

# Welcome!

*We will begin in a few moments.*

**LB-ELA Corridor Task Force  
Zero-Emission Truck Working Group  
Meeting #20  
February 20, 2024**

# Working Group Member Identification

1

After launching the Zoom meeting, click on the "Participants" icon at the bottom of the window.

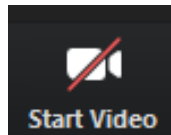


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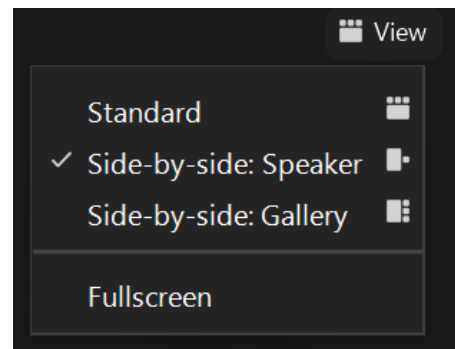
In the "Participants" list on the right side of the Zoom window, hover over your name and click on the "Rename" button.

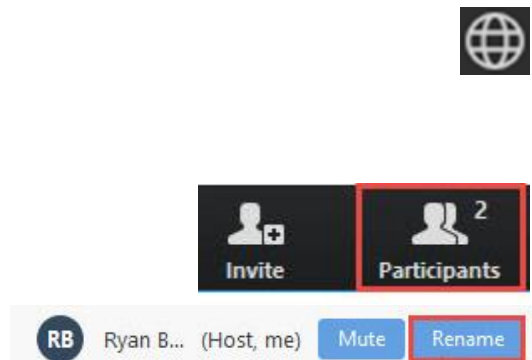
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323.609.3345

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**LB-ELA Task Force  
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February 20, 2024**



**Erika C.B. Morales**

Partner, Morales + Morales Partners

# Welcome, Agenda Review, and Purpose

Zero-Emission Truck (ZET) Working Group  
Long Beach – East Los Angeles Corridor Task Force

# Meeting Objectives

- > Provide an Overview of the ZET Working Group Accomplishments
- > Present and discuss the ZET Recommended Projects & Programs in the Draft LB-ELA Corridor Investment Plan
- > Present and discuss the Mobile Source Pollution Reduction Review Committee (MSRC) Cooperative Agreement and joint Request for Proposal (RFP)

# Detailed Agenda

**1:00pm** Welcome, Agenda Review, and Purpose of the Zero-Emission Truck Working Group

**1:05pm** Agenda Item #1: Metro Update

**1:15pm** Agenda Item #2: ZET Recommended Projects & Programs in the Investment Plan

**2:00pm** Agenda Item #3: Mobile Source Air Pollution Reduction Review Committee (MSRC) -Cooperative Agreement and joint Request for Proposal (RFP)

**2:15pm** Closing Remarks & Next Steps

**2:30pm** Adjournment

# Agenda Item #1: Metro Update

# ZET Program – Metro Board Direction

## > **Metro Board Direction and desired outcomes**

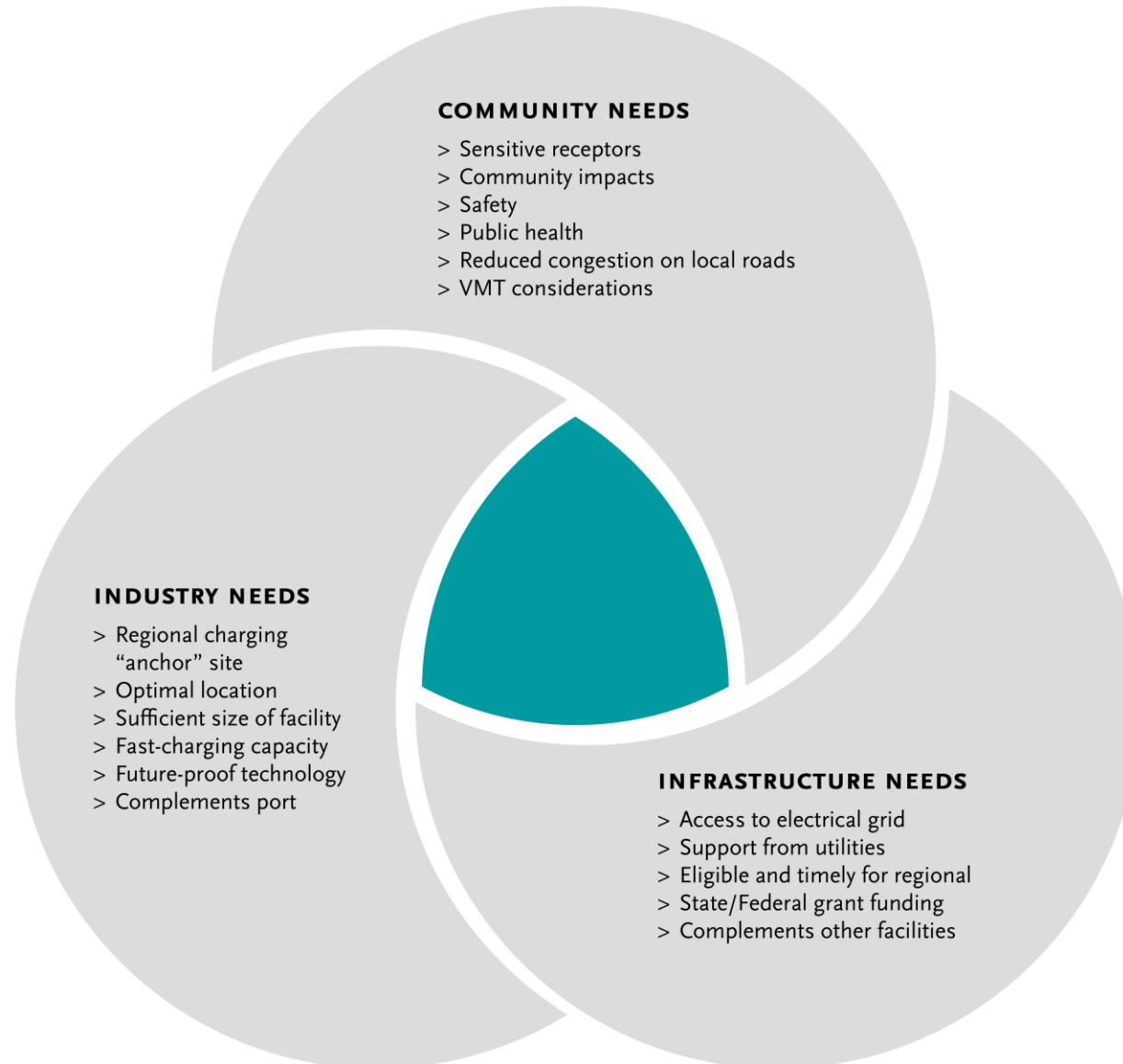
- \$200 million minimum funding target
- Leverage Board-approved \$50 million with private, regional, state, and federal funding
- Accelerated ZE deployment in the Long Beach-East LA (LB-ELA, formerly I-710 South) Corridor
- Collaboration with regional stakeholders
- Independent from but aligned with overall LB-ELA Corridor Mobility Investment Plan process

## > **Strategies to accomplish outcomes**

- Convene and collaborate with community and regional stakeholders
- Develop a scope of work for the ZET Program
- Identify regional funding partners
- Identify discretionary grant opportunities
- Identify near and long-term opportunities
- Identify policy and legislative barriers to implementation
- Develop approaches to understanding potential community impacts and creating community benefits

# Metro Vision:

## Regional Zero-Emissions MD/HD Truck Charging and Fueling Facilities



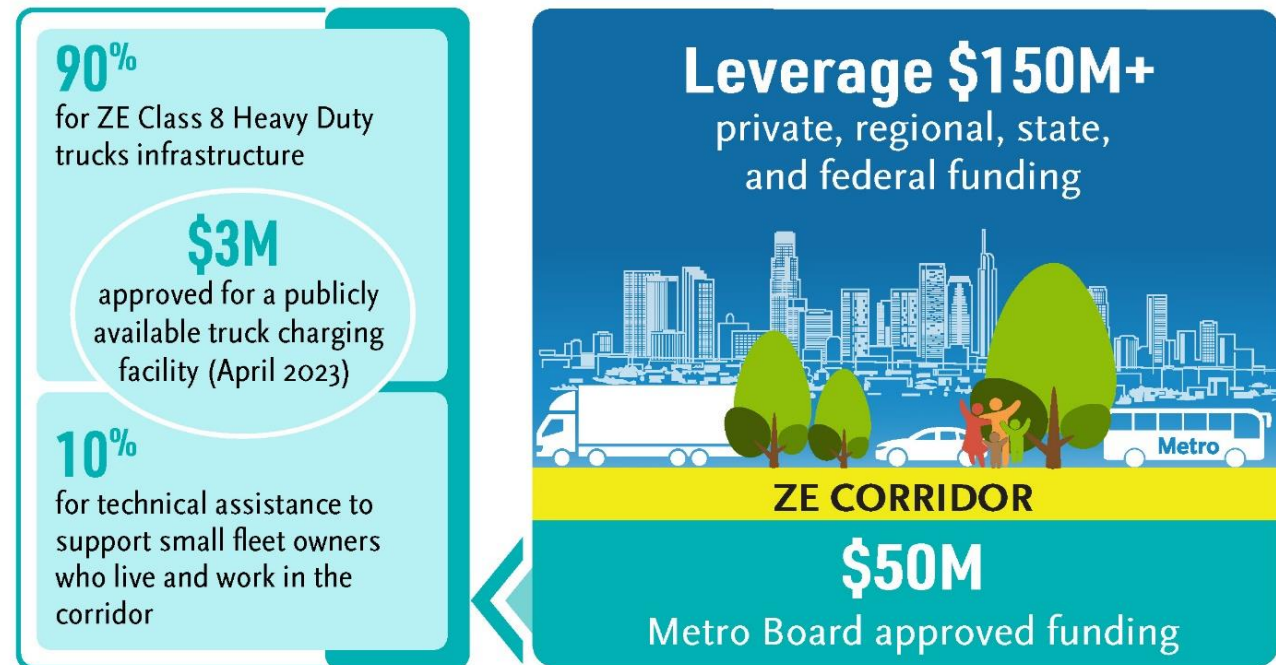
# ZET Working Group Progress

ZET Working Group members and key partners vetted the following topics in shaping the ZET Program:

- **Goals and objectives** for the ZET Program in the context of Motion 16 (Directors Hahn and Dutra);
- **Industry perspectives** and the role of stakeholders in the LB-ELA Corridor Task Force;
- **Air quality and environmental justice challenges and opportunities** for the LB-ELA Corridor, as brought forward by the EPA;
- **Air quality context** from the South Coast Air Quality Management District (SCAQMD)
  - challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout;
  - scaling of ZET technology and infrastructure to replace the large volume of diesel trucks moving goods in the region;
- **State of clean truck technology**
  - efforts to accelerate the commercialization of the ZE Class 8 heavy-duty trucks;
  - Governor's annual budget and the prospects for ZE trucks & infrastructure **funding opportunities**

# ZET Working Group Progress - Continued

- Federal **funding opportunities** and collaboration with United States Department of Transportation representatives;
- Strategies to **ensure proper community participation** through engagement activities at key planning decision points regarding ZE Infrastructure siting;
- Strategies to best **leverage** Metro's \$50 million in seed funding:
  - with the **state and federal governments' existing and future resources**,
  - while **exploring partnerships** with organizations already offering incentives to deploy ZE truck technology and infrastructure, such as the POLA, POLB, the CARB, and SCAQMD.



# ZET Working Group Progress - Continued

- > **Through focus group discussions, stakeholder interviews, guest speakers, and panel presentations, the Working Group determined the need to:**
  - Create a structured outreach plan to connect supply and demand on **workforce development** and training opportunities
  - Establish a **regional collaborative** to improve coordination, sequencing, and efficiency in the development of corridor-specific Zero-Emission charging infrastructure
  - Identify several initiatives that require **additional research**
  - Understand the current and future state of **hydrogen** as an alternative clean transportation fuel, including potential impacts to local communities
- > **Approved up to \$3 million in seed funding to support the development of a publicly available ZE Charging Facility.**
  - This Wilmington facility will support the advancement of Board direction by catalyzing other regional agencies, including the Port of LA, and private partners to fully fund the project and **leverage Metro's contribution with an additional \$12 million.**

# ZET Presenters

## Transportation & Environmental Agencies

### Federal

- Andrew Wishnia, Deputy Assistant Secretary for Climate Policy, US Department of Transportation
- Charles Small, Deputy Assistant Director for Intergovernmental Affairs, US Department of Transportation
- Morgan Capilla, U.S. Environmental Protection Agency
- Karina O'Connor, U.S. Environmental Protection Agency

### State

- Peter Christensen, Air Resource Supervisor, California Air Resource Board (CARB)
- Hannah Walter, Associate Deputy Director, California Transportation Commission (CTC)
- Kayla Giese, SB 671 Assessment Coordinator, California Transportation Commission (CTC)
- John Frala, Professor Alternative Fuels Technology, Rio Hondo College; Clean Transportation Program Advisor, California Energy Commission (CEC)
- Micah Wofford, Energy Commission Specialist, California Energy Commission (CEC)
- Michelle Vater, Freight and Transit Unit Supervisor, California Energy Commission (CEC)

## Regional/County

- Dr. Matt Miyasato, First Element Fuel
- Seungbum Ha, Program Supervisor – Electric & Hybrid Vehicles, SCAQMD
- Alison Linder, Accelerated Electrification Team and Clean Technology Program, Southern California Association of Governments (SCAG)
- Jannet Malig, Statewide Director Advanced Transportation & Logistics, Cerritos College; Co-Director, Long Beach Clean Cities
- Sean Wilder, Energy and Environmental Services, LA County Internal Services Department
- Cris Liban, Chief Sustainability Officer, LA Metro
- Quintin Sumabat, Deputy Executive Officer, Vehicle Engineering and Acquisitions, LA Metro

## Ports

- Leela Rao, Environmental Specialist, Port of Long Beach
- Jacob Goldberg, Environmental Specialist, Port of Los Angeles

# ZET Presenters

## Academic/Research/Policy Foundation

- Dr. Genevieve Giuliano, Ferraro Chair in Effective Local Government, Distinguished Professor at USC Sol Price School of Public Policy, USC METRANS
- Dr. Tyler Reeb, Director of Research and Workforce Development, Center for International Trade and Transportation(CITT), Cal State University of Long Beach (CSULB)
- Alycia Gilde, U.S. Department of Energy
- Tom Brotherton, Director, Market Acceleration, CALSTART
- Bill Van Amburg, Global Strategic Advisor Zero-Emission Commercial Vehicles, Energy and Sustainability, CALSTART
- Jack Symington, Senior Program Manager, Los Angeles Cleantech Incubator (LACI)

## Labor and Economic/Workforce Development

- Robert Chavez, Program Manager, South Bay Workforce Investment Board

## Private Sector

- Carlo Bertani, Environment, Sustainability and Decarbonization, Maersk
- Salim Youssefzadah, CEO, Watt EV
- Patrick Couch, SVP, Gladstein, Neandross, and Associates
- JT Steenkamp, Director, Infrastructure Projects and Technology, Prologis
- Henrik Holland, Global Head of Project Mobility, Prologis
- Keir Opie\*, Principal, Cambridge Systematics, Project Team

# A Balanced Approach to Zero-Emissions

Metro is committed to exploring all viable zero-emission technologies, including battery-electric and hydrogen, to meet regulatory mandates and sustainability goals without endorsing one solution. Metro is also committed to investing its CMIP funds in a manner that aligns with and advances the LB-ELA Corridor Task Force Vision, Goals, and Guiding Principles.

- **Addressing Community Concerns:** Recognizes concerns regarding public health, emissions during hydrogen production, transportation safety, and potential leakage, affirming Metro's dedication to minimizing impacts and educating communities.
- **Compliance with Clean Fleets Rule:** California's 2035 Zero-Emission (ZE) drayage truck mandate focused on tailpipe emissions, highlighting the need for comprehensive approaches to achieve ZE outcomes.
- **State and Federal Investments:** Significant investments in hydrogen and battery-electric technologies, including up to \$1.2 billion Regional Clean Hydrogen Hub (H2Hubs) award, indicating strong governmental support for diverse ZE solutions.
- **Community Advocacy and Education:** Metro aims to serve as a community advocate in ZE Truck (ZET) technology policy discussions, ensuring community concerns are addressed, supporting research, and facilitating educational initiatives on ZE technologies.
- **Expert Panel Discussions and Symposia:** Plans to organize expert panels, symposia, and community education events to deepen understanding of hydrogen technology, its state of development, and its implications for the LB-ELA Corridor.
- **Collaborative Efforts for ZE Future:** Continue collaboration with stakeholders to develop a ZE future that benefits the LB-ELA Corridor, emphasizing the importance of community input and guidance in educational and policy initiatives.

# ZET Infrastructure Deployment – A Positive Step Forward

**WattEV**



grants@wattev.com

+1 (949) 916-2751

444 W Ocean Blvd, Suite 1250  
Long Beach, CA 90802

January 22, 2024

Ms. Laurie Lombardi  
Los Angeles County Metropolitan  
Transportation Authority  
Sent via email

**Subject: Thank You for Your Support**

Ms. Lombardi:

I am writing this letter as an expression of gratitude for issuing a letter in support of our application to the California Energy Commission's (CEC) Innovative Charging Solutions for Medium- and Heavy-Duty Electric Vehicles grant solicitation (GFO-22-615).

WattEV was awarded its full \$5 million request to develop and install a compact, high power, and highly efficient AC/DC converter for electric vehicle (EV) charging that connects directly to a medium voltage (MV) grid at 13kV voltage class and is embedded in a Megawatt Charging System (MCS) charger. The CEC funds will be used to demonstrate 12 prototypes of this water-cooled MCS charger at our company's state-of-the-art charging depot located at the Port of Long Beach (POLB).

In operation, these innovative MCS prototype units will solve three (3) of the largest problems in the high-power charging infrastructure sector today: 1) Utility interconnection cost, timeline delays, and construction complexity; 2) Overall MCS charging footprint as a detriment to efficient station design; and 3) Modularity in both manufacturing and installation.

Thank you for recognizing the value that a project such as this can bring to the Long Beach community, and Southern California more broadly.

Best Regards,

A handwritten signature in black ink that reads "Sam Youssefzadeh".

Sam Youssefzadeh, CEO  
(310) 918-0801  
syoussefzadeh@wattev.com

**Agenda Item #2:**  
**ZET Recommended Projects & Programs**  
**in The Investment Plan**

# ZET in the Investment Plan

The ZE Truck and Infrastructure Program is part of the LB-ELA Corridor Mobility Investment Plan and is aligned with the LB-ELA Corridor Vision, Goals, and Guiding Principles.



KEY TECHNICAL WORK

STAKEHOLDER ENGAGEMENT & PUBLIC OUTREACH

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

# Investment Plan Update and Key Dates



The Public Comment Period is open for the Draft Corridor Mobility Investment Plan until **March 1, 2024**

Access the Investment Plan here



**January 31-March 1**

**Public Comment Period**

**Wednesday, March 20**

**Metro Planning and Programming Committee – 1:00 pm**

**Thursday, March 28**

**Metro Board of Directors – 10:00 am**

# Metro's Coordinated Planning Efforts



## 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.*



The Zero-Emission Truck and Infrastructure Program is aligned with the LB-ELA Corridor Vision, Goals, and Guiding Principles and is folded into the Draft CMIP.

# 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



# ZET Program Principles\*

1

## Maximize leverage of seed funding

by collaborating with regional partners and funding agencies.

2

## Expeditious Deployment of Resources

to maximize the buying power and benefit of investment while supporting community engagement and effective outreach.

3

## Coordination

with regional and funding partners, government agencies, and key stakeholders.

4

## Community Engagement

that centers corridor residents and stakeholders throughout the development process.

5

## Workforce Development

that ensures community benefits and access to opportunity through the pursuit and implementation of ZE Technology.

6

## Corridor Community Benefits

by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

7

## Equitable Outcomes

ensured by performance metrics that evaluate sustainable outcomes.

8

## Legislative Platform

designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

## The Investment Plan identifies air quality as the #1 challenge:

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

Chapters

1, 2, 3, 4

Foundational Chapters

6

### Corridor Community Benefits

by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

# Bold Steps - Improving Local & Regional Air Quality

## The Investment Plan takes bold steps to combat air quality issues.

- Includes a bold and clear statement about the negative impact of the freeway (and any potential freeway widening) on air quality.
- Describes air quality goals as key pillars of the Plan, with input from the ZE Truck Working Group.
- Tracks air quality trends, tree coverage, and other environmental indicators.
- **Lifts up the Air Quality Goal and Sustainability Guiding Principle, which guide all project selection.**

Chapters

1, 2, 3, 4

Foundational Chapters

6

### Corridor Community Benefits

by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

# Decreasing negative impacts of the freight movement

The Investment Plan seeks to decrease negative impacts on local communities through new & better ways to move freight.

- Describes the national freight significance of the corridor, with substantial impacts borne by residents adjacent to the I-710.
- **Describes a policy shift from simply moving freight to serving the health, connectivity, and other quality-of-life needs of local communities.**

Chapters

1, 2, 3, 4

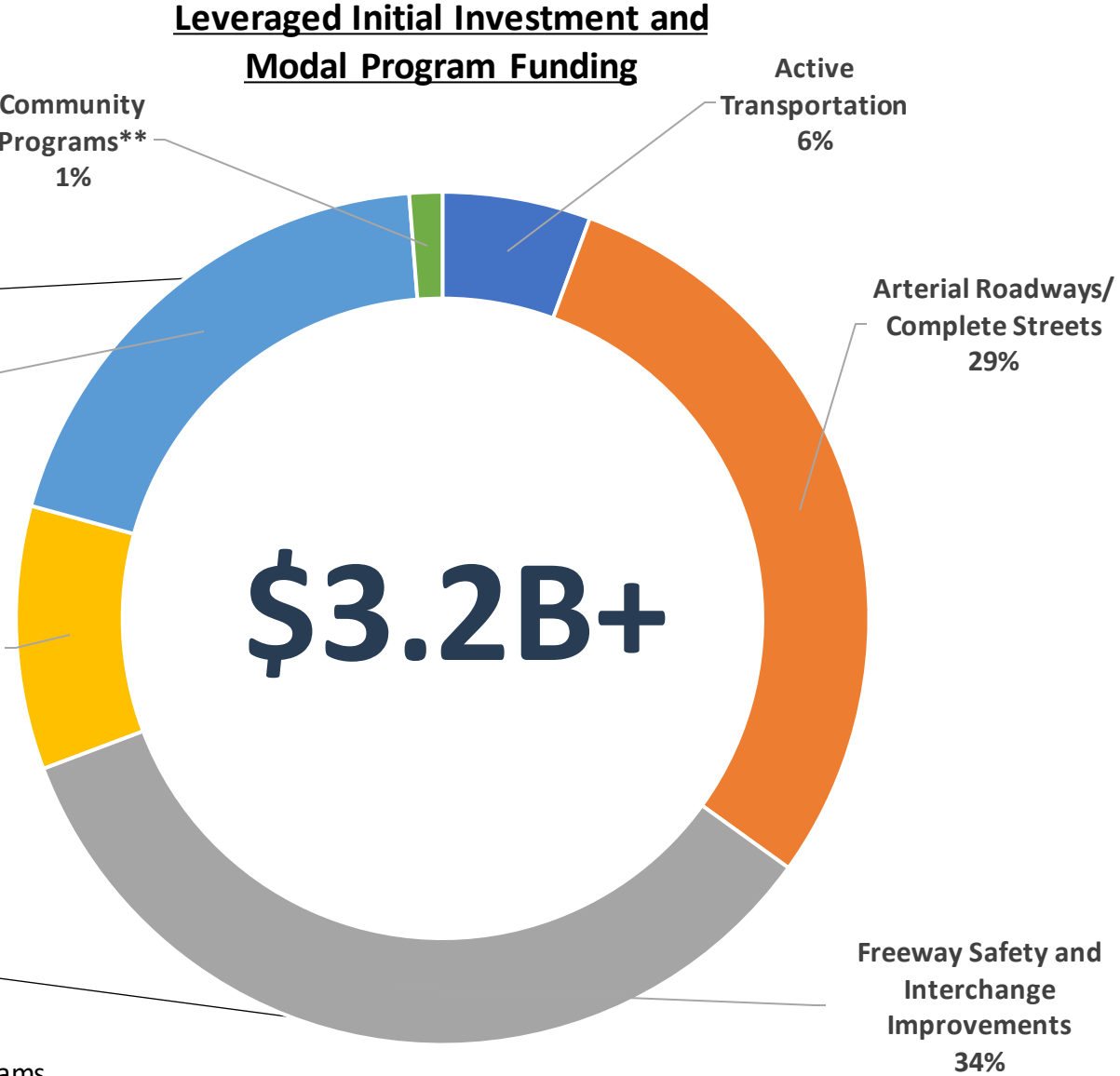
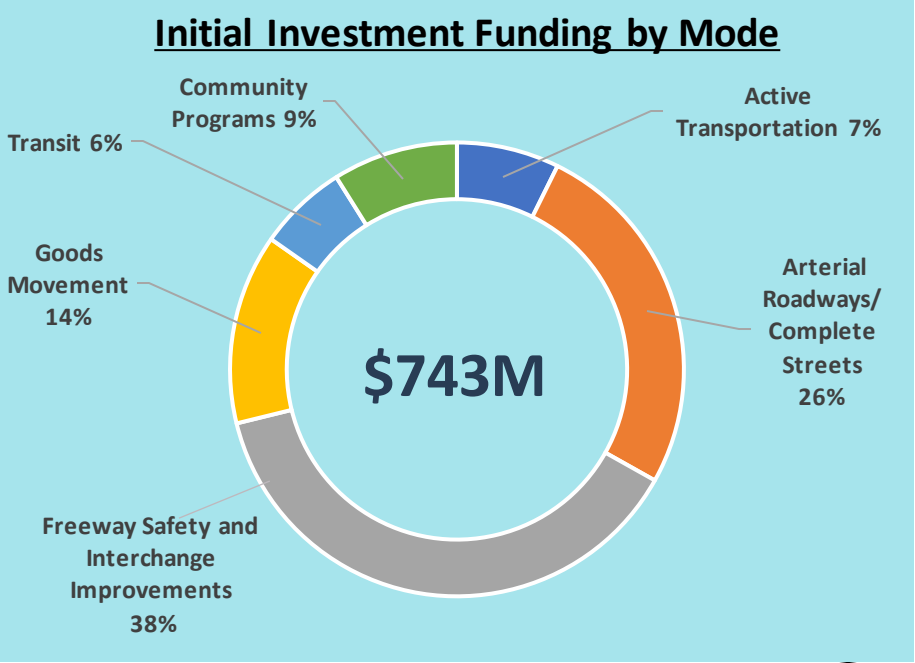
Foundational Chapters

6

## Corridor Community Benefits

by creating economic opportunities, improving air quality, and **reducing long-standing health impacts generated by diesel trucks.**

# Leveraged Measure R/M Funding



\*\*Community Programs will receive and leverage funds other than Measure R/M, which is eligible for transportation projects and programs

# Bold Steps – New & Better Ways to Move Freight

The Investment Plan supports new and better ways to move freight and goods to decrease negative impacts on local communities.

- Freight/goods movement projects included in the Investment Plan are those that minimize negative environmental impacts, modernize technology, and upgrade infrastructure.
- **The List of Projects Recommended for Initial Investment includes ZE truck infrastructure and freight rail electrification projects/programs.**
- The Investment Plan supports moving more cargo through the Alameda Corridor, leveraging major on-dock rail investments by the Ports.
- Metro will lead and partner with communities and agencies to identify and pilot strategies to reduce, capture, and mitigate Particulate Matter generated from freeway usage to complement tailpipe emission reduction strategies.

Chapters **5, 6, 7, 8**

Actionable Chapters

Freight Rail Planning



Zero-Emission Locomotive



# Clean Truck Infrastructure (ZET)



<b>Project/Program name</b>	Clean Truck Infrastructure [LB-ELA_0023]
<b>Project/Program description</b>	The Clean Truck Infrastructure project (0023) would install charging infrastructure for zero-emission trucks.
<b>Project/Program lead</b>	Metro/Caltrans/Ports
<b>Metro role</b>	Partner
<b>Location</b>	Study Area Wide
<b>Top scoring goals/principles</b>	Air Quality; Opportunity; Environment
<b>Flags</b>	Equity Flag: Medium See related implementation requirements/guidance below
<b>Modes</b>	Goods Movement only
<b>Phase (life cycle)</b>	Implementation
<b>Implementation requirements/guidance</b>	<p>Siting of zero-emission truck infrastructure should avoid displacements, right-of-way and <u>neighborhood</u> impacts. Wherever these impacts are under consideration, Metro and jurisdictions should proactively engage residents, businesses, and property owners to understand site-specific conditions and discuss opportunities for relocation assistance and other community benefits.</p> <p>Construction impacts such as noise pollution, dust emissions, traffic delays/diversion, and business interruptions should be carefully assessed and planned with mitigation strategies in place.</p> <p>Facilities that require the expansion or addition of paved areas should incorporate materials and designs that maintain or increase pervious cover, and/or landscaping elements that allow for sufficient stormwater runoff.</p>
<b>Potential for packaging</b>	Combined with 0004
<b>Estimated cost</b>	NA
<b>Funding sources and eligibility</b>	0023 may be funded exclusively through Measure R, in which case it would be led by Metro. Trade Corridor Enhancement Program
<b>Estimated Metro match (R&amp;M) and eligibility</b>	<p>\$50 million *</p> <p>*Already committed by Metro board (shared with LB-ELA_0004)</p> <p>Minimum local matches are as follows: 10 percent – CIF; 20 percent – PIPD, Reduction of Truck Emissions at Port Facilities</p>

# Bold Steps – New & Better Ways to Move Freight

## Decreasing negative impacts of freight movement

### Goods Movement

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



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



# I-710 Particulate Matter (PM) Reduction Pilot Project

<b>Project/Program name</b>	I-710 Particulate Matter (PM) Reduction Pilot Project (LB-ELA_0157)
<b>Project/Program description</b>	<p>Implement a pilot project on I-710 to deploy and evaluate measures to reduce exposure of nearby populations to particulate matter, specifically localized sources of entrained/fugitive dust, tire wear, and brake wear associated with traffic on the freeway. These measures may include roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, frequent street-sweeping, and deployment of air quality monitoring systems, among others.</p> <p>In addition, include options to examine the effectiveness of "cool pavement" applications to reduce heat island effects. As part of the work plan, the pilot project would include a study element to assess and document the efficacy of the various measures</p>
<b>Project/Program lead</b>	Metro
<b>Metro role</b>	Partner/Fund
<b>Top scoring goals/principles</b>	Community and Sustainability Principle
<b>Flags</b>	none
<b>Modes</b>	Freeway, Goods Movement
<b>Phase (life cycle)</b>	<p>Development</p> <p>Define and conduct a study of the efficacy of various methods to reduce particulate matter emissions from the I-710 freeway, especially from non-tailpipe emissions.</p> <p>Also included in the study is determining the heat island reduction effects of "cool pavement."</p>
<b>Implementation requirements/guidance</b>	N/A
<b>Potential for packaging</b>	The findings of this study may lead to projects that can be implemented by other programs and projects in the CMIP.
<b>Estimated cost</b>	\$7 million for the design, execution and documentation of the pilot program
<b>Funding sources and eligibility</b>	Congestion Mitigation and Air Quality (CMAQ) Improvement Program
<b>Estimated Metro match (R&amp;M) and eligibility</b>	\$3 million

# Freeway Safety and Interchange Improvements

## Freeway Safety and Interchange Improvements

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

\* Estimated project costs are totaled from individual city submissions

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

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

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

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# Arterial Roadways/Complete Streets

## Initial Investment Recommendations: **\$115.9M**

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

## Modal Program Recommendations: **\$72.1M**

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

**Total Initial Investment and Modal Programs: \$188.0M**

Intersection Improvements



Intersection Improvements



# Arterial Roadways/Complete Streets

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

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

# Arterial Roadways/Complete Streets

<b>Project/Program name</b>	Shoemaker Bridge/Shoreline Drive [LB-ELA_0010]
<b>Project/Program description</b>	I-710 Improvements/Shoemaker Bridge Replacement: Replace the Existing Shoemaker Bridge with a New Bridge. The New Bridge Will Be Reduced to Have Two Mixed-Flow Lanes in the NB and in the SB Directions to Tie the Flow into I-710. The New Bridge Will Also Include Pedestrian and Bicycle Access. Additionally, Bicycle, Pedestrian, and Street Enhancements Will Be Provided on Adjacent Thoroughfares.
<b>Project/Program lead</b>	Long Beach/COG
<b>Metro role</b>	Support
<b>Location</b>	Long Beach
<b>Top scoring goals/principles</b>	Safety, Mobility, Equity
<b>Flags</b>	Equity Flag: Moderate <i>See related implementation requirements/guidance below to address equity issues</i>
<b>Modes</b>	Arterial Roadway, Freeway Safety and Interchange Improvements, Active Transportation
<b>Phase</b>	Pre-Implementation
<b>Implementation requirements/guidance</b>	Although the Investment Plan investment is recommended for design-only, there are several implementation recommendations when the project continues to implementation: <b>Displacements and Physical Impacts:</b> The project entails a major roadway redesign and bridge reconstruction with both temporary and permanent impacts to the existing right-of-way and surrounding recreational facilities, however the project will result in a permanent net gain in parkland acres due to roadway consolidation. Design should minimize impacts to existing facilities where possible, and Long Beach should proactively engage the community to set expectations around the project's potential impacts, in the context of its broader benefits. <b>Construction Impacts:</b> Noise pollution, dust emissions, traffic delays/diversion, interruptions to recreational facility access, and business interruptions should be carefully assessed and planned with mitigation strategies in place.
<b>Potential for packaging</b>	Congestion Pricing [LB-ELA_0153] I-710 LA River Bike Path [LB-ELA_0055] Integrated corridor management (ICM) Phase 2 Ocean Blvd to SR-91 [new proposed project]
<b>Estimated cost</b>	\$500 million
<b>Potential funding sources</b>	BIP, RAISE, INFRA, TCEP
<b>Grant matching fund requirements</b>	Minimum Local Match: 0% – RAISE (Rural, HDC, APP), TCEP (if Caltrans nominated) 20% – RAISE (Urban), BIP (Planning, non-large bridge) 30% – TCEP 40% – INFRA 50% – BIP (large bridge)
<b>Recommended Measure R/M investment</b>	\$9.03 million (for partial design)

# Arterial Roadways/Complete Streets

Intersection Improvements



Traffic Management Features



Traffic Calming Features



Complete Streets



Visual Improvements



# Active Transportation

<b>Project/Program name</b>	<b>Humphreys Avenue Pedestrian/Bicycle Overcrossing [LB-ELA 0139]</b>
<b>Project/Program description</b>	The Los Angeles County Metropolitan Transportation Authority (Metro), in collaboration with the California Department of Transportation (Caltrans) and Los Angeles County Department of Public Works (LADPW), plans to construct a pedestrian and bicycle overcrossing (Humphreys Avenue Crossing) near the existing Humphreys Avenue vehicle bridge in East Los Angeles. The project aims to reconnect the historically divided East L.A. neighborhood caused by Interstate 710 (I-710). The Crossing, serving as a dedicated pedestrian/cyclist route, addresses the barrier created by I-710 and enhances accessibility for vulnerable populations, connecting to essential facilities and Humphreys Avenue Elementary School. Originating from Metro Board's Motion 22.1 in 2015, the Humphreys Avenue Crossing received approval and funding, signifying a step towards rectifying past planning decisions. Although not selected for a Reconnecting Communities Pilot grant, the project earned high ratings and continues to expand in collaboration with LA County to incorporate pedestrian accessibility improvements, further maximizing its community benefits.
<b>Project/Program lead</b>	Metro/Caltrans/LA County/COG
<b>Metro role</b>	Partner
<b>Location</b>	East Los Angeles
<b>Top scoring goals/principles</b>	Community, Safety
<b>Flags</b>	Equity Flag: NA CIC Flag: NA
<b>Modes</b>	Active Transportation/TDM
<b>Phase</b>	Implementation
<b>Implementation requirements/guidance</b>	NA
<b>Potential for packaging</b>	NA
<b>Estimated cost</b>	\$24.3 million
<b>Potential funding sources</b>	State: Reconnecting Communities (Pilot) grant in September 2023
<b>Grant matching fund requirements</b>	Minimum local match: 20% – RCP
<b>Recommended Measure R/M investment</b>	\$1 million (study)

Traffic Calming Features



## What are Community Programs?

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

- Some are focused on addressing current burdens that exist as a result of past policy, disinvestment, and infrastructure development;
- Others are proactive measures to sustain community stability and maximize benefits as projects are implemented in the future.
- The Investment Plan recommends \$40M of Initial Funding for development of 15 Community Programs

# Community Programs by Topic Area

Working Group Topic Area	Programs
Air Quality/ Community Health	Bus Electrification Projects
	LB-ELA Corridor Community Health Benefit Program
	Zero-Emission Infrastructure for Autos
	Air Quality Monitoring Stations
Environment	LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program
	LB-ELA Corridor “Urban Greening” Initiative
	Public Art/Aesthetics
Housing Stabilization/ Land Use	WSAB 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

# Lifting Up the Local Community

## The Investment Plan will provide economic opportunities by addressing workforce development, targeted hire, and new jobs

- > Metro's Measure-funded Projects advanced to construction resulting from this Investment Plan would be subject to Metro's Project Labor Agreement (PLA) and corresponding Construction Careers Policy (CCP), which are applied to all federal projects with a construction value greater than \$2.5 million.
  - Metro's PLA is unique in that Metro is the first transit agency in the nation to adopt such an agreement with national targeted hiring goals for federally funded projects with Federal Transit Administration (FTA) approval. The PLA and CCP were approved by Metro's Board of Directors on January 26, 2012, and subsequently renewed on January 26, 2017.
  - The PLA and CCP require prime contractors to ensure that a minimum of 40 percent of all hours of project work are performed by local targeted workers, with priority given to those in Community Areas, defined as economically disadvantaged areas within a five-mile radius of the project.
- > The CCP and PLA have exceeded their goals since they were implemented.
  - Between 2012 and 2018, close to 60 percent of workers on Metro projects were from economically disadvantaged communities, 22 percent of work was performed by apprentices, and close to 12 percent of all hours worked were performed by workers with disadvantaged backgrounds.

# Lifting Up the Local Community

## The Investment Plan provides economic opportunities by addressing workforce development, targeted hire, and new jobs

Implementation Guidance for Community Programs will include workforce development, targeted hire, and new jobs as evaluation criteria. Issues to be addressed in Implementation and Next Steps:

- Ensure existing policies and programs position the local labor force of today to support the goods movement industry of tomorrow
- Identify education and skill gaps that need to be addressed
- Identify opportunities to partner across industries and regions to enhance the labor force
- Provide adequate mobility options to connect existing and future workers to these jobs and industries
- **Add a variety of Equity Criteria into project evaluation to accomplish these goals.**

# Establish Working Groups by Topic Area

Why are we setting up more working groups?

- **Continuity and stewardship** of Vision/Goals/Guiding Principles
- **Hold Metro accountable** to Community Program commitments
- **Build upon ZET Program** successes/lessons learned

What are we looking for in working group members and program partners?

- **Complementary roles** – Leadership / Funding / Technical Expertise
- **Technical knowledge and community relationships**
- **Other agencies to fill gaps** in Metro's jurisdictional authority

# Working Group Objectives/Activities

- > **Identify existing programs** that Metro can support
- > **Identify additional funding opportunities** for Community Programs
- > **Define detailed program objectives, parameters, and actions**
- > **Determine funding allocations** within topic areas

# Potential Partners by Community Program Topic Area

## Air Quality/Community Health

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

## Environment

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

## Housing Stabilization/Land Use

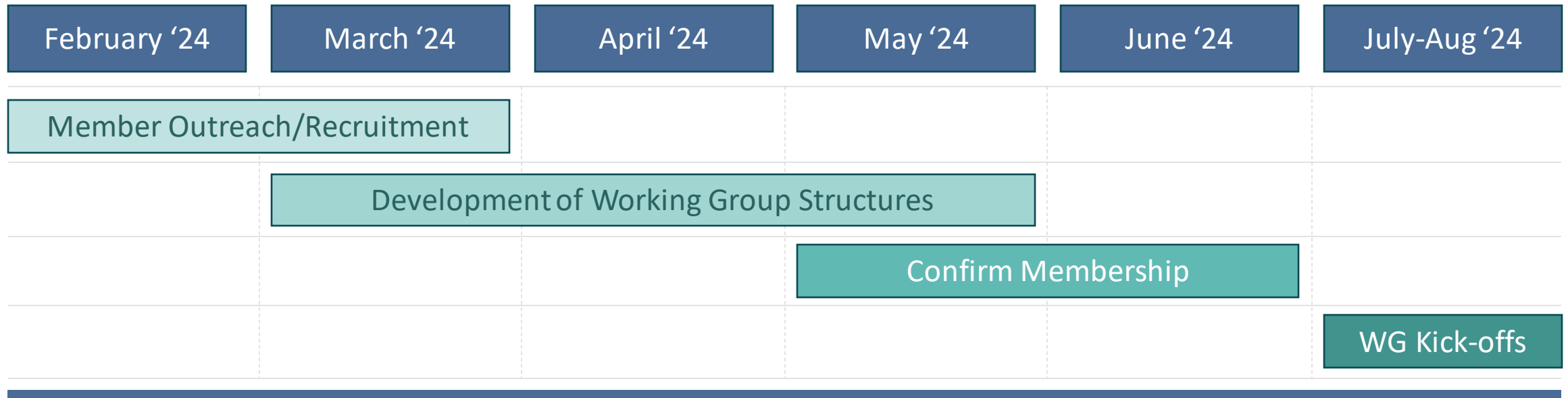
- Gateway Cities COG
- Legal Aid Foundation of Los Angeles
- LA Care
- Fair Housing Foundation
- PATH
- BASTA Long Beach
- East LA Women's Center
- Fair Opportunity for Change
- Forgotten Children, Inc.
- InnerCity Struggle
- ACT-LA Coalition
- Jordan's Disciples
- Kingdom Causes Bellflower
- Restoration Diversion Services
- Salvation Army
- **Metro Partners: TOC Programs; Homeless Outreach Pilot; Room to Work; Joint Development Team; First/Last Mile Team**

## Job Creation/Work Opportunities

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

# Preliminary Timeline (near-term)

## When will Community Program Working Groups be formed?



# Agenda Item #3: Mobile Source Air Pollution Reduction Review Committee (MSRC)

- Cooperative Agreement
- Joint Request for Proposal (RFP)

# MSRC Cooperative Agreement

## Motivations to Partner

- > A leading organization that supports and funds publicly accessible charging and fueling infrastructure for heavy-duty vehicles in the South Coast Air Basin
- > A long-standing relationship with the South Coast AQMD, San Pedro Bay Ports, and private entities that develop their sites to support zero-emission trucks
  - MSRC's experience, expertise and established relationship will help Metro advance the ZET Program expeditiously.
- > Jointly pursue funding opportunities to leverage Metro's seed funding, and jointly support promising projects within the LB-ELA Corridor

## Past Engagement

- > MSRC's Request for Information for Publicly Accessible Zero Emission Infrastructure to Support Goods Movement in November 2022
- > Proposed projects within the LB-ELA Corridor were evaluated against the LB-ELA ZET Program Principles and shared with the Working Group in March 2023.
- > One of the projects was the Port of Los Angeles owned land, and submitted by LACI
  - Working Group supported Metro to contribute a portion of the ZET seed funding.

## Cooperative Agreement

- > A cooperative agreement between Metro and South Coast AQMD (MSRC's administrative agency) was reviewed and approved by the AQMD's Governing Board on February 2, 2024.

# MSRC Joint Request for Proposal

## Background:

- > The November 2022 MSRC RFI projects have been funded through the proposers' own funds, MSRC, and other mechanisms.
- > There are new near-term proposals for charging and fueling sites within the LB-ELA corridor.

## Opportunities for Metro

- > Partner with MSRC to release a joint RFP and include evaluation criteria that reflect the ZET Program Principles
  - **Community Engagement** – willingness to engage communities to identify equitable outcomes and community benefits, and provide more information to increase awareness
  - **Corridor Community Benefits** – willingness to use this opportunity to address local community needs and enhance quality of life
  - **Equitable Outcomes** – willingness to strive for equitable outcomes through Metro supported projects
- > Leverage the seed funding to accelerate the ZET support infrastructure deployment

# Closing Remarks & Next Steps

# Stay connected to this project



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



*213.418.3010 W*  
*213.305.0423 C*



*[710corridor@metro.net](mailto:710corridor@metro.net)*



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



*@metrolosangeles*



*losangelesmetro*

**Thank you!**

**Initial Investment Recommendations: \$29.0M**

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

**Modal Program Recommendations: \$96M**

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

**Total Initial Investment and Modal Programs: \$125.0M**

# Transit

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

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

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

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

# Active Transportation

## **Initial Investment Recommendations: \$32.9M**

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

## **Modal Program Recommendations: \$57.1M**

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

**Total Initial Investment and Modal Programs: \$90M**

# Active Transportation

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

<b>Project/Program name</b>	Goods Movement Freight Rail Study [LB-ELA_0151]
<b>Project/Program description</b>	Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips in the Southern California subregion. This assessment would include options such as opportunities to increase on-dock freight rail mode share; implementation of short-haul, freight rail shuttle service to new inland rail facilities; and increased use/improved operational efficiencies of existing near-dock and off-dock intermodal facilities. This evaluation would take into account updated cargo forecasts, economic factors and projections, current trends associated with the goods movement logistics chain, including transload truck trips, and railroad and intermodal capacity constraints in the Southern California region. The Goods Movement Freight Rail Study would assess options from a systemwide perspective and would include factors such as changes in truck trip travel patterns, land use implications, and the potential for environmental impacts as well as institutional constraints.
<b>Project/Program lead</b>	Metro/Ports/Railroads
<b>Metro role</b>	Partner
<b>Location</b>	Nevin; Clement Junction; Vernon; Huntington Park; Nadeau; Firestone Park; South Gate; Lynwood; Compton; Willowbrook; Rancho Dominguez; Thenard; Long Beach
<b>Top scoring goals/principles</b>	Opportunity, Mobility
<b>Flags</b>	Equity Flag: NA – this is a study. CIC Flag: The study should focus on the potential for pollution reduction and impacts on local communities. Study should include assessment of long-term funding needed to maintain environmental sustainability.
<b>Modes</b>	Goods Movement only
<b>Phase</b>	Planning
<b>Implementation requirements/guidance</b>	NA – this is a study.
<b>Potential for packaging</b>	NA
<b>Estimated cost</b>	\$1 million (study)
<b>Potential funding sources</b>	Fed: INFRA, PIDP State: TCEP
<b>Grant matching fund requirements</b>	Minimum local match: 0% – TCEP (if Caltrans nominated) 20% – PIDP 30% – TCEP 40% – INFRA
<b>Recommended Measure R/M investment</b>	\$1 million (study)