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Interpretation / Interpretación



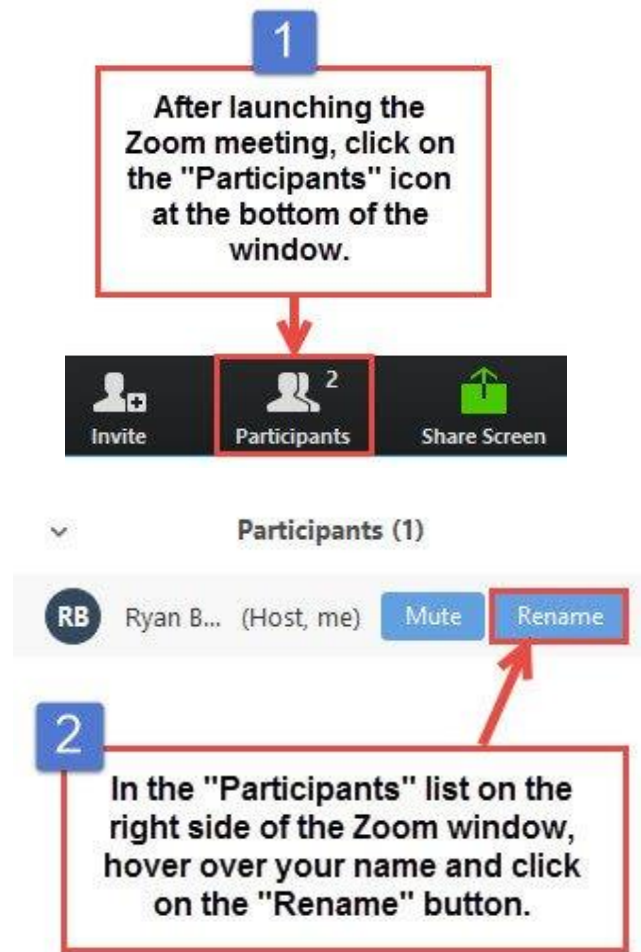
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Task Force and CLC Member Identification

Identificación de miembros del Comité Consultivo y CLC

Task Force and CLC Members, please change your Zoom screen name to include: Name and Organization/Jurisdiction

Miembros del Comité Consultivo y del Comité de Liderazgo Comunitario, por favor cambien sus nombres de pantalla de Zoom para incluir: Nombre y su organización





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

Welcome!

Task Force Meeting #31

April 8, 2024

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 comments received from January 31st through April 1st and discuss how that input has been considered in the Final Investment Plan recommendations
- > Communicate the CLC Vote and messages to the Task Force
- > Review Next Steps
- > Consensus Building
- > Conduct a Vote on the Investment Plan

Detailed Agenda

- 5:00pm** **Welcome and Opening Remarks** *(5 mins)*
- i. Introductions, Ground Rules, Objectives, Agenda

- 7:25pm** **Closing Remarks & Next Steps** *(5 mins)*
- i. Upcoming Meetings
 - ii. General Public Comment

- 5:05pm** **Agenda Item #1: Metro Update** *(20 mins)*
- i. Metro Update
 - ii. CLC Vote Report
 - iii. Task Force Discussion
 - iv. Public Comment

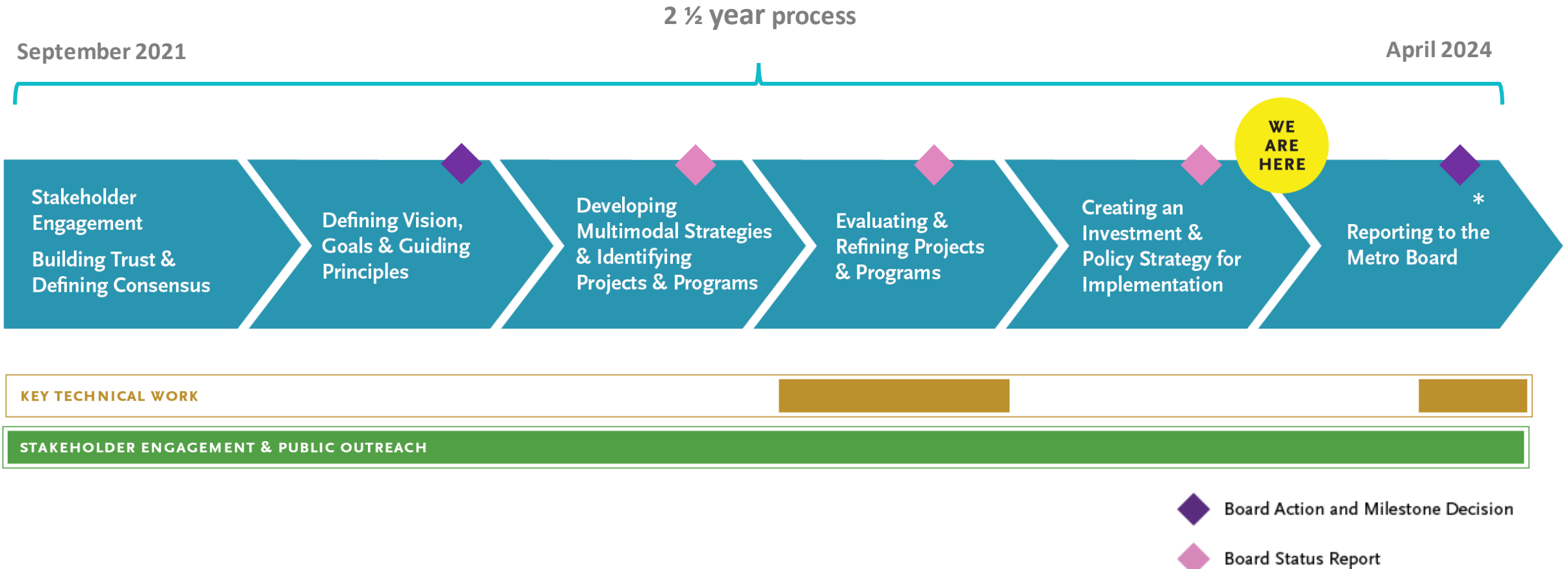
7:30pm **Adjournment**

- 5:25pm** **Agenda Item #2: The Investment Plan:
Here's What We've Heard** *(35 mins)*
- i. Input Received
 - ii. Task Force Interactive
 Discussion: Clarifications & Proposed
 Responses
 - iii. Public Comment

- 6:00pm** **Agenda Item #3: Reaching Consensus & Vote** *(85 mins)*
- i. Consensus Building
 - ii. Vote
 - iii. Public Comment

Agenda Item #1: Metro Update

Project Timeline and Milestones



Investment Plan - Vision, Guiding Principles and Goals

Vision

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

Guiding Principles

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



Reconnecting Communities & Neighborhoods / Neighborhood Access and Equity

The **LB-East LA Corridor** received over **\$57 million** in grant funds from the USDOT Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs for the following projects:

| LB-ELA Community | Project Name | Grant Amount (\$) |
|--|--|--|
| East Los Angeles | I-710 Humphreys Avenue Crossing for Pedestrians/Bicyclists (PIPO) | \$10.0 million |
| East Los Angeles | Reconnecting East LA: State Route 60 Green Bridge Project for Belvedere Park | \$0.8 million |
| Los Angeles (Port of LA) | Pedestrian Bridge over two freight tracks in the Port of Los Angeles | \$5.0 million |
| Long Beach | Hamilton Loop Project @ SR-91 | \$1.2 million |
| LB-ELA Communities: Bell, Bell Gardens, Carson, Downey, Huntington Park, LA County, Long Beach | Removing Barriers and Creating Legacy-A Multimodal Approach for LA County (Florence Ave. Bus / Willow Mobility Hub & Open Streets / Del Amo & Avalon Blvd FLM) | \$40+ million for LB-ELA Communities <i>\$139 million (total)</i> |

LB-East LA Corridor Projects have received \$1.095 billion in grants since September 2021 *(slide 1 of 3)*

| Sponsor Agency | Project Name | Funding Received | Grant Program | Mode |
|---|--|--|--|---|
| United States Department of Transportation | I-710 Humphreys Avenue Crossing for Pedestrians/Bicyclists (PIPO) | \$10.0 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation |
| United States Department of Transportation | Reconnecting East LA: State Route 60 Green Bridge Project for Belvedere Park | \$0.8 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation |
| United States Department of Transportation | Pedestrian Bridge over two freight tracks in the Port of Los Angeles | \$5.0 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation |
| United States Department of Transportation | Hamilton Loop Project @ SR-91 | \$1.2 million | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Active Transportation / Community Program |
| United States Department of Transportation | Removing Barriers and Creating Legacy-A Multimodal Approach for LA County (Florence Ave. Bus / Willow Mobility Hub & Open Streets / Del Amo & Avalon Blvd FLM) | \$40+ million for LB-ELA Communities <i>\$139 million (total)</i> | Reconnecting Communities and Neighborhoods and Neighborhood Access and Equity Programs | Transit / Active Transportation |
| United States Department of Transportation | West Shoreline Drive | \$30 million | USDOT Reconnecting Communities Pilot program | Arterial Roadway / Community Program |
| United States Department of Transportation, Maritime Administration (MARAD) | Middle Harbor Zero Emission Conversion Project | \$30.14 million | USDOT / Maritime Administration (MARAD) Port Infrastructure Development Program | Goods Movement |
| State of California | Bell Gardens Complete Streets Project Phase 2 | \$3.0 million | Active Transportation Program | Active Transportation |
| State of California | Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements | \$2.1 million | Active Transportation Program | Active Transportation |
| State of California | Mid-City Bicycle and Pedestrian Connections | \$8.8 million | Active Transportation Program | Active Transportation |

LB-East LA Corridor Projects have received \$1.095 billion in grants since September 2021 *(slide 2 of 3)*

| Sponsor Agency | Project Name | Funding Received | Grant Program | Mode |
|---|---|------------------|---|-----------------------|
| State of California | Wilmington Safe Streets: A People-First Approach | \$32.3 million | Active Transportation Program | Active Transportation |
| United States Department of Transportation, Maritime Administration (MARAD) | Middle Harbor Zero Emission Conversion Project | \$30.14 million | USDOT / Maritime Administration (MARAD) Port Infrastructure Development Program | Goods Movement |
| State of California | Metro A Line Connections for Unincorporated Los Angeles County | \$9.9 million | Active Transportation Program | Active Transportation |
| California Transportation Commission | Metro I-710 Integrated Corridor Management (ICM) Project (Metro PIPO project) | \$27.84 million | SB 1 Trade Corridor Enhancement Program | Freeway |
| California Transportation Commission | Port of LA Maritime Support Facility Access — Terminal Island Project | \$14.936 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |
| California Transportation Commission | Port of LB Pier B Early Rail Project | \$70.442 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |
| California Transportation Commission | Southeast LA Transit Improvements Project (PIPO) | \$14.5 million | SB 1 Local Partnership Program – Competitive | Transit |
| California Transportation Agency | Commerce Flyover Project | \$12 million | Port and Freight Infrastructure Program | Goods Movement |
| State of California | Metro A Line Connections for Unincorporated Los Angeles County | \$9.9 million | Active Transportation Program | Active Transportation |
| California Transportation Commission | Metro I-710 Integrated Corridor Management (ICM) Project (Metro PIPO project) | \$27.84 million | SB 1 Trade Corridor Enhancement Program | Freeway |
| California Transportation Commission | Port of LA Maritime Support Facility Access — Terminal Island Project | \$14.936 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |

LB-East LA Corridor Projects have received \$1.095 billion in grants since September 2021 *(slide 3 of 3)*

| Sponsor Agency | Project Name | Funding Received | Grant Program | Mode |
|--------------------------------------|--|------------------------|--|-----------------------|
| California Transportation Commission | Port of LB Pier B Early Rail Project | \$70.442 million | SB 1 Trade Corridor Enhancement Program | Goods Movement |
| California Transportation Commission | Southeast LA Transit Improvements Project (PIPO) | \$14.5 million | SB 1 Local Partnership Program – Competitive | Transit |
| California Transportation Agency | Commerce Flyover Project | \$12 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Hobart/Commerce IMF Leads Project | \$15 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LA SR-47/Seaside Ave/Navy Way Project | \$41.79 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LA Rail Mainline Bridge | \$42.08 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | AQMD's Freight Air Quality Solutions (FAQS) | \$76.25 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LA Maritime Support Facility Project | \$149.33 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Agency | Port of LB System-Wide Investment in Freight Transport (SWIFT) Program | \$383.35 million | Port and Freight Infrastructure Program | Goods Movement |
| California Transportation Commission | 13 projects; Projects in Carson (2), Cudahy, Downey, Huntington Park (PIPO), Los Angeles, Los Angeles County unincorporated, Maywood, Paramount, Signal Hill, and South Gate (2) | \$74.535 million | State Active Transportation Program—MPO | Active Transportation |
| TOTAL | | \$1.095 billion | | |

Alignment with State and Metro Priorities



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.



Metro's Mission: *To provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.*



CLC voted on April 4th, 2024:

"I support the adoption of the Investment Plan and its recommendations."

- > The motion passed with 62% of members in support, and 38% voting no, with statements on rationale.
- > Many CLC members also provided a statement that accompanied their vote, which they wanted to be passed on to the Task Force and Metro Board.

CLC Update: Themes from "Yes" Vote Statements

"Yes" Vote Themes:

The Plan
Integrates goals and
parameters we have
sought and agreed
upon.

Excited about
implementation,
health, greening,
and employment
opportunities.

Support for
the CLC process
and joint
collaboration
over the months.

The Plan takes
into account
the disabled
community.

Support for
the Plan
as presented, even
with an imperfect
Plan.

Support for the
Implementation
Guidelines to make
sure projects are
implemented as
intended.

There are a lot of
needs, but we have
to remember this is
a transportation
agency plan and it
can't do everything.

CLC Update: Themes from "No" Vote Statements

"No" Vote Themes:

Need written commitment from Metro to protect communities from future projects that put health in jeopardy.

Need Metro accountability to make sure improvements get done.

Need clarity about public health in the Plan.

We need more detailed data on which to base projects and decisions.

Need language that calls out the community opposition to displacement and surveillance.

Lack of transparency; historical distrust of Metro and Caltrans persists.

Despite my "no" vote, I support the process and collaboration that has taken place.

Despite my "no" vote, I support content in the Plan.

VOTE

I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while acknowledging that there is more work to be done through the working groups to collectively refine implementation.


- Yes
- No
- Abstain *(Not included in total vote count)*

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.*

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Agenda Item #2

The Investment Plan – Here's What We Heard

Agenda Item Overview

In this section, we will...

- Present summary of input received on the Investment Plan from January 31st through April 1st.

Time Target

- 45 minutes

Task Force Actions

- Interactive discussion & feedback on Metro's clarifications and proposed responses.

Public Input on the Investment Plan

Here's What We Heard

The Project Team received **over 420 comments** on the Investment Plan from the following sources:

- > 10 community meetings (5 in-person, 5 virtual)
- > 2 Task Force Meetings
- > 3 CLC Meetings (Including In-Person Workshop & April 4th Meeting)
- > 2 Working Group Meetings (Equity, Zero-Emission Truck)
- > 1 Coordinating Committee Meeting
- > 4 Small Stakeholder Group Meetings (CEHAJ, Freight Industry, Air Quality/Health Working Group, SELA)
- > LA County Board of Supervisors Motion
- > Email Messages
- > Letters (CEHAJ & LIBRE, CCA, POLB, POLA, EPA Region 9, BizFed, LA County District 15)
- > Project Dashboard

Investment Plan Input – Community Meeting Input

General comment themes included:

Freeway and Roadway Infrastructure: Concerns expressed about the impact of the 710 freeway on local communities, specifically concerns about freeway widening, truck traffic, pedestrian safety, congestion, and the Alameda corridor.

Public Transit Enhancements: Interest expressed for additional public transit options, requests for improvements to existing bus stop infrastructure, and requests for increased bus service frequency.

Community Involvement and Transparency: Interest in seeing more community involvement in meetings. Questions about specific project details, methods of keeping the community informed, and the process of community participation.

Funding and Allocation: Diverse perspectives on funding allocation, including the balance between investments in freeway projects and green initiatives and the importance of financial transparency throughout the project.

Safety and Security: Concerns about public transportation safety issues related to Metro's enforcement of its Code of Conduct and the general cleanliness of transit vehicles.

Health and Environmental Impact: Concerns about air quality and health impacts and expressed interest in zero-emission initiatives and Vision Zero efforts for traffic safety.

Equity and Social Issues: Comments focused on equity initiatives, hiring practices, job opportunities created by the project, and ensuring that improvements benefit all population segments. Stakeholders asked for the inclusion of youth perspectives in the planning process and developing equitable requirements and preferences in relation to the corridor.

Project Implementation and Management: Clarity requested on the management of community programs, project timelines, funding kick-offs, and maintenance of completed projects.

Specific Projects and Areas of Focus: A desire to enhanced links along the corridor, particularly advocating for a pathway joining Bristow Park with Bandini Park, the installation of facilities for electric vehicles, and a call for the creation of additional green spaces as well as programs that prioritize local employment opportunities.

Active Transportation and Green Spaces: Additional bike lanes, pedestrian pathways, green buffers, and general improvements to active transportation infrastructure.

Technological and Future Planning: Interest in the comparative evaluation of technological choices, like hydrogen and electric, for transport solutions and forward-thinking strategies for initiatives like congestion pricing and the shift to electrified freight rail systems.

Here's What We Heard - Task Force Meeting #30

Summary

- Held virtually on Monday, March 18, 5-7:30pm
- 32 Task Force/Alternates/Ex-Officio Members, 1 CLC Member, 11 Members of the Public

Comment Highlights:

- > Need to focus on public health in investment decisions for all projects and keep at the forefront of the Working Groups.
- > The importance of aligning projects with the safety and health needs of the community, particularly in areas with historical disparities.
- > Project selection criteria and funding allocations must be transparent, as well as a commitment to community benefits and equity.
- > Keep Community Programs at the forefront, particularly in addressing concerns through ongoing oversight and funding.
- > Request for confirmation of Metro's commitment to no displacement in the Plan
- > Concerns about equity in project prioritization and funding gaps between industry-backed projects and those benefiting communities.

Here's What We Heard – Equity Working Group #16

Summary

- Held virtually via Zoom on Monday, March 25, 2024
- 15 participants (9 Task Force Members, 1 Ex-Officio, 5 CLC members)

Key Themes

- > Existing programs, challenges, and opportunities around Health and Air Quality, which have been key concerns for the Equity Working Group
- > Proposed objectives and structure for the new Community Programs Working Group focused on Air Quality and Community Health
- > Input received on Community Health/Air Quality initiatives that participants are engaged in and how that may inform future partnerships under the Community Health Benefit Program
- > Feedback provided on defining community health to include elements such as access to healthcare, recreation, and health education, as well as housing and economic stability

Letters Received on the Investment Plan

Coalition for Clean Air (CCA) *(March 15, 2024)*

Port of Long Beach (POLB) *(March 18, 2024)*

Port of Los Angeles (POLA) *(March 19, 2024)*

Coalition for Environmental Health and Justice (CEHAJ) and
Long Beach Residents Empowered (LiBRE) *(March 28, 2024)*

United States Environmental Protection Agency
Region 9 (EPA 9) *(March 29, 2024)*

Los Angeles County Business Federation (BizFed) *(April 1, 2024)*

Anthony Rendon, Assembly Speaker Emeritus *(dated April 1, 2024)**

Councilmember Tim McOsker LA City Council District 15 *(April 2, 2024)**

Letters – Summary of Key Themes

Transparency and Community Involvement: (CCA, CEHAJ, US EPA Region 9)

- Urging transparency in project origins and ensuring meaningful community involvement in the planning process.
- Clarifying roles of stakeholders to enhance collaboration and accountability.

Air Quality and Environmental Justice: (CCA, CEHAJ)

- Prioritizing pollution reduction and public health improvement in freeway-adjacent communities.
- Ensuring environmental justice by mitigating negative impacts on vulnerable populations.

Equity in Congestion Pricing and Highway Projects: (CCA, CEHAJ)

- Minimizing the impact of congestion pricing on low-income residents.
- Advocating for detailed information on highway projects to prevent unintended consequences like increased vehicle miles traveled.

Transit and Complete Streets Projects: (CCA)

- Advocating for investments in transit access, active transportation, and complete streets to promote clean mobility and equity.

Rail Operations and Technology Assessment: (CCA)

- Clarifying rail operations independence and advocating for diverse zero-emission rail technologies.
- Emphasizing the need for further study on hydrogen fuel cell and other zero-emission technologies.

Opportunity for Change and Principles for Action: (CEHAJ)

- Leveraging investments to benefit impacted residents and promote equity.
- Upholding principles of equity, environmental justice, and community involvement in decision-making processes.

Letters – Summary of Key Themes *continued*

Community Opposition and Engagement to Freeway Expansion Projects: (CEHAJ)

- Addressing community concerns and opposition to freeway expansion projects.
- Prioritizing community-centered decision-making and meaningful engagement throughout the planning process.

Displacement and Community Impact: (CEHAJ)

- Mitigating displacement of residents and small businesses due to proposed projects.
- Committing to zero displacement and prioritizing community protection.

Pollution Reduction and Emerging Technologies: (US EPA Region 9)

- Committing to pollution reduction, adopting emerging technologies, and promoting active transportation and transit.
- Increasing community programs to address existing disparities and prioritize environmental justice.

Collaboration with EPA and Environmental Review Process: (US EPA Region 9)

- Collaborating with regulatory agencies to ensure compliance and alignment with statutory requirements.
- Updating and clarifying the environmental review process for transparency and accountability.

Project Prioritization and Monitoring: (POLB)

- Evaluating project prioritization and ensuring ongoing monitoring of progress and implementation.
- Updating performance metrics to ensure project effectiveness and accountability.

Policy Adjustments and Infrastructure Viability: (POLA)

- Recommending policy adjustments based on impending regulatory changes.
- Assessing infrastructure viability and considering alternative approaches for long-term sustainability.

Interchange Improvements and Goods Movement: (BizFED)

- Supporting interchange improvements for efficient movement of goods and people.
- Advocating for alternative fuel infrastructure and clean truck programs to meet climate goals.

What's Changed In the Plan?

Chapters 5 and 6:

- > I-710 Freeway Safety and Operations project bundle is now named I-710 Multimodal, Operational, Safety, and Access Investments for the Community (MOSAIC) Program to better reflect intent of improvements (CLC Request)
- > Defined new technical assistance "Strategic Technical Assistance for Reparative Transportation Uplifting People" (START-UP) program

Chapters 7 and 8:

- > LB-ELA Corridor Bus Transit Priority Program – expanded this project to be a more comprehensive program and added significant funding to initial investment (\$3M to \$31M)
- > I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities – new program recommended for initial investment
- > Humphreys Avenue Pedestrian/Bicycle Overcrossing - added to initial investment list
- > Goods Movement Freight Rail Study – slight increase in funding (scope to be discussed)
- > Added more funding to technical assistance (START-UP) to increase from \$22.5M to \$40M
- > Reallocated \$10M from Freeway modal program to Active Transportation program to support the increased START-UP funding
- > Added new projects to each modal program list (to be evaluated in future implementation Working Groups)

Chapter 9 :

- > Added guidance for Project Development and Implementation

What's Changed In the Plan?

Here are some of the examples of the things that have changed in the Final Plan:

- > In the Initial List, the I-710 Freeway Safety and Operations Infrastructure Improvement Projects Bundle was retitled: ***I-710 MOSAIC Program: Multimodal, Operational, Safety, and Access Investments for the Community***
- > Rebranded the technical assistance project as START-UP (Strategic Technical Assistance for Reparative Transportation Uplifting People)
 - Increased START-UP funding to \$40m from \$22.5m
- > Defined working groups to carry projects forward
- > Added Implementation Guidelines to help ensure projects will be implemented as intended
- > Established a Performance Tracking Program to track Investment Plan progress
- > Reallocated \$10m from the Freeway modal program to the Active Transportation Program
- > Moved funding to transit priority projects in the Initial List, from the Modal Program (from \$3m to \$31m)

What's Changed In the Plan?

Here are some of the examples of changes to the Initial List in the Final Plan:

- > Updated names of several projects in the initial recommendation list for clarify and ease of understanding.
- > Revised the initial funding recommendation amount for projects:
 - Humphreys Avenue Pedestrian/Bicycle Overcrossing
 - LB-ELA Corridor Bus Transit Priority Program
 - Goods Movement Freight Rail Study
- > Added one entirely new project to the initial funding recommendation list:
 - I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities
- > Revised several factsheets, including:
 - Updated the LB-ELA Corridor Transit Priority Program description to include all 8 corridors and the funding for implementation.
 - Addressing concerns over hydrogen fuel in the Zero Emission Truck (ZET) Program factsheet.
 - Revised the I-710 Freeway Safety and Operations project bundle with the new name (I-710 MOSAIC Program).

What Changed in the Final Plan

Here are some of the examples of the things that have changed in the Final Plan (changes to the Modal Programs):

- > Added other new projects to Investment Plan in the Modal Programs
 - SB 710 Firestone On-Ramp and Safety Improvements
 - Inductive charging/roadway charging for ZE Electric Trucks
 - Hamilton Loop (Long Beach)
 - Terminal Island Freeway Decommissioning Project (Long Beach)
 - Florence/Studebaker/Imperial Bus Priority Improvements (Huntington Park, Bell, Bell Gardens, Downey)
 - Lomita Blvd (Carson/Wilmington)
 - Southern Connector (South Gate)
 - SELA Bridge Park connector (Lynwood)
 - LA River Bike Projects: Western Levee, Terminal Island to Rio Hondo, Compton Blvd
 - I-710 Active Traffic Management

Final Funding Allocation by Category

| | Initial Investment | Modal Program Investment | | Investment Total |
|---|--------------------------------|---------------------------------------|----------------------------|------------------------|
| Mode | Initial Investment Total (\$M) | START-UP Fund (Tech Assistance (\$M)) | Modal Program Total (\$M)* | Investment Total (\$M) |
| Active Transportation | \$44.33 | \$11.50 | \$55.67 | \$100.00 |
| Arterial Roadway / Complete Streets | \$115.85 | \$14.50 | \$72.15 | \$188.00 |
| Freeway Safety and Interchange Improvements | \$170.60 | \$0.00 | \$39.40 | \$210.00 |
| Goods Movement | \$62.00 | \$0.00 | \$18.00 | \$80.00 |
| Transit | \$57.08 | \$14.00 | \$67.93 | \$125.00 |
| Community Programs Catalyst Fund | \$40.00 | \$0.00 | \$0.00 | \$40.00 |
| Total Programmed | \$496.85 | \$40.00 | \$246.35 | \$743.00 |

Final Funding Allocation by Mode

| Mode | Funding Allocation By Mode (\$M) | % of Total | Estimated Total with Leveraging (\$M) |
|---|----------------------------------|-------------|---------------------------------------|
| Active Transportation | \$100* | 13% | \$195 |
| Arterial Roadway / Complete Streets | \$188* | 25% | \$1,767 |
| Freeway Safety and Interchange Improvements | \$210 | 28% | \$894 |
| Goods Movement | \$80 | 11% | \$332 |
| Transit | \$125* | 17% | \$477 |
| Community Programs Catalyst Fund | \$40 | 5% | \$340 |
| Total Programmed | \$743 | 100% | \$4,005 |

Final Initial Funding Recommendations

| Project ID | Project Name | Total Cost / Leveraged Target (\$M) | Investment Plan (\$M) |
|-------------------------|---|-------------------------------------|-----------------------|
| LB-ELA_0203 | Bus Stop Improvement Projects/Programs | \$38.00 | \$19.00 |
| Various (8 corridors)** | LB-ELA Corridor Bus Transit Priority Program | \$461.50 | \$31.08 |
| LB-ELA_0060 | Complete Street Corridor: Alondra Blvd | \$45.00 | \$9.00 |
| LB-ELA_0057 | Complete Street Corridor: Atlantic Blvd | \$457.22 | \$68.58 |
| LB-ELA_0058 | Complete Street Corridor: Florence Ave | \$124.46 | \$24.89 |
| LB-ELA_0062 | Complete Street Corridor: Long Beach Blvd | \$1.5* | \$0.75 |
| LB-ELA_0061 | Complete Street Corridor: Slauson Ave | \$18.00 | \$3.60 |
| LB-ELA_0165 | Compton Creek Bike Underpasses | \$1.0* | \$0.50 |
| LB-ELA_0168 | Compton Transit Management Ops. Center Enhancements | \$27.00 | \$2.00 |
| LB-ELA_0217 | Freight Rail Electrification Pilot Project | \$50.00 | \$10.00 |
| LB-ELA_0151 | Goods Movement Freight Rail Study | \$10.00 | \$2.00 |
| LB-ELA_0139 | Humphreys Avenue Pedestrian/Bike Overcrossing | \$24.28 | \$8.96 |
| LB-ELA_0203 | Bus Stop Improvement Projects/Programs | \$38.00 | \$19.00 |

Final Initial Funding Recommendations *continued*

| Project ID | Project Name | Total Cost / Leveraged Target (\$M) | Investment Plan (\$M) |
|--------------------------------|--|-------------------------------------|-----------------------|
| LB-ELA_0181 | I-710 Freeway Lids, Caps & Widened Bridge Decks | \$15.00 | \$5.00 |
| Various (14 projects)** | I-710 MOSAIC Program (Interstate 710 Multimodal, Operational, Safety, and Access Improvements for the Community) | \$612.00 | \$153.60 |
| LB-ELA_0157 | I-710 Particulate Matter (PM) Reduction Pilot Project | \$10.00 | \$2.00 |
| NA - New | I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities | \$2.50 | \$2.50 |
| LB-ELA_0156 | I-710 Traffic Controls at Freeway Ramps | \$50.00 | \$10.00 |
| LB-ELA_0008 | Metro A Line First/Last Mile Improvements | \$12.30 | \$9.76 |
| LB-ELA_0175 | Metro A Line: Quad Safety Gates at all A Line Crossings | \$10.00 | \$5.00 |
| LB-ELA_0006 | Rail to River Active Transportation Corridor, Segment B | \$6.30 | \$3.15 |
| LB-ELA_0017 | Regionally-Significant Bike Projects | \$41.44 | \$15.65 |
| LB-ELA_0010 | Shoemaker Bridge/Shoreline Drive | \$832.62 | \$9.03 |
| LB-ELA_0111 | Southeast Gateway Line Bike and Pedestrian Trail | \$17.00 | \$3.80 |
| LB-ELA_0004 | Zero Emission Truck (ZET) Program | \$200.00 | \$50.00 |
| Various (15 Programs)** | Community Programs Identified in the Corridor Plan | \$340.00 | \$40.00 |

Changes in Initial Investments

I-710 Corridor Planning Study: Reconnecting the LB-ELA Corridor Communities

- Metro applied to the US Department of Transportation for the “*I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities*” - \$2M Community Planning Grant award from the FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program in September 2023.
- Metro would commit \$500,000 to leverage \$2M in USDOT Reconnecting Communities and Neighborhoods (RCN) funds for a total package of \$2.5M
 - *This local funding commitment represents 20% of the total estimated cost of \$2.5M to develop the Plan.*
- Measure M funds, in addition to Measure R, can be used since this is a planning study.

Changes for Initial Funding

I-710 Corridor Planning Study: Reconnecting the LB-ELA Corridor Communities

Improve crossings across I-710 that provide safer access to municipal and Metro bus stops and rail lines.

Metro will seek partnership opportunities with METRANS/SELA & CBOs to support on the planning effort on Reconnecting Communities Grant Application:

- Understand mobility needs
- Identify precise locations where crossings over the I-710 would best serve community needs.
- Crossings will put more greenspace within reach of residents and reconnect divided communities while facilitating local trips that are difficult, uncomfortable, unsafe, or simply impossible to make by foot, bike, or transit.
- This will encourage shifting single-occupant vehicle trips in the corridor to other modes.



Bike Access to the River Path from Imperial Highway

No Widening, No Displacement

Metro's Investment Plan Displacement Policy

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

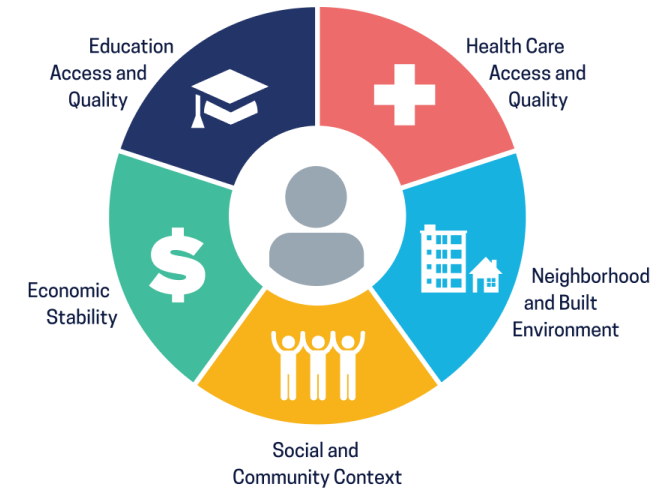
Metro removed any project that had known displacements from consideration for evaluation or funding.

Community Health

Health In Investment Plan Process

- Existing Conditions Analysis identified health disparities in the LB-ELA Corridor for Asthma Rates and Cardiovascular Disease
 - Community input highlighted high asthma rates, lack of tree canopy, inequitable access to parks, and the location of schools, recreational facilities, and community spaces adjacent to freeways and busy roadways
- Health and Air Quality integrated into Goals & Sustainability Guiding Principle as well as evaluation process
- EWG Meeting #12 – Health-focused discussion on evaluation
- EWG Meeting #16 – Health-focused discussion to inform future Working Group
 - Feedback about focusing on health in a broad sense using the Social Determinants of Health as a potential guide

Social Determinants of Health



Social Determinants of Health
Copyright-free

Healthy People 2030

Nexus of Health and Transportation

We know that health disparities are connected to transportation issues

- > High-volume roadways result in high concentrations of pollutants from vehicles (related to exhaust, tire/brake wear, and entrained road dust)
 - **PM2.5** is the lead evaluation indicator for criteria pollutant mortality and sickness (including asthma) impacts
 - **Diesel PM** is the lead evaluation indicator for air toxic impacts (including cancer risk)
- > Risks of cardiovascular disease, diabetes, and a variety of other **health conditions are related to individual levels of physical activity**, which can depend on availability and **quality of infrastructure for active transportation and recreation**
- > Road traffic **crashes are a major public health issue** as a leading cause of injury and death, disproportionately involving children, seniors, and the unhoused in communities of color and low-resource neighborhoods (and are particularly deadly for pedestrians and bicyclists)

Air Quality & Health in the Investment Plan

Metro will invest in and support a comprehensive set of strategies:

- > **Promote Zero-Emission Vehicles**
 - Infrastructure for Electric Vehicles (EVs)
 - Zero-Emission Freight
- > **Active Transportation Network**
 - Bicycle and Pedestrian Infrastructure
- > **Traffic Flow Improvements**
 - Intelligent Transportation Systems (ITS)
- > **Green Infrastructure**
 - Incorporation of green elements into transportation projects
- > **Safety Improvements**
 - Multi-modal safety improvements to reduce crashes
- > **Community Programs + START-UP Program**
 - Community Health, Urban Greening, and Air Quality Monitoring Programs
 - Housing and economic stability programs
 - Capacity building in the community through START-UP and Working Group participation

Next Steps for Air Quality & Health

- All applicable projects will adhere to CEQA/NEPA and Clean Air Act conformity requirements
- Formation of Air Quality, Community Health, and Environment Working Group
 - Review, discuss, and make recommendations to Metro and the Modal Working Groups on considerations for individual projects
 - Build on existing programs to improve health in the corridor
 - Continued collaboration with partners and CBOs in environmental justice, public health, and other areas, and ongoing community engagement
- LB-ELA Performance Tracking Program to establish tools and methods for tracking project outcomes

Initial Investments

Next Steps

Here's What We've Heard – Projects for Initial Investment

What are the next steps for the projects/programs recommended for initial investment?

- > The Initial Investment includes the 15 Community Programs.
- > Most of the initial investment projects will require more work before implementation.
- > Metro proposes 2 additional working groups that will assist in the refinement of projects and programs on the recommended initial investment list, in addition to the 3 working groups for Community Programs. This additional work will include community engagement and opportunities to help shape the scope of the projects before the implementation stage.

Here's What We've Heard – Projects for Initial Investment

Project Stages of Development

Development

Funding is for project or program concepts that require substantial work to define scope, agency roles, potential impacts and benefits, and agency responsibilities and may require technical assistance to define them better.

- Initial Investment Projects
- Modal Programs
- Community Programs
- Equity and Technical Assistance

Working Groups

Community Engagement

Metro Board Review prior to implementation

Pre-Implementation

Well-defined projects or programs that require funding and support for pre-construction activities such as planning, design, community engagement, and environmental review.

Working Groups

Implementation

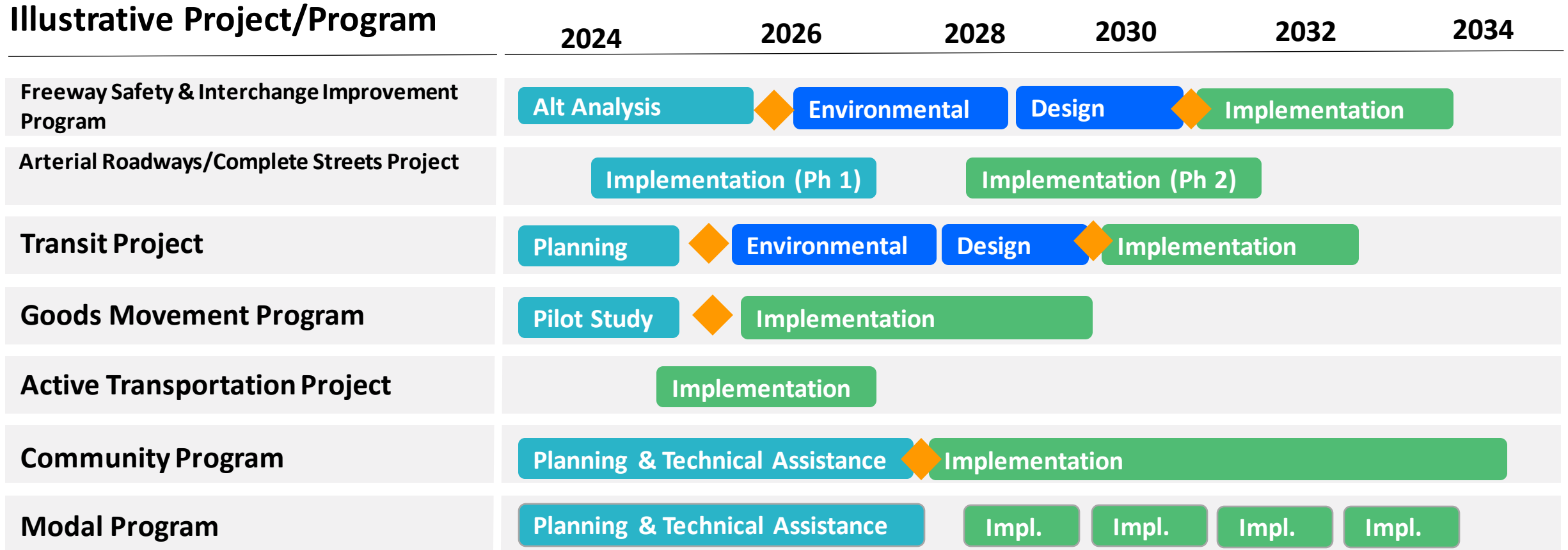
Funding indicates projects or programs that are ready for construction or launch of the program, and likely eligible to compete for discretionary grant funding in the next few years.

Working Groups will include community & stakeholder participation

Working Groups

Here's What We've Heard – Projects for Initial Investment


Concurrent Timeline for Project Development / Implementation (Ex.)



Measure R – funding for implementation

Measure M – funding for planning (available now)

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

 Funding reserved for future phases if the project passes these decision points and has Metro Board approval.

  During these stages of development, projects/programs will be developed through Working Groups

Working Groups

Here's What We've Heard – Working Groups

The CMIP includes

- > 3 Community Program Working Groups for 15 Community Programs

| Working Group Topic Area | Community Program Catalyst Fund |
|--|--|
| Air Quality/Community Health/Environment | Bus Electrification Projects |
| | LB-ELA Corridor Community Health Benefit Program |
| | Zero-Emission Infrastructure for Autos |
| | Air Quality Monitoring Stations |
| | LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program |
| | LB-ELA Corridor "Urban Greening" Initiative |
| | Public Art/Aesthetics |
| Housing Stabilization/Land Use | Southeast Gateway Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP) |
| | Transit-Oriented Communities/Land Use |
| | Homeless Programs |
| | Housing Stabilization Policies |
| Job Creation/Work Opportunities | Vocational Educational Programs |
| | Targeted Hire Programs |
| | Employment/Recruitment Initiatives |
| | Economic Stabilization Policies |

- > 2 "Modal" Working Groups will cover the Initial Investment Projects and 5 Modal Programs

| Working Group Topic Area | Programs & START-UP Fund |
|--|---|
| Transit, Active Transportation, Arterial Roadways/Complete Streets | Initial Investment Projects/Program and Modal Programs, START-UP Fund |
| Freeway Safety and Interchange Improvements, Goods Movement | Initial Investment Projects/Program and Modal Programs, START-UP Fund |

Motion:

Los Angeles County Board of Supervisors

Motion: LA County Board of Supervisors

Motion: Supervisors Hahn and Solis (**Passed March 19, 2024**)

- > Long Beach - East Los Angeles Corridor Mobility Investment Plan Community Programs
...Metro has organized a new process involving stakeholders and community input. The plan includes 15 Community Programs aimed at various aspects like health benefits, environmental improvements, transit-oriented development, and homelessness initiatives. While Metro plans to advance these programs, it seeks guidance and collaboration from outside agencies, jurisdictions, and community-based organizations.

The Board of Supervisors Motion:

- > Adopts the LB-ELA CMIP Community Programs as a priority for Los Angeles County for Los Angeles County to support in their development and implementation.
- > Directs the Chief Executive Officer to designate a County Department liaison for each of the 15 Community Programs to provide technical assistance, identify resources, support grant applications, and participate in relevant working groups.
- > Directs the Chief Executive Officer to report back in 120 days on progress and implementation of the above items.

Here's What We Heard – Working Groups

What will the Working Groups do?

Metro envisions a process of continuing community engagement and stakeholder involvement in the design and development of Investment Plan projects and programs. All 5 Working Groups will:

- > Align outcomes with the Vision, Goals, and Guiding Principles of the Investment Plan.
- > Continue collaborative partnerships and hold meaningful discussions with a broad range of stakeholders, including Task Force, Community Leadership, and community members, in implementing the Investment Plan after adoption.
- > Include relevant expertise and stakeholders to help support program outcomes and success.

Here's What We Heard – Working Groups

Who will be invited to participate in Working Groups?

- > Task Force members are welcome to participate, as are CLC members.
- > Other community stakeholders and partner agencies, who have certain expertise and ideas or programs to contribute, will also be welcome.
- > Metro will continue to consult with the Task Force and CLC on participation in the Working Groups.

START-UP Fund

Here's What We Heard – Technical Assistance

How will the Investment Plan support communities with fewer projects or that lack resources to develop additional projects?

Metro's START-UP Fund included in the Investment Plan and discussed at Equity Working Group Meeting #15 on February 8, would:

- > Support communities with the highest needs relative to their technical resources and capacity for project development and implementation.
- > Consider cities or neighborhoods:
 - Without any projects formally submitted for the Investment Plan
 - With only conceptual or development phase projects in the Investment Plan
 - With high concentrations of Equity Focus Communities (EFCs)
 - Facing the greatest cumulative impacts

Freeway Safety and Interchange Improvements

Projects Recommended for Initial Investment

Freeway Safety & Interchange Improvement Program

Project/Program

2024

2026

2028

2030

2032

2034

I-710 MOSAIC Program

- I-710/Firestone Interchange Improvements
- I-710/Florence Interchange Improvements
- I-710/Willow Interchange Improvements
- I-710/Del Amo Interchange Improvements
- L I-710/Long Beach Boulevard Interchange Improvements
- I-710/Alondra Interchange Improvements and Modification of SBI-710 to SR 91 Connectors
- I-710/ Interchange Improvements
- Auxiliary Lanes (Willow to Wardlow)
- I-710/I-405 Connector Project Improvements
- I-710/I-105 Connector Project Improvements
- I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)
- I-710/Anaheim Interchange Improvement
- I-710/PCH Interchange Improvement
- I-710/Wardlow Interchange Improvement

Alt. Analysis

Environmental

Design

Implementation

12 Interchanges + 2 Auxiliary Lanes- \$5M

- Freeway Alternatives Analysis of 14 I-710 MOSAIC projects
- Select top 3-4 priority I-710 MOSAIC projects to advance to CEQA/NEPA phase
- Safety, GHG, Community Impacts, VMT, Air Quality, Multimodal Benefits
- Community Engagement

Freeway Project CEQA NEPA Phase- \$34M

- Complete separate studies of the detailed analyses of the benefits, impacts and costs of each priority I-710 MOSAIC projects
- Select 3-4 I-710 MOSAIC projects to advance to design and construction
- Community Engagement

Freeway Design & Implementation- \$114.6M

- Design and implement the Preferred Alternative for each of the 3-4 priority I-710 MOSAIC projects
- Community Engagement

Measure R – funding for implementation
 Measure M – funding for planning (available now)
 Measure M – funding for implementation (FY26 and FY32 resources)



Funding reserved for future phases if the project passes these decision points and has Metro Board approval.



During these stages of development, projects/programs will be developed through Working Groups

LB-ELA Corridor Bus Transit Priority Program

Here's What We Heard – Transit

Can Metro make a greater commitment to transforming Transit in the LB-ELA Corridor Investment Plan?

- > The Investment Plan recommended 4 bus priority lane corridors for planning funds (\$3M):
 - Atlantic Blvd, Florence Blvd, Long Beach Blvd, Slauson Ave (Investment Plan)
- > Metro increased commitment to transit in the Final Investment Plan by adding 4 more bus priority lane corridors from the modal program to the 4 identified in the Investment Plan initial investment, and added funding for development and implementation. This commitment creates the LB-ELA Corridor Bus Transit Priority Program for evaluation, development, and implementation:
 - Added Whittier Blvd, Olympic Blvd, Gage Ave, and Firestone Blvd (from Modal Programs)
- > Shift money from the modal program to the initial investments in transit.
- > \$125M to LB-ELA Corridor Bus Transit Priority Program projects (leveraged to \$625M):
 - Draft Investment Plan: \$29M in initial investments; \$96M in modal programs
 - Final Investment Plan: \$57M in initial investments; \$68M in modal programs
- > This final investment plan is responsive to the request to provide a more complete and transformative investment in transit in the LB-ELA Corridor.

LB-ELA Corridor Bus Transit Priority Program

Initial Investments- \$31.1 M (8 Corridors)

2024

2026

2028

2030

2032

2034

LB-ELA Corridor Bus Transit Priority Program

Planning

Environmental

Design

Implementation

- *Atlantic Blvd.* *
- *Atlantic Blvd.* *
- *Florence Blvd.* *
- *Long Beach Blvd.* *
- *Slauson Ave.* *
- *Whittier Blvd.* **
- *Whittier Blvd.* **
- *Olympic Blvd.* **
- *Gage Blvd.* **
- *Firestone Blvd.* **

- \$3M to study and prioritize bus priority lane corridors (proposed in CMIP)

- \$23M to environmentally review and implement bus priority lanes and transit priority treatments on 2 of the 8 corridors

\$5M for spot treatments to improve transit speed and reliability on other corridors (proposed for consideration)



Funding reserved for future phases if the project passes these decision points and has Metro Board approval.



During these stages of development, projects/programs will be developed through Working Groups

*Bus Priority Lane Corridors in the Draft Investment Plan
 **Recommended additional Bus Priority Lane Corridors in the Final Investment Plan

Next Steps

Next Steps

Following the adoption of the Investment Plan, the next steps include:


- > Follow Initial Investment projects and support implementation
- > Secure professional services / technical resources / outreach resources needed for the implementation phase
- > Develop and recruit for ongoing Community Programs Working Groups
- > Develop and recruit for Initial List Working Groups
- > Draft Implementation Guidelines
- > Draft Community Leadership Committee Report and guidance for future Metro processes
- > Continue to update the project dashboard for public accountability
- > Update the Investment Plan (2028)
- > Collaborate with partner agencies on grant pursuits & implementation

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.*

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Agenda Item #3

Vote

VOTE


I support the Investment Plan in principle. Specifically, I support moving the Investment Plan forward to the Metro Board for adoption, while acknowledging that there is more work to be done through the working groups to collectively refine implementation.

- Yes
- No
- Abstain *(Not included in total vote count)*


Public Comment

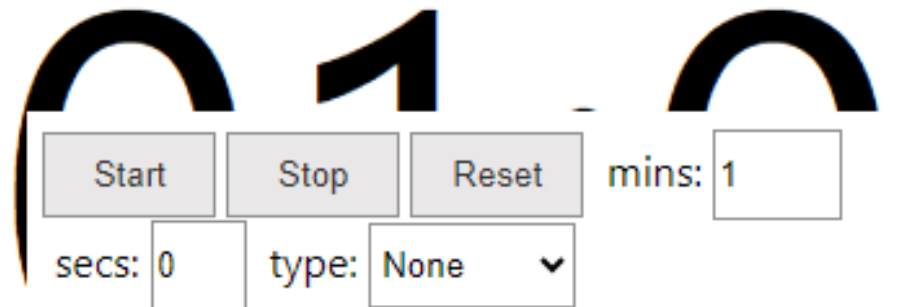
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Closing Remarks and Next Steps

Upcoming Schedule – MARK YOUR CALENDARS!

Metro Meetings

Planning & Programming Meeting

Wednesday, April 17, 2024, 11:00am

Board Meeting

Thursday, April 25, 2024, 10:00am

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

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

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
- > **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 **2 minutos** 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.

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Stay connected to this project



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Thank you!