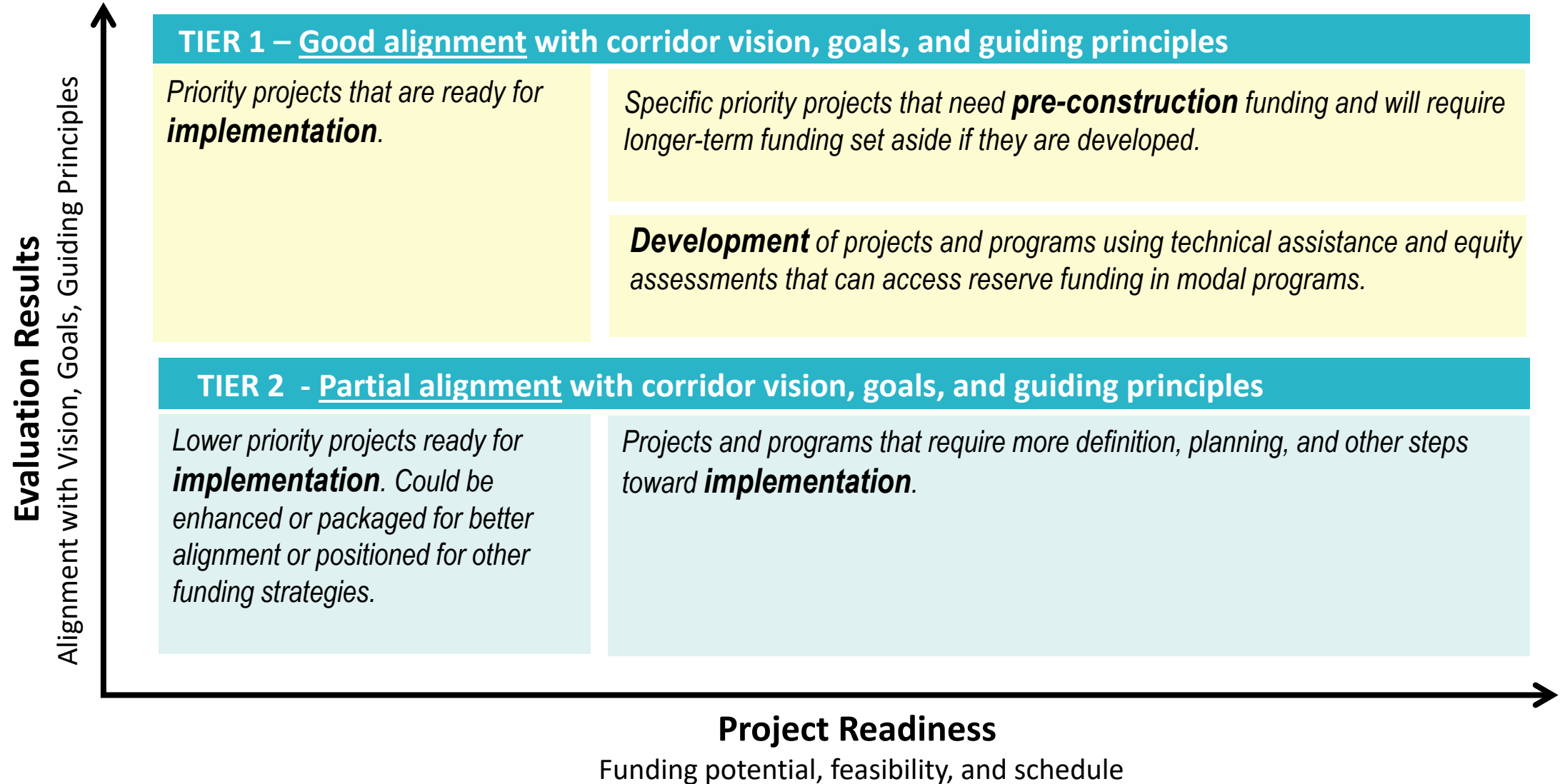
Initial Tiering Results

- > Today is an in-depth discussion on initial tiering results
- > We will be sharing the new proposed tiering framework
- > A status report was presented to the Metro Board of Directors at November committee meetings
- > Initial tiering results are subject to change based on feedback received

Initial Tiering Framework



Proposed Tiering Framework



Proposed Tiering Framework

> **Implementation**

- Recognize there are near-term funding opportunities that see an early round of investment given existing Measure R funding available (PIPO, etc.)
- Planning Studies/Pilot Programs/Community Programs

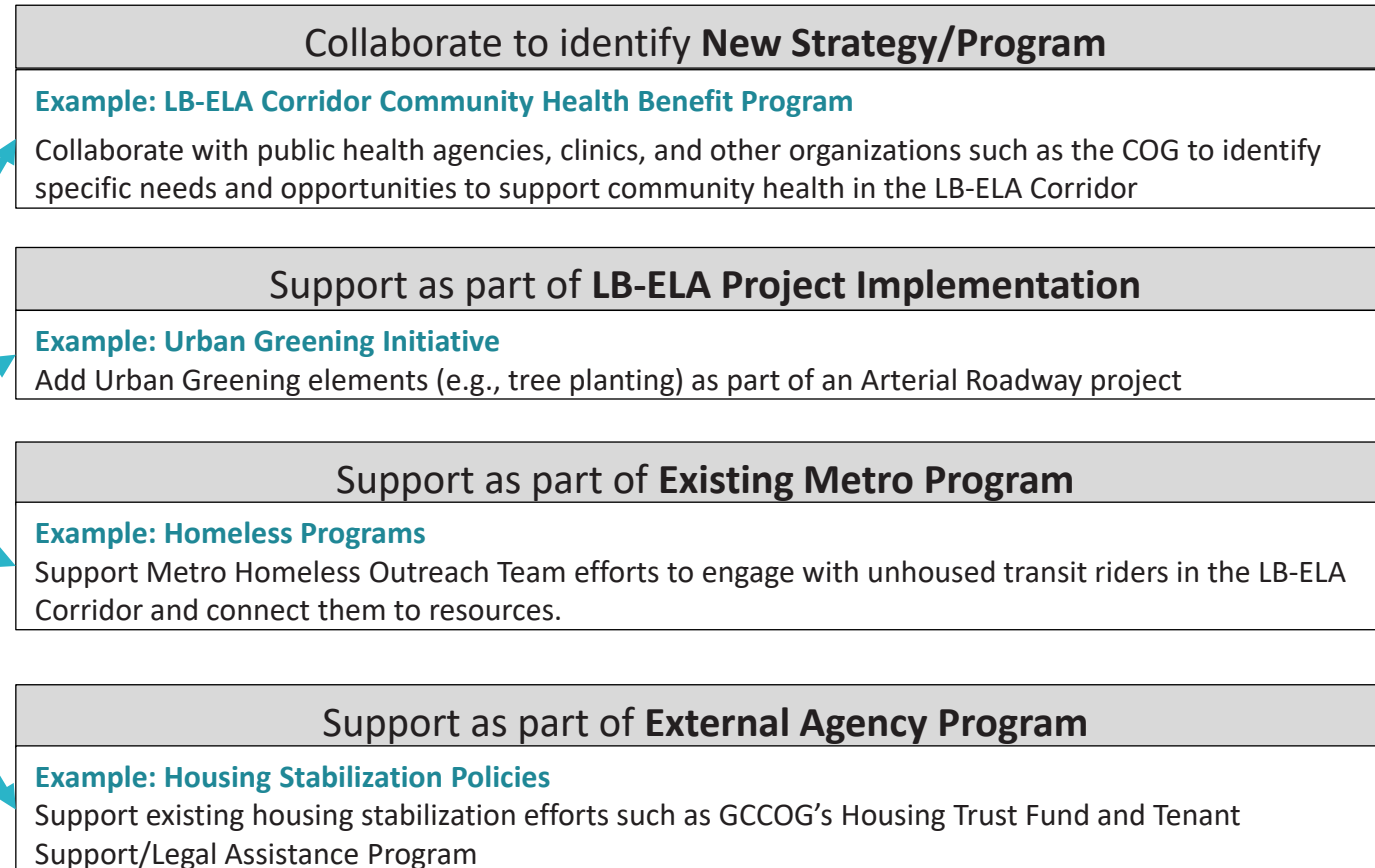
> **Pre-Construction**

- Recognize some projects need more time to be ready for future funding cycles (planning, environmental, funding reserved for implementation in later years)
- Measure M funding is not yet available for implementation
- Additional support to be ready for implementation

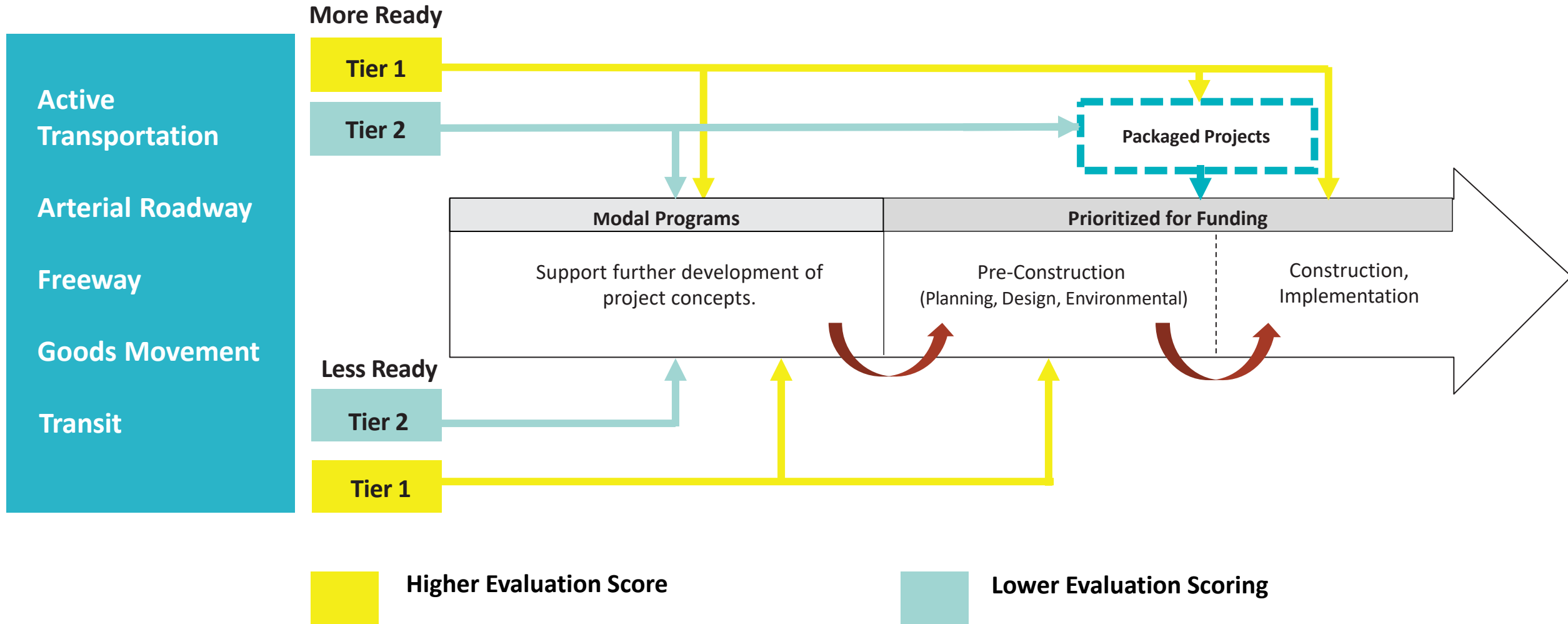
> **Development**

- To support the equity needs in the CMIP, we will create an opportunity for technical assistance for communities with greater need for planning resources and capacity, to develop projects that can access a reserve of funding available through modal programs in future years.

Identifying Funding and Support Pathways for Community Programs



Project Funding and Support Pathways



*There will be separate pathways for **Community Programs** that we will discuss later today

Initial Tiering Results

Initial Tier 1 Projects

Mode	Tier 1
Active Transportation / TDM	17
Arterial Roadway	27
Freeway	14
Goods Movement	5
Transit	15
Total	78

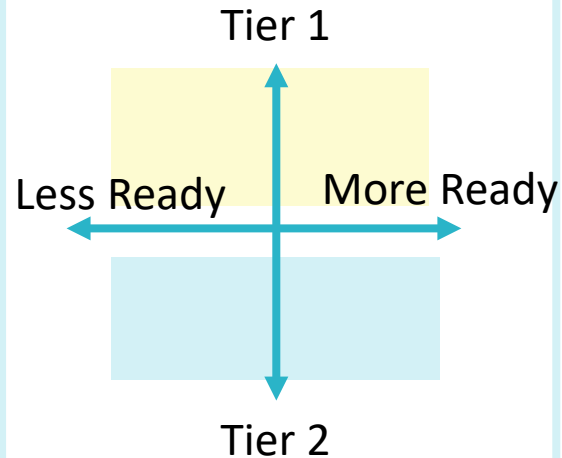
Initial Tier 2 Projects

Mode	Tier 2
Active Transportation / TDM	23
Arterial Roadway	39
Freeway	21
Goods Movement	8
Transit	22
Total	113

How does Tiering fit into the Investment Plan?

Tiering Analysis

Determines project tier



Initial Tiers 1 vs 2 Based on Evaluation Results*

- Evaluation scores/alignment with goals & principles
- Adjusted to account for Outcome Concerns
- Top 40% of all projects by mode in Tier 1

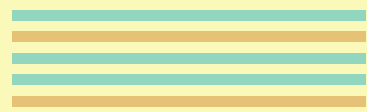
Project Readiness Determines Relevant Funding Sources

- Ready to start construction within a certain number of years
- Different thresholds based for each mode

Funding Strategy

Helps identify funding priorities

Mode 1

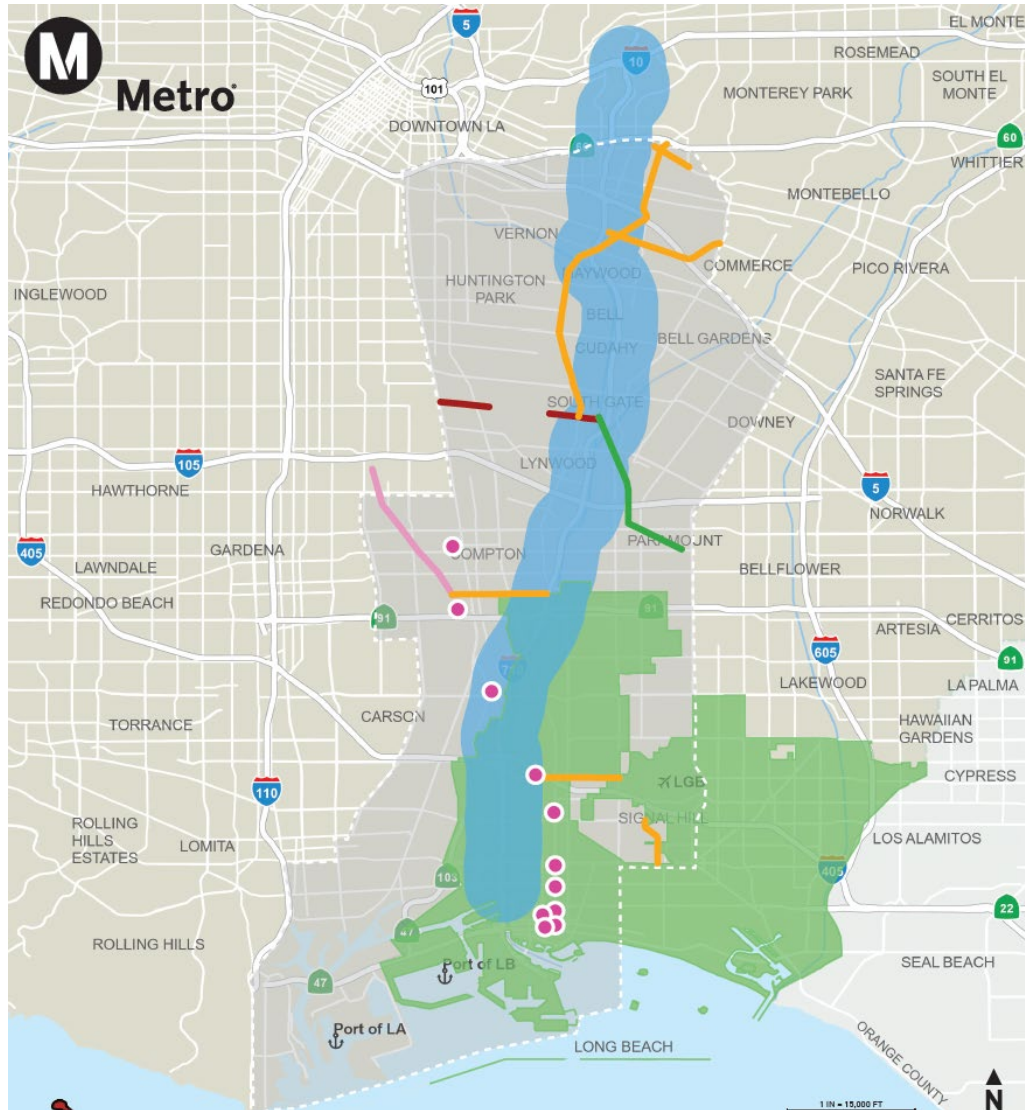


Funding Strategy Includes:

- Cost & local match required for grants
- Funding potential
- Political/institutional/agency support
- Equity considerations and concerns

Initial Tier 1 Results – Active Transportation

Active Transportation (10 examples)



Takeaways – Active Transportation

- Many projects and programs are corridor-wide, comprehensive efforts to improve safety and appearance, amenities, widened sidewalks, crosswalks, ADA enhancements, signs and signals, striping, lighting, protection, improved bus stops, traffic calming, etc.
- New and improved bike facilities are also included corridor-wide

Code	Project Name
	Blue Line First Last Mile Plan Improvements (0008)
	City of Long Beach 8-to-80 Bikeways (0162)
	West Santa Ana Branch Bike & Pedestrian Trail (0111)
	LB-ELA Corridor Bicycle Gap Closure Projects (0163)
	Compton Creek Bike Underpasses (0165)
	Tweedy Boulevard Active Transportation Improvements (0212)
	I-710 Livability Initiative (0214)
Study Area Wide	
	Regionally significant bike projects from the Metro Active Transportation Plan (0017)
	Pedestrian / Bicycle Enhancements and Safety Features (0201)
	Pedestrian Gap Closure Projects (0204)

Initial Tier 1 Results – Arterial Roadway

Arterial Roadway (10 examples)



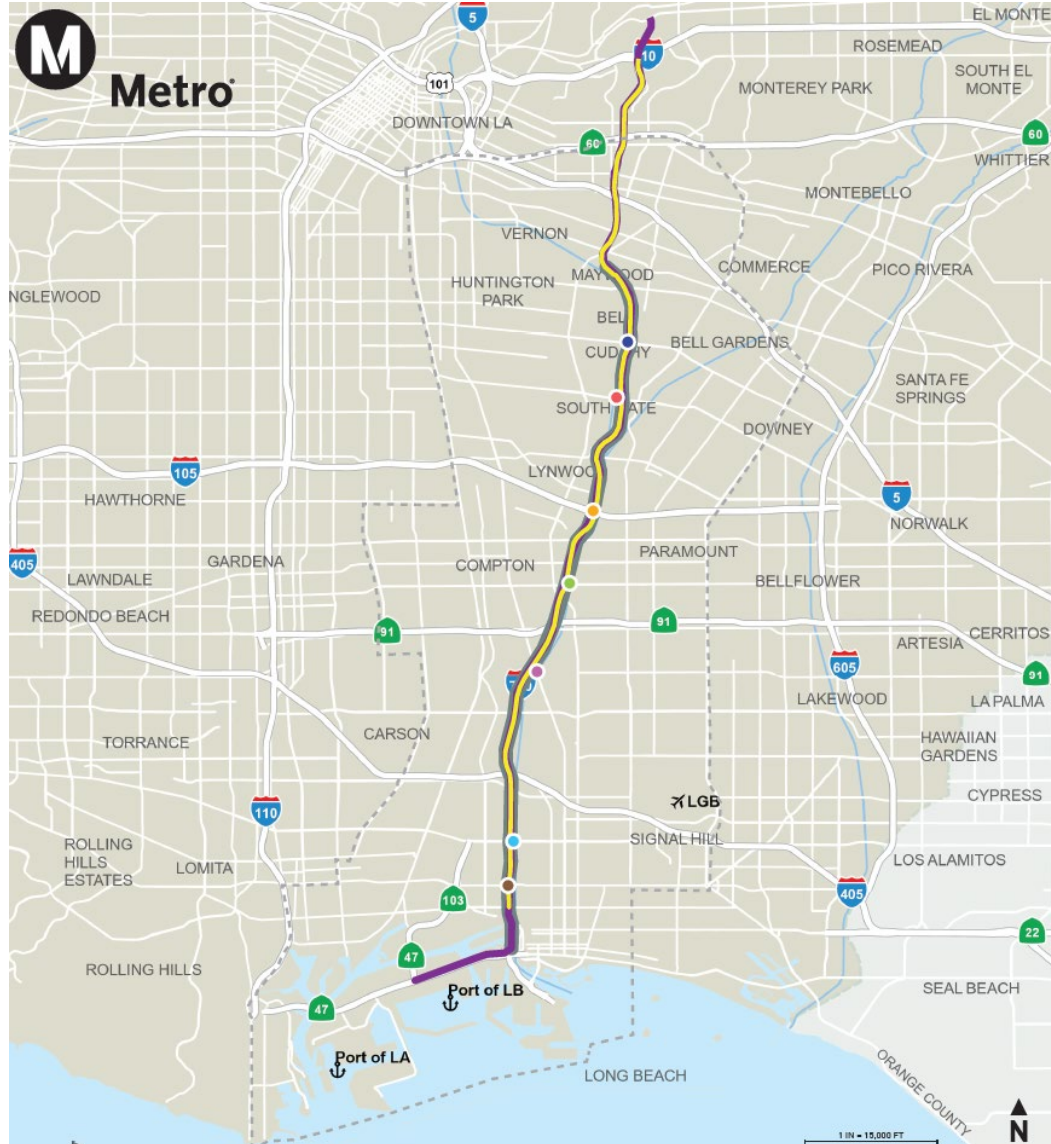
Takeaways – Arterial Roadway

- Multimodal corridor improvements that include walking, biking, vehicle, and safety improvements, and beautification along major corridors within the study area.

Code	Project Name
	Shoemaker Bridge/Shoreline Drive (0010)
	Artesia Complete Street Corridor (0056)
	Atlantic Complete Street Corridor (0057)
	Florence Complete Street Corridor (0058)
	Imperial Complete Street Corridor (0059)
	Alondra Complete Street Corridor (0060)
	Slauson Complete Street Corridor (0061)
	Long Beach Complete Street Corridor (0062)
	Gage Avenue Street Improvements (0064)
	Garfield Avenue Improvement Project (0129)

Initial Tier 1 Results – Freeway

Freeway (10 examples)



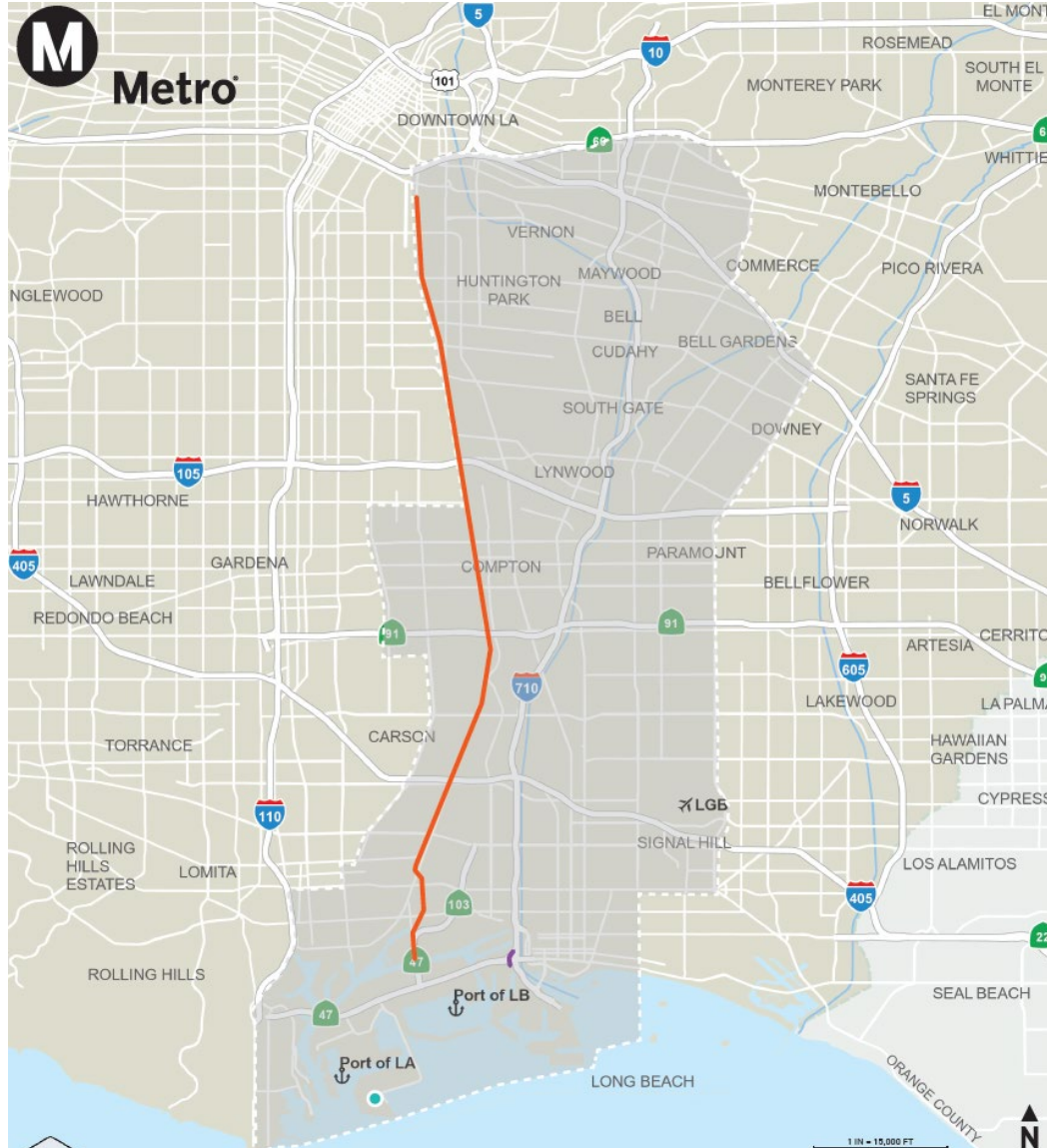
Takeaways – Freeway

- Freeway Concepts that improve operations and include bike/pedestrian accommodations score are included in Tier 1
- Includes some non-traditional freeway projects/programs (freeway lids, traffic controls, congestion pricing)

Code	Project Name
	I-710/Willow Interchange Improvements (0028)
	I-710/Long Beach Blvd. Interchange Improvements (0030)
	I-710/Alondra Interchange Improvements & Modification of SBI-710 to SR-91 Connectors (0031)
	I-710/Firestone Interchange Improvements (0033)
	I-710/Florence Interchange Improvements (0034)
	I-710/I-105 Connector Project Improvements (0037)
	I-710/PCH Interchange Improvement (0092)
	Congestion Pricing (0153)
	Traffic Controls at I-710 Freeway Ramps (0156)
	Freeway Lids, Caps, and Widened Bridge Decks (0181)

Initial Tier 1 Results – Goods Movement

Goods Movement (all)



Takeaways – Goods Movement

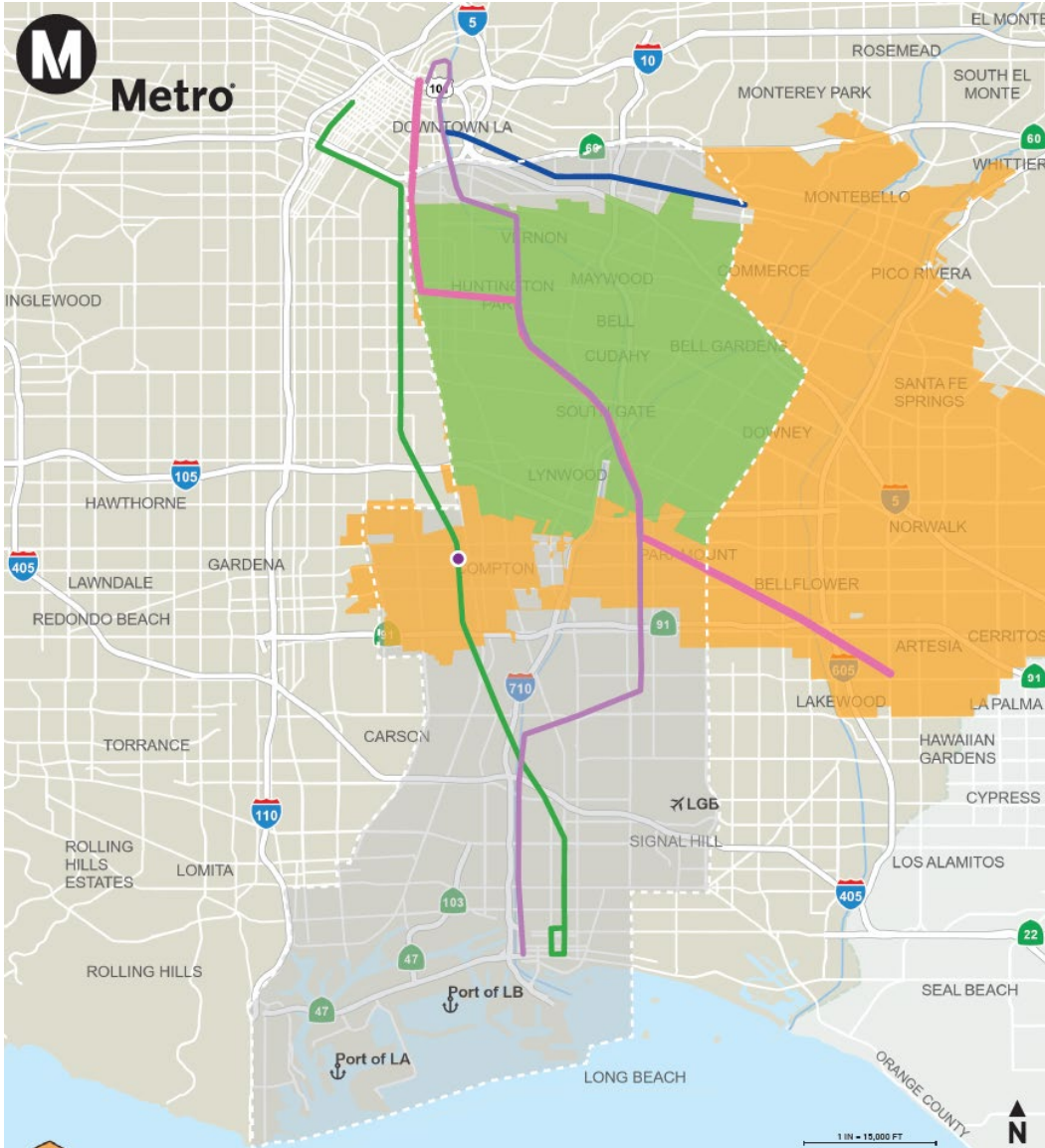
- Five projects/programs on the list
- Clean freight initiatives, with the benefit of reducing emissions, rose to the top
- Top ranked in this category is the corridor-wide initiative to convert diesel trucks in favor of zero-emissions trucks.

Code	Project Name
	Pier 400 On Dock Rail Modernization (0024)
	Pico Avenue Street Improvement (0123)
	Freight Rail Electrification Pilot Project (0217)

Study Area Wide	
	Long Beach-East Los Angeles Corridor Clean Truck Program (0004)
	Clean Truck Infrastructure (0023)

Initial Tier 1 Results – Transit

Transit (10 examples)



Takeaways – Transit

- Some operational improvements: On-demand transit service for the northern area and other improvements to bus service (frequency and amenities)
- New and improved rail service and dedicated bus lanes are also included.


Code	Project Name
	West Santa Ana Branch Transit Corridor (LRT) (0001)
	Metro Micro Transit Zone(s) (0140)
	Compton Transit Management Operations Center Enhancements (0168)
	Southeast LA Transit Improvement Program (0169)
	Install Quad Safety Gates at all A Line (Blue Line) Crossings (0175)
	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.) (0178)
	Metrolink Regional Rail Line between Union Station and Long Beach (0219)
Study Area Wide	
	Enhanced Transit Security (0136)
	Improved Frequency of Metro Buses in the LB-ELA Study Area (0164)
	Bus Stop Improvement (0203)

Task Force Discussion


Public Comment

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

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Agenda Item #3

Funding Strategy Framework

Funding Recommendation – Preview of Conceptual Framework

Multimodal investment plan

- Projects and programs from each of the six modes will be recommended for funding *and* recommended projects will often serve multiple modes
- Funding amount per mode is to be determined

Project Cost

- Metro does not anticipate fully funding projects; grant strategy will contain details on local match requirements

Funding Potential

- Projects that address certain criteria may be good candidates for grants (varies based on grant program)

Political and Agency support

- Community input consideration flags
- Sponsor agency priority

Concerns and Equity Considerations

- Design and construction concerns
- Equity flags
- Subregional balance

How Will We Fund the Projects?

Metro-Led Projects

City, Jurisdiction, or County-Led Projects

Projects NOT Eligible for Measures R/M Funding

Other Funding Needed

Metro Role:
Lead grant applications

Metro Role:
Lead or support grant applications

Metro Role:
Support grant funding
(e.g. letters of support, technical assistance, application partnership)

Measures R/M Eligible = **\$693M***

This is only enough money to fund *a small amount of the overall need.*
Metro must leverage Measure R & M Funds to fully fund eligible projects

*Funding is available in different years: \$193M (FY2023) from Measure R, \$250M (FY2026) and \$250M (FY2032) from Measure M

Does not include \$50M already allocated to Zero Emission Truck program

Modal Investment Considerations

Mode	Tier 1 Projects / Programs	Estimated Funding Need (All Projects)	Ability to leverage grant funding	Common Grant Sources (not exhaustive)
Active Transportation	17	\$600-\$800M	Moderate	RCN, SS4A, ATP
Arterial	37	\$1.8-\$2.5B	High	RAISE, SS4A, ATP, BIP, SCCP
Community Programs	15	NA	Low	TBD
Freeway	14	\$2-\$4B	High	RAISE, SMART, INFRA, RCN, SCCP
Goods Movement	5	\$1-\$1.5B	Moderate	TCEP, RAISE, INFRA, PIDP
Transit	15	\$6B+	High	NS/SS, RAISE, SCCP, TIRCP

Federal:

INFRA: Nationally Significant Multimodal Freight & Highway Projects
 SMART: Strengthening Mobility and Revolutionizing Transportation
 RCN: Reconnecting Communities and Neighborhoods
 RAISE: Rebuilding American Infrastructure with Sustainability and Equity

BIP: Bridge Improvement Program
 NS/SS: New Starts/ Small Starts
 PIDP: Port Infrastructure Development Program
 SS4A: Safe Streets for All

State:

ATP: Active Transportation Program
 SCCP: Solutions for Congested Corridors
 TCEP: Trade Corridor Enhancement Program
 TIRCP: Transit and Intercity Rail Capital Program

Incorporating other Concerns and Equity Flags

Design and Construction Concerns

- > Evaluate total design and construction Concerns for short-term projects
 - > Those projects with a high number of Concerns may be deprioritized

Equity Flags

- > An 'Equity Flag' is raised when a project raises several concerns (5+ Concern Points) and is located in EFC areas (at least 1/3 of project area)
 - > Those projects with a high number of Equity Flags may be deprioritized

Implementation Guidelines

- > For Metro led projects, Equity Flags and Concerns will specify strategies to address the potential adverse impacts
- > For projects led by others, Metro will include specific requirements for project sponsors to show how they are addressing Equity Flags and Concerns as part of funding eligibility

Implementation Considerations

- > **Project Phasing**
 - Some projects will need to be phased over time
 - Metro may commit to funding pre-construction activities or a project segment with the expectation of funding future phases
- > **Project Packaging**
 - Increase efficiency and avoid wasted resources
 - Enhances the potential for grant funding
 - Can create synergies and compound benefits between complementary projects
- > **Project Refinement**
 - Modal programs will be used to refine and further develop lower-scoring and less-ready programs
 - Programs will also include support for project scoping and idea generation for lower-resourced communities
- > **Guidelines**
 - Requirements to address Concerns or Equity Flags

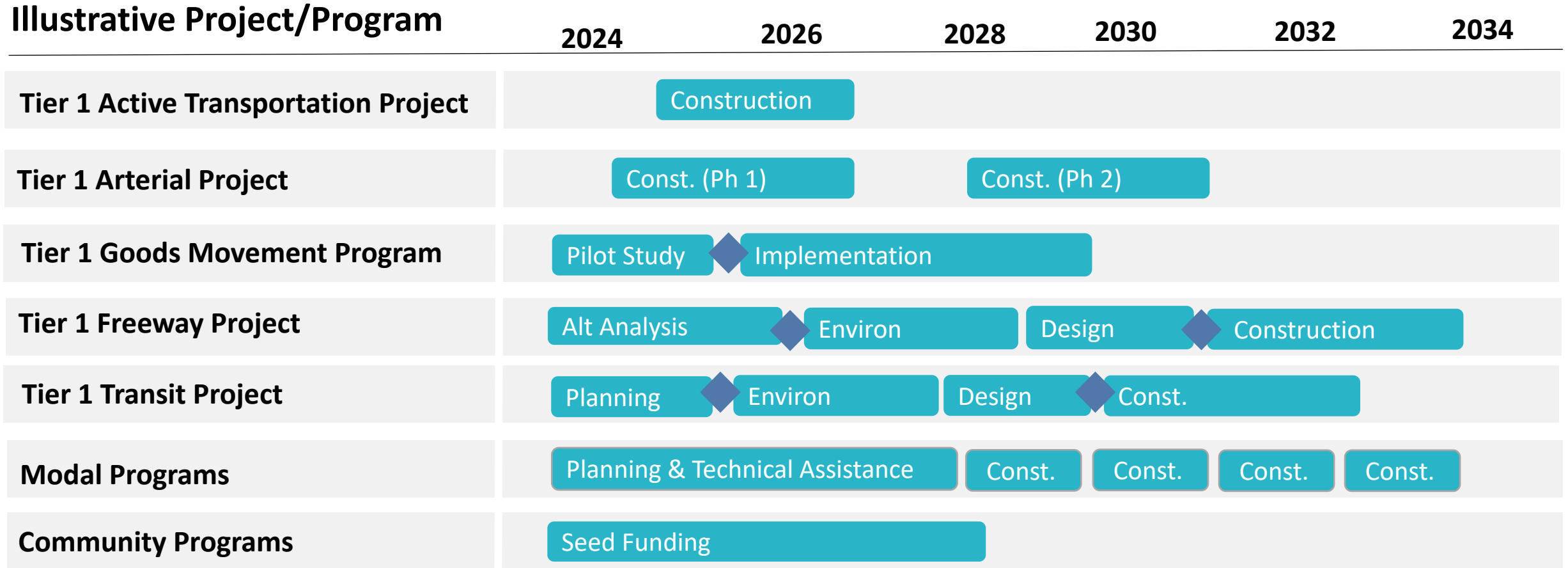
Illustrative Projects – Investment Plan Considerations

- > **Tier 1 Arterial/Complete Streets Project would likely:**
 - Cross multiple jurisdictions and have to be phased (differing scope/schedule)
 - Require near-term and long-term measure funding
 - Rely heavily on leveraging grant funding over multiple funding cycles

- > **Tier 1 Freeway Interchange Improvement Concept would likely:**
 - Require immediate planning funding to initiate alternatives analysis for selected priority concepts
 - Pending outcome of alternatives analysis, receive funding for environmental and design
 - Pending outcome of the environmental process, receive access to funding to support implementation
 - Improvement concept will require coordination with Caltrans and will need to follow NEPA/CEQA process

- > **Tier 1 Active Transportation Program would likely:**
 - Provide near-term measure funding for shovel ready projects
 - Provide near-term measure funding for project identification and scoping, and reserve future funding for construction
 - Focus on funding gap closures and connections to Equity Focus Communities

Preview of Funding Recommendations



Measure R – funding for construction

Measure M – funding for planning (available now)

Measure M – funding for construction (FY26 and FY32 resources)


◆ Funding reserved for future phases if project passes these decision points

Task Force Discussion


Public Comment

Public Comment

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Agenda Item #4: Freeway Improvements

What is Metro's approach to the I-710 freeway?

- > Metro adopted multimodal highway investment objectives as a board policy in of June 2022 in response to changing policy landscape at local, state, and federal level toward freeways
- > The freeway has yet to be modernized since it was constructed 60 years ago. Existing conditions have led to safety and operational issues that spill over into neighboring communities; future conditions will only worsen.
- > A thriving multimodal transportation system in the corridor, especially in and for corridor communities, will require investment across modes, including the freeway – in alignment with the corridor's vision and goals and to create a safer and better multimodal transportation system.

Freeway Improvements

How do the proposed freeway improvement concepts and programs reflect the vision, goals, and principles adopted by the LB-ELA Task Force and existing Metro Board policy?

The proposed freeway improvements are aligned with the vision, goals and principles adopted by the LB-ELA Task Force and existing Metro Board Policy. This is illustrated below in what we are considering and not considering:

What We Are Considering

- **I-710 Mainline (Safety and Operational improvements)**
- **Local Interchanges/Overcrossings and partial Freeway Interchanges**
- **Technology**

What We Are NOT Considering

- **Freeway widening**
- **Full freeway to freeway interchanges**
- **General purpose lanes**
- **Concepts with major displacements**

Freeway Improvement Concepts Comparison

Project No.	Interchange	Existing Freeway Lanes per Direction*	LB-ELA CMIP Freeway GP Lanes per Direction*	Alternative 5C Freeway GP Lanes per Direction*
LB-ELA_0034	Florence Ave.	4/4	4/4	5/5
LB-ELA_0033	Firestone Blvd.	4/4	4/4	5/5
LB-ELA_0032	Imperial Hwy.	4/4	4/4	5/5
LB-ELA_0037	I-105	6/4	6/4	6/6
<i>No proposed project</i>	Rosecrans Ave.	6/4	6/4	6/6
LB-ELA_0031	Alondra Blvd.	4/4	4/4	5/5
LB-ELA_0031	SR-91	4/4	4/4	6/6
LB-ELA_0030	Long Beach Blvd.	4/5	4/5	6/6
LB-ELA_0029	Del Amo Blvd.	4/4	4/4	5/5
LB-ELA_0036	I-405 / Wardlow	3/3	3/3	5/5
LB-ELA_0028	Willow St.	3/3	3/3	5/5
LB-ELA_0092	PCH	3/3	3/3	5/5
LB-ELA_0091	Anaheim St.	3/3	3/3	5/5

* The number of I-710 freeway mainline general purpose lanes by direction (Southbound/Northbound)

GP Lanes – General-Purpose freeway through lanes

Freeway Improvements

What Mainline safety infrastructure improvements are on the project list?

Two (2) safety & operational Mainline infrastructure improvements are on the Project List:

- Auxiliary Lane: Between Willow St. and Wardlow Rd./I-405 (LB-ELA_0035)
- Auxiliary Lane: Between Del Amo Blvd. and Long Beach Blvd. (LB-ELA_0038)

Freeway Improvements

What Interchange safety improvements are on the project list?

Twelve (12) I-710 Interchange improvements are on the Project List:
(Arterial Interchanges include multimodal improvements to crossing arterials)

- Florence Ave. (LB-ELA_0034)
- Firestone Blvd. (LB-ELA_0033)
- Imperial Hwy. (LB-ELA_0032)
- I-105 (LB-ELA_0037)- *Partial*
- Alondra Blvd. (LB-ELA_0031)
- SR-91 (LB-ELA_0031)- *Partial*
- Del Amo Blvd. (LB-ELA_0029)
- Long Beach Blvd. (LB-ELA_0030)
- I-405/Wardlow Rd. (LB-ELA_0036) - *Partial*
- Willow St. (LB-ELA_0028)
- PCH (LB-ELA_0092)
- Anaheim St. (LB-ELA_0091)

Freeway Improvements

What Overcrossing safety improvements are on the project list?

Overcrossing safety improvements included on the Project List are:

- All I-710/arterial interchange improvements will have multimodal components – safe bicycle and pedestrian pathways integrated with the crossing arterials. Concepts addressing the bridge span will also identify opportunities to improve bus transit across the freeways to connect separated communities more directly.
- Separate bicycle and pedestrian freeway crossings
 - Humphreys Ave Overcrossing – East LA (LB_ELA_0139)
 - Spring Street Overcrossing – Long Beach (LB_ELA_0138)
 - Hill Steet Overcrossing – Long Beach (LB_ELA_0094)

Freeway Improvements

What Technology improvements are on the project list?

Two (2) Technology improvements are included on the Project List:

- Integrated Corridor Management (LB_ELA_0003)
- I-710 Particulate Matter Reduction Pilot Project (LB_ELA_0157)

What Other improvements are on the project list?

Other freeway improvement Concepts include:

- Congestion Pricing (LB_ELA_0153)
- Zero-Emission Truck (LB_ELA_0004)
- Zero-Emission Truck Travel Zone Restriction (LB_ELA_0154)
- Taller Freeway Soundwalls (LB_ELA_0137)
- Drought Tolerant Landscaping and Aesthetic Enhancements (LB_ELA_0155)

What is the Future Project Development Path?

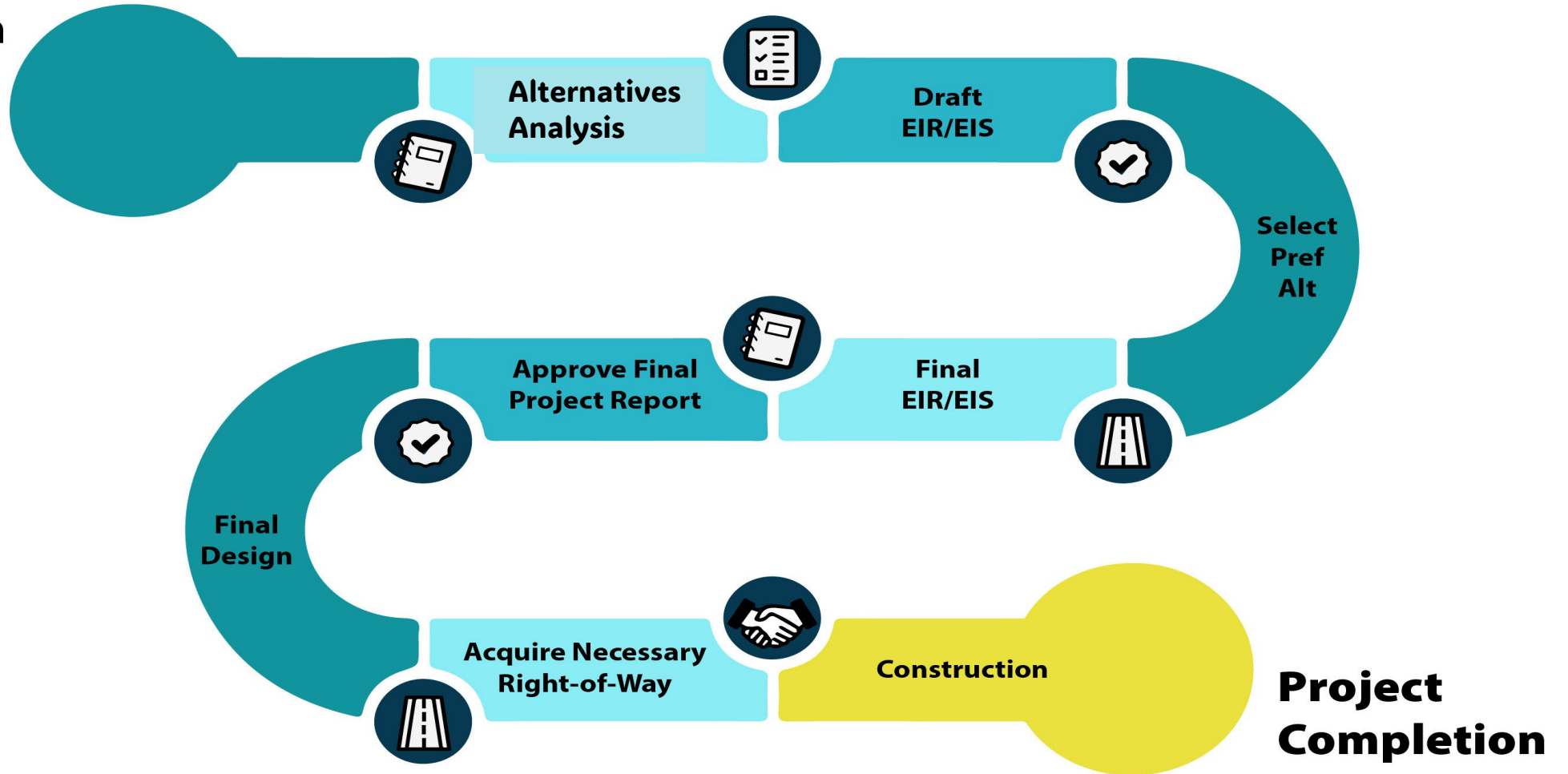
Freeway infrastructure Concepts selected for consideration will undergo additional, more detailed study, under both the CEQA and NEPA environmental process to:

- Demonstrate independent utility and have logical termini
- Address important safety concerns on and connected to the freeway
- Use the most current information and data
- Develop more detailed design of alternatives
- Assess their benefits, impacts, and costs
- Include extensive community outreach and involvement
- Result in a decision about the project design to construct

Task Force Discussion

The Path Forward for Freeway Concepts


Final Corridor Mobility Investment Plan




Public Comment

Public Comment

You will be given **1 minute** to make your question or comment, in order to maximize participation.

- > Click **Raise Hand** or 
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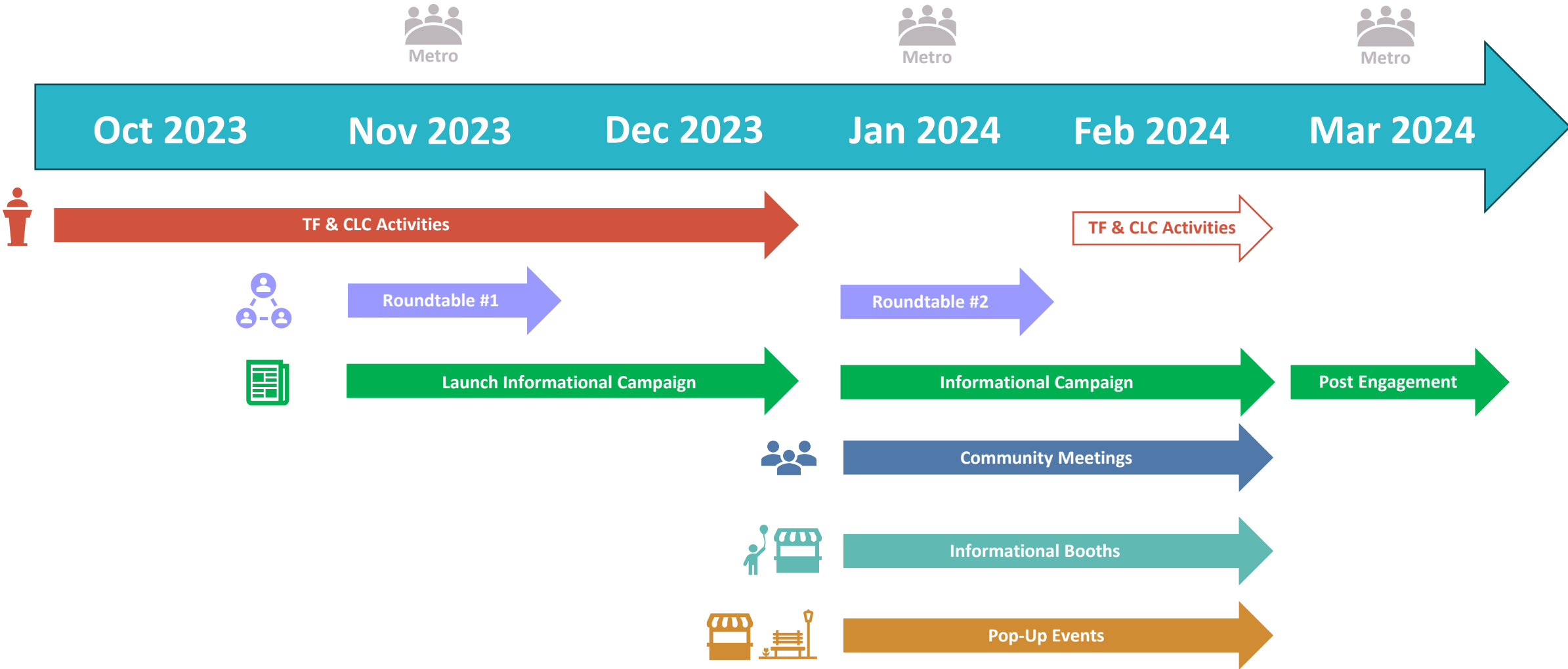
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Agenda Item #5: Community Engagement Update

Community Engagement Activities Summary



General Public Comment


General Public Comment

You will be given **2 minutes** to make your question or comment, in order to maximize participation.



- > Click **Raise Hand** or
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Closing Remarks & Next Steps

Upcoming Meeting Schedule

LB-ELA Meetings

CLC Meeting #22 – *Virtual Meeting*

Thursday, December 14, 5-7pm

New Meeting Requested

Task Force Meeting #28 – *Virtual Meeting*

Monday, January 8, 2024, 5-7pm

CLC Meeting #23 – *Virtual Meeting*

Thursday, January 18, 2024, 5-7pm

Task Force Meeting #28.5 – *Virtual Meeting*

Monday, January 22, 2024, 5-7pm

CLC Meeting #24 – *Virtual Meeting*

Thursday, February 22, 2024, 5-7pm

Task Force Meeting #29 – *Virtual Meeting*

Monday, February 26, 2024

For the most updated list of meeting dates, please visit:

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

Stay connected to this project



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@metrolosangeles



losangelesmetro

Thank you!

**710 Task Force Meeting #27
Monday, December 11, 2023**

NAME	QUESTION/COMMENT	AGENDA SECTION
Thomas Jelenic	The 8th is during the Transportation Research Board Conference	Agenda Item #1: Recap of November Meetings
Dr. Giuliano	RE arterial list, which streets are state highways or major truck routes? Imperial Highway is a state highway. Some of these are truck routes. These are all for complete streets which means that they have to figure out what happens to trucks on these streets. If you are going to narrow lanes, that will restrict the capacity. Where will trucks go? Complete Streets are great but we do have examples of pursuing things like that on major streets like in NY where we end up with a problematic situation.	Agenda Item #2: Draft Tiering Results by Mode
Dr. Joe Lyou	Putting the top 40% of projects by mode in Tier 1 undermines the work that went into establishing our corridor vision, goals, and guiding principles. Projects not aligned with these priorities can become prioritized Tier 1 projects simply because they are associated with a mode that has lots of projects that don't meet our vision, goals, and guiding principles.	Agenda Item #2: Draft Tiering Results by Mode
Natalia Ospina	How were these 10 example projects selected for these slides? Are they the highest scored/tiered?	Agenda Item #2: Draft Tiering Results by Mode
Matt Schrap	Hope is not a strategy	Agenda Item #2: Draft Tiering Results by Mode
Dr. Giuliano	That makes it a mystery as to what the project really is. If we don't know what the projects are, that is a bit of an issue. Complete Streets could be anything from A to Z. A might make a lot of sense and Z might not. If the projects aren't articulated then we don't know what we're approving.	Agenda Item #2: Draft Tiering Results by Mode
Dr. Joe Lyou	My main concern really is that you describe the tier one projects as the ones that have good alignment with the vision, goals and guiding principles and Tier 2 have partial alignment. And if you're arbitrarily stuffing 40% of any particular mode into tier one, that's not necessarily separating by good alignment and partial alignment.	Agenda Item #2: Draft Tiering Results by Mode
Sharon Weissman	Am I correct the packaged projects, which seem they would be very helpful, are in Tier 2? If so, why?	Agenda Item #2: Draft Tiering Results by Mode
Dr. Giuliano	A similar question for freeway improvements. Can you tell us more about the specific projects?	Agenda Item #2: Draft Tiering Results by Mode
Alberto Campos	How will community feedback inform/impact project ranking/tier?	Agenda Item #2: Draft Tiering Results by Mode

**710 Task Force Meeting #27
Monday, December 11, 2023**

Sharon Weissman	We would like the 405/710 improvements, the Anaheim/710 interchange and the aux lane projects moved to Tier 1 and Congestion Pricing moved to Tier 2.	Agenda Item #2: Draft Tiering Results by Mode
Laura Cortes	^who is we? POLB	Agenda Item #2: Draft Tiering Results by Mode
Sharon Weissman	Yes, I represent the Port of Long Beach.	Agenda Item #2: Draft Tiering Results by Mode
Kerry Cartwright	The mid tier project is a medium phase project, we have an on dock rail project that is in the PAED phase at the moment. This on dock rail project is another project that is more tier 1 ready than the one we have listed here. So I want to make these items known.	Agenda Item #2.1: Draft Tiering Results by Mode i. Task Force Discussion
Kerry Cartwright	Freight zero hydrogen project should be the name of the project that is listed below and make that change from the Freight Rail Electrification which it is currently listed as.	Agenda Item #2.1: Draft Tiering Results by Mode i. Task Force Discussion
Kerry Cartwright	let's handle fwy first before funding - makes more sense	Agenda Item #2: Draft Tiering Results by Mode
Joe Lyou	Re: Modal Investment Considerations - We could use a more exhaustive list of different funding sources for the various project modes, especially for Tier 1 projects that have high alignment with our vision, goals, and guiding principles, but score low on project readiness. For example, after I requested CTC staff to look into it, they identified a wide variety of possible funding sources for projects with active transportation elements. They surprised themselves at how many different ways we could fund active transportation. See, https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2020/funding-programs-that-fund-active-transportation-a11y.pdf .	Agenda Item #3: Funding Strategy Framework
Natalia Ospina	Where do the packaged projects fit into this timeline/funding recommendations for Tier 1 projects?	Agenda Item #3: Funding Strategy Framework
Ambar Rivera	apologies if this was explained, but what does alternative analysis mean?	Agenda Item #3: Funding Strategy Framework
Lupe Valdez	My apologies but I need to leave mtg thank you all Lupe Valdez	Agenda Item #3.1: Funding Strategy Framework i. Task Force Discussion

**710 Task Force Meeting #27
Monday, December 11, 2023**

Connell Dunning	Can you explain deprioritizing some projects due to higher number of design and construction concerns? Might high number of "outcome" concerns also lead to deprioritization?	Agenda Item #4: Freeway Improvements
Dr. Guiliano	Would it be fair to say that the project list is a potentially preferred list, that would be evaluated at each stop of development and therefore could be restructured or removed along the way?	Agenda Item #4: Freeway Improvements
Dr. Guiliano	A second question -- who participates in the process of tracking whether this list actually fulfills the stated goals? How would the process work?	Agenda Item #4: Freeway Improvements
Matt Schrap	Just for the record, it is important to remember that Particulate Matter also comes from Light Duty vehicle brake and tire wear. It is not just Trucks.	Agenda Item #4: Freeway Improvements
Kerry Cartwright	I am concerned with Commissioner Weissman's recommendations, I recommend we move the Congestion Pricing project out of the list and it goes against Metro's policy. I also ask we should remove the Zero emission truck travel zone restriction. I don't think this is legal to do this and it is important to note that the diesel trucks are being grandfathered as of next year.	Agenda Item #4.1: Freeway Improvements i. Task Force Discussion
Matt Schrap	We fully concur with POLA and POLB comments stated here on congestion pricing and ZE only lanes.	Agenda Item #4: Freeway Improvements
Matt Schrap	Useful life provides up to 18 years or 800K miles of usage. It is contained in ACF and is taken directly from H&SC 43021	Agenda Item #4: Freeway Improvements
Hector De La Torre	18 years if the trucks are compliant with emissions limits	Agenda Item #4: Freeway Improvements
Irma Lopez, CLC	You have shown the list of projects, but you are forgetting that the 710 is mainly asphalt. Where is the pavement? We need pavement, not asphalt. You need to think about the warming of the earth. The asphalt gets very hot. The highway gets very hot, we're full of asphalt around the area. I would like you to analyze the projects and see if you can use concrete instead of asphalt. It would lower the heat. It is for the betterment of the community's health. Concrete is very important to analyze.	Agenda Item #4.2: Freeway Improvements ii. Public Comment