



EQUITY • SUSTAINABILITY • AIR QUALITY • COMMUNITY • ENVIRONMENT • MOBILITY • OPPORTUNITY • PROSPERITY • SAFETY

Long Beach - East Los Angeles Corridor Mobility Investment Plan

A QUALIFYING I-710 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Overview



Metro

Overview of LB-ELA Corridor

Geographic Scope

- > Covers 18 cities and 3 unincorporated communities within a mile on each side of the 19-mile stretch of I-710.

Population and Jobs

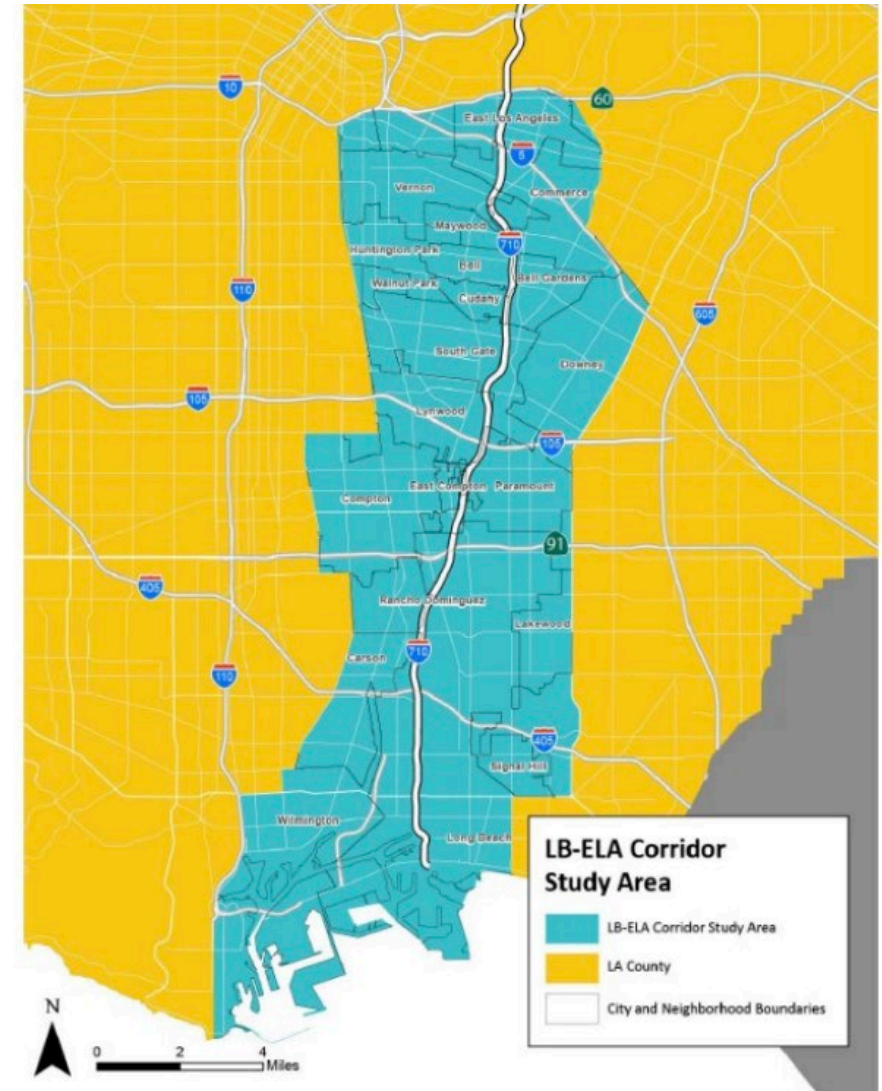
- > Home to 1.2 million people, roughly 12% of LA County's population.
- > Contains 11% of LA County's jobs.

Economic Importance and Transportation Impacts

- > Key gateway for the Ports of Los Angeles and Long Beach, crucial to regional and national economies.

Economic Lifeline and Challenges

- > Traffic congestion and pollution from freight movement.
- > Safety Impacts: Safety concerns for those who live, work, and travel within the corridor.



LB-LA Corridor Study Area

Background

- > Nation's Most Prominent Freight Corridor
- > Growing Population and Demand
- > Communities Facing Many Long-Standing and Pervasive Burdens
- > Past Solutions and Limitations
- > Community and Regulatory Pushback
- > Prior I-710 Widening Project Halted
- > New Approach: LB-ELA Corridor Mobility Investment Plan



*LB-ELA Corridor Study Area
(LA County Context)*

Spotlight on Air Quality and Environment

Health Disparities

- > LB-ELA Corridor communities are disproportionately affected by air pollution and related health disparities.

Mobile Source Emissions:

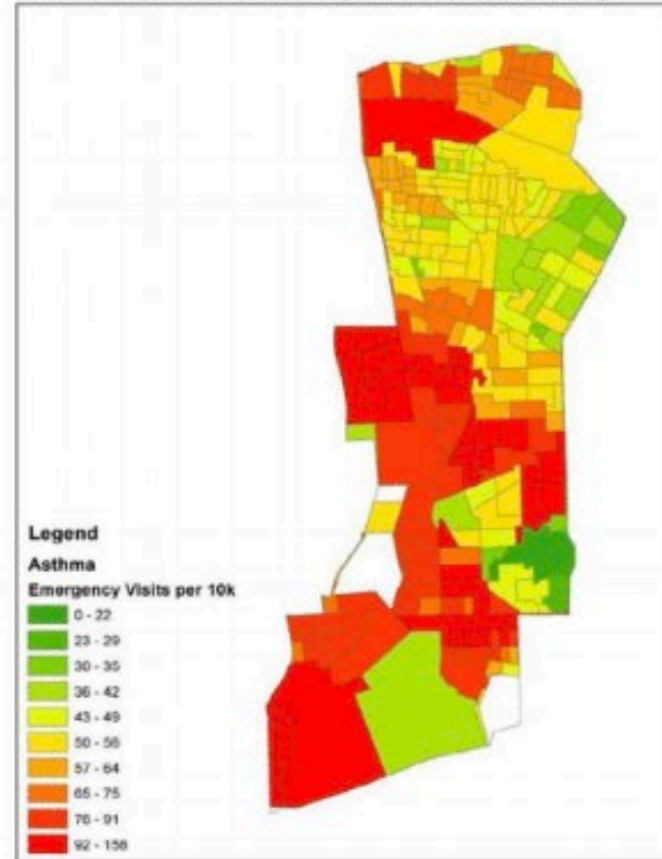
- > Trucks, locomotives, and ocean-going vessels contribute heavily to criteria pollutants (ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter).

Non-Tailpipe Emissions:

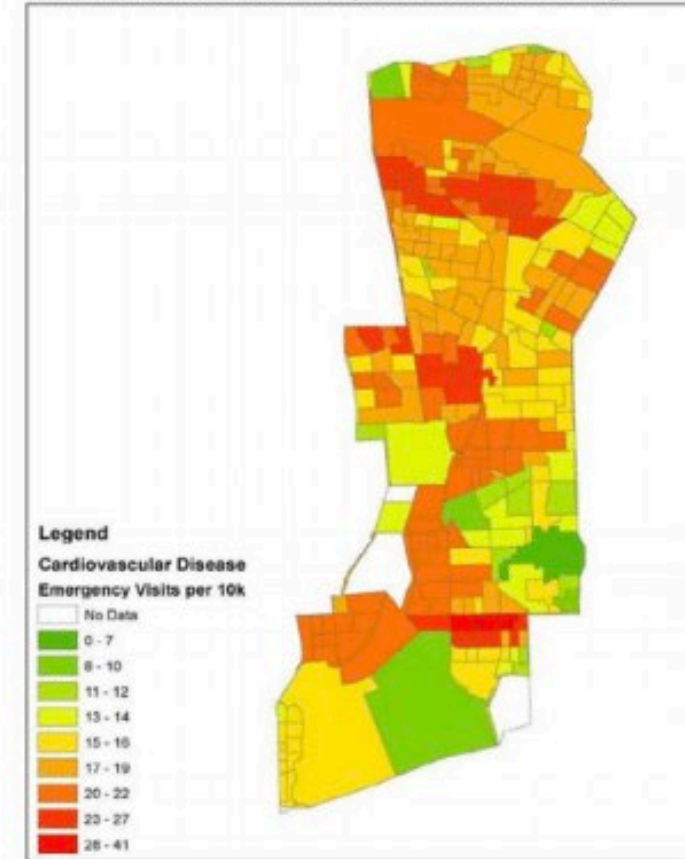
- > Emissions from brakes, tires, and road wear are significant contributors to particulate matter emissions and are expected to increase.

Asthma Rates

LB-ELA Health Outcomes (CalEnviroScreen 4.0)



LB-ELA Health Outcomes (CalEnviroScreen 4.0)



Classifications reflect statewide percentile ranges.

Community and Stakeholder Advisory Groups

CLC MEMBER JURISDICTIONS/ COMMUNITIES

Bell	Lakewood
Bell Gardens	Long Beach
Bellflower	Lynwood
Boyle Heights	Maywood
Carson	Montebello
Commerce	Paramount
Compton	San Pedro
Cudahy	Signal Hill
Downey	South Gate
East LA	Vernon
East/Rancho Dominguez	Walnut Park
Huntington Park	Wilmington

TASK FORCE ORGANIZATIONS

Access Services, Inc.	LA County Supervisorial District 1
Alameda Corridor Transportation Authority (ACTA)	LA County Supervisorial District 2
Burlington Northern Santa Fe (BNSF) Railway	LA County Supervisorial District 4
CALSTART	LA Unified School District (LAUSD)
City of Bell Gateway Cities Council of Governments (GCCOG) I-710 Ad-Hoc Committee	Legal Aid Foundation of LA-Long Beach (LAFLA-LB)
City of Commerce GCCOG I-710 Ad-Hoc Committee	Long Beach Residents Empowered (<u>LiBRE</u>)
City of Cudahy GCCOG I-710 Ad-Hoc Committee	Long Beach Alliance for Children with Asthma (LBACA)
City of Long Beach GCCOG I-710 Ad-Hoc Committee	Long Beach Transit (LBT)
City of Los Angeles	METRANS Consortium
Coalition for Clean Air (CCA)	Metrolink
Communities for a Better Environment (CBE)	Natural Resources Defense Council (NRDC)
Earthjustice	Pacific Merchant Shipping Association (PMSA)
East Yard Communities for Environmental Justice (EYCEJ)	Port of Long Beach (POLB)
Harbor Trucking Association (HTA)	Port of Los Angeles (POLA)
International Brotherhood of Teamsters, Local Union 848	Southeast Los Angeles (SELA) Collaborative
LA County Business Federation (<u>BizFed</u>)	Southern California Association of Governments (SCAG)
LA County Department of Public Works	Union Pacific (UP) Railroad
LA County Economic Development Corporation (LAEDC)	USC Equity Research Institute (ERI)

Community-Generated Vision Statement

OUR COMMUNITY-GENERATED VISION STATEMENT: *

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



THE INVESTMENT PLAN IS ORGANIZED AROUND:

GUIDING PRINCIPLES

Equity


- Strive to rectify past harms.
- Provide fair and just access to opportunities.
- Eliminate disparities in project processes, outcomes, and community results.


Sustainability


- Satisfy and improve basic social, health, and economic needs/conditions, both present and future.
- Responsible use and stewardship of the environment, while maintaining or improving the well-being of the environment on which life depends.


GOALS


 Foster local and regional clean **air quality**.


 Support thriving communities by enhancing the **health and quality of life** of residents.

 Enhance the **natural and built environment**.

 Improve the **mobility** of people and goods.

 Make all modes of travel **safer**.

 Increase community access to quality jobs, workforce development, and **economic opportunities**.

 Ensure **prosperity** by strengthening LA County's economic competitiveness and increase access to quality jobs, workforce development, and economic opportunities for all communities, with a focus on strengthening the 710 Corridor communities, which have been, and continue to be, harmed by economic development.

Investment Plan Foundation

This multimodal Investment Plan will address injustices that existed before and have persisted since I-710 was constructed.

The 710 Freeway is the nation's most prominent and impactful freight corridor, connecting ports and intermodal rail yards with Central LA.

The communities in the I-710 Corridor have been affected by policy and planning decisions long before the I-710 opened in 1964.

I-710 carries high volumes of diesel heavy-duty trucks that serve a variety of industrial land uses in the Corridor that at times can be harmful. Consequently, the surrounding communities, which are resilient and culturally diverse, are negatively impacted by the resulting pollution, congestion, and traffic-related health, safety, and quality of life impacts, despite the economic activity and employment offered by the movement of goods through the Corridor.

Roughly **35,000** truck trips occur along the I-710 each day.*

Rates of asthma hospitalizations are **30%** higher in the Corridor, compared to the County average.*



The median household income in the Corridor is **35.5%** lower than the County average.*



12% of LA County's population (1.2 million) live within the LB-ELA Corridor's impacted communities.*



The majority (**77%**) of the residents in the area are Hispanic or Latin American.*



Unemployment rates in the Corridor (**7.8%**) are higher than the County average (**6.1%**).*



23% of the nation's cargo, shipped on trucks and rail, travels through the Corridor.*

Key Investment Plan Priorities

- **Safety improvements for all modes**
- **Public health**
- **Improved transit speeds, reliability, and safety**
- **Expanded and protected active transportation and pedestrian infrastructure**
- **Arterial Roadway and Complete Streets Improvements**
- **Better community access to transit**
- **Environmental improvements**
- **Urban greening and reduction of urban heat island effect**
- **Workforce development investments**
- **Equity-focused community quality-of-life programs**
- **Strategic technical assistance for under-resourced communities**

Funding Priorities

INITIAL INVESTMENTS (\$490M)

PROJECT & PROGRAMS	COST (M)	PLAN'S INITIAL INVESTMENT (M)
Community Programs Catalyst Fund**	\$340.0	\$40.0
Bus Stop Improvement Projects/Programs	\$38.0	\$19.0
Complete Street Corridor - Alondra Blvd.	\$45.0	\$9.0
Complete Street Corridor - Atlantic Blvd.	\$457.2	\$68.6
Complete Street Corridor - Florence Ave.	\$124.5	\$24.9
Complete Street Corridor - Long Beach Blvd.	\$1.5	\$0.8
Complete Street Corridor - Slauson Ave.	\$18.0	\$3.6
Compton Creek Bike Underpasses	\$1.0	\$0.5
Compton Transit Management Ops. Center Enhancements	\$27.0	\$2.0
Freight Rail Electrification Pilot Project	\$50.0	\$10.0
Goods Movement Freight Rail Study	\$10.0	\$2.0
Humphreys Avenue Pedestrian/Bike Overcrossing	\$24.3	\$9.0
I-710 Freeway Lids, Caps & Widened Bridge Decks	\$15.0	\$5.0
I-710 MOSAIC Program: Multimodal, Operational, Safety, and Access Improvements for the Community	\$612.0	\$153.6
I-710 Particulate Matter (PM) Reduction Pilot Project	\$10.0	\$2.0
I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities	\$2.5	\$2.5
I-710 Traffic Controls at Freeway Ramps	\$50.0	\$10.0
LB-ELA Corridor Bus Transit Program	\$461.5	\$31.1
Metro A Line - First/Last Mile Improvements	\$12.3	\$9.8
Metro A Line - Quad Safety Gates at all A Line Crossings	\$10.0	\$5.0
Rail to River Active Transportation Corridor, Segment B	\$6.3	\$3.2
Regionally-Significant Bike Projects	\$41.4	\$15.7
Shoemaker Bridge/Shoreline Drive	\$832.6	\$9.0
Southeast Gateway Line Bike and Pedestrian Trail	\$17.0	\$3.8
Zero Emission Truck (ZET) Program	\$200.0	\$50.0

Diverse Stages of Development:

- > Projects range from planning through implementation stages.

Projects Suitable for Measure R and Measure M Funding:

- > Organized through Modal Programs grouping projects by primary travel mode.

15 Community Programs:

- > Strong emphasis on equity and community health in the Corridor.

MODAL PROGRAMS (\$253M)

Modal Programs are buckets of projects and programs, organized by mode, which can be further refined and developed, in the longer-term.

START-UP Fund***	\$40.0
Active Transportation	\$55.7
Arterial Roadways	\$72.2
Freeway Safety & Interchange Improvements	\$39.4
Goods Movement	\$18.0
Transit	\$67.9

Projects by Mode for Initial Funding



LEVERAGING CHANGE

- > **The Investment Plan brings an initial \$743 million into the Corridor** as foundational seed funding, sourced from locally- approved sales tax Measures R and M.
- > This initial investment will leverage over \$4 billion to support community-serving, regionally significant, multimodal projects throughout LB-ELA Corridor communities.
- > The \$4 billion of investments in the Investment Plan catalyzes and anchors a long-range vision that includes more than \$20 billion in identified transportation need in this historically under-invested Corridor.

Code	Project Name
	Active Transportation / TDM
	Arterial Roadways / Complete Streets
	Freeways Interchanges and Safety Improvements
	Goods Movement
	Transit

Investment Plan: Funding Allocation by Category

Mode	Initial Investment	START-UP* Fund	Modal Program	Investment Total	Total \$ Leveraged
(All \$ in millions)					
Freeway Safety and Interchange Improvements	\$170.60	-	\$39.40	\$210	\$894
Arterial Roadway / Complete Streets	\$115.85	\$14.50	\$72.15	\$188	\$1,767
Transit	\$57.08	\$14.00	\$67.93	\$125	\$477
Active Transportation	\$44.33	\$11.50	\$55.67	\$100	\$195
Goods Movement	\$62.00	-	\$18.00	\$80	\$332
Community Programs Catalyst Fund	\$40.00	-	-	\$40	\$340**
Total	\$496.85	\$40.00	\$246.35	\$743	\$4,005

Note: No projects recommended for funding in the Investment Plan that widen the 710 Freeway, add additional general-purpose travel lanes, or have any known residential displacements.

Investment Plan Benefits

This Investment Plan will bring many benefits to Corridor communities.

● **48,000***

New jobs created.

● **6-10%**

Reduction in fatal injury collisions, for increased safety.

● **8**

Deaths prevented each year.

● **88**

Serious injuries prevented each year.

● **5-10%**

Increase in transit ridership each day.

● **5-10%**

Reduction in vehicle hours of delay, for faster travel.

● **1-2%**

Decrease in vehicle miles traveled, so there are fewer cars on the road.

● **250,000**

Annual reduction in metric tons of greenhouse gases, for a cooler climate.

● **2,500,000**

Annual reduction in grams of particulate matter emissions, for cleaner air.

● **10-15%**

Increase in trips by bicycle.

Implementing the Investment Plan: Working Groups

- > **The CMIP includes
3 Community Program
Working Groups for
15 Community Programs**
- > **The Air Quality /
Community Health and
Environment Working
Groups will be combined**
- > **2 "Modal" Working
Groups will cover the
Initial Investment
Projects and 5 Modal
Programs**

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	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

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

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.

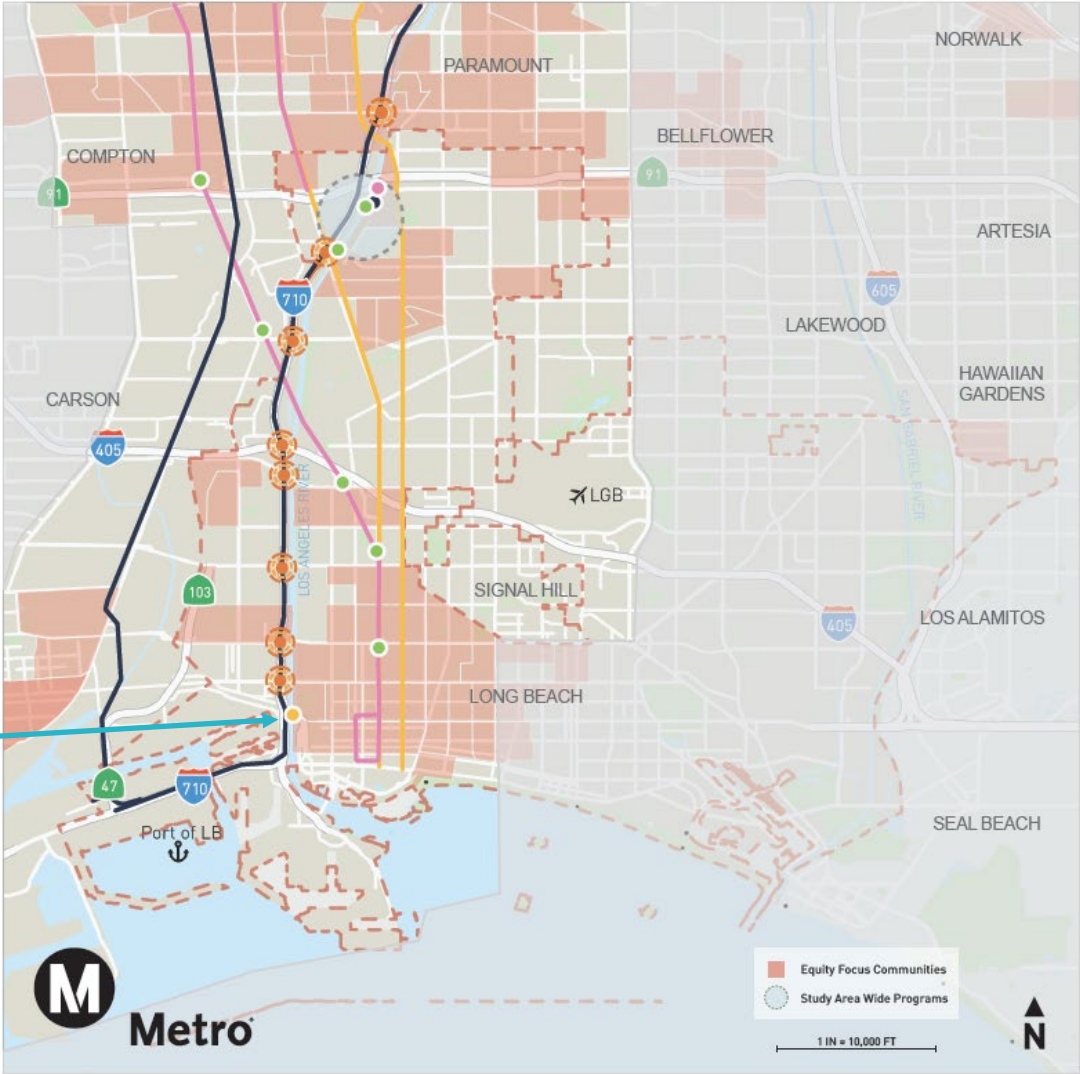
City of Long Beach



Metro

Investment Plan Projects in Long Beach

LB-ELA CMIP Projects in the City of Long Beach



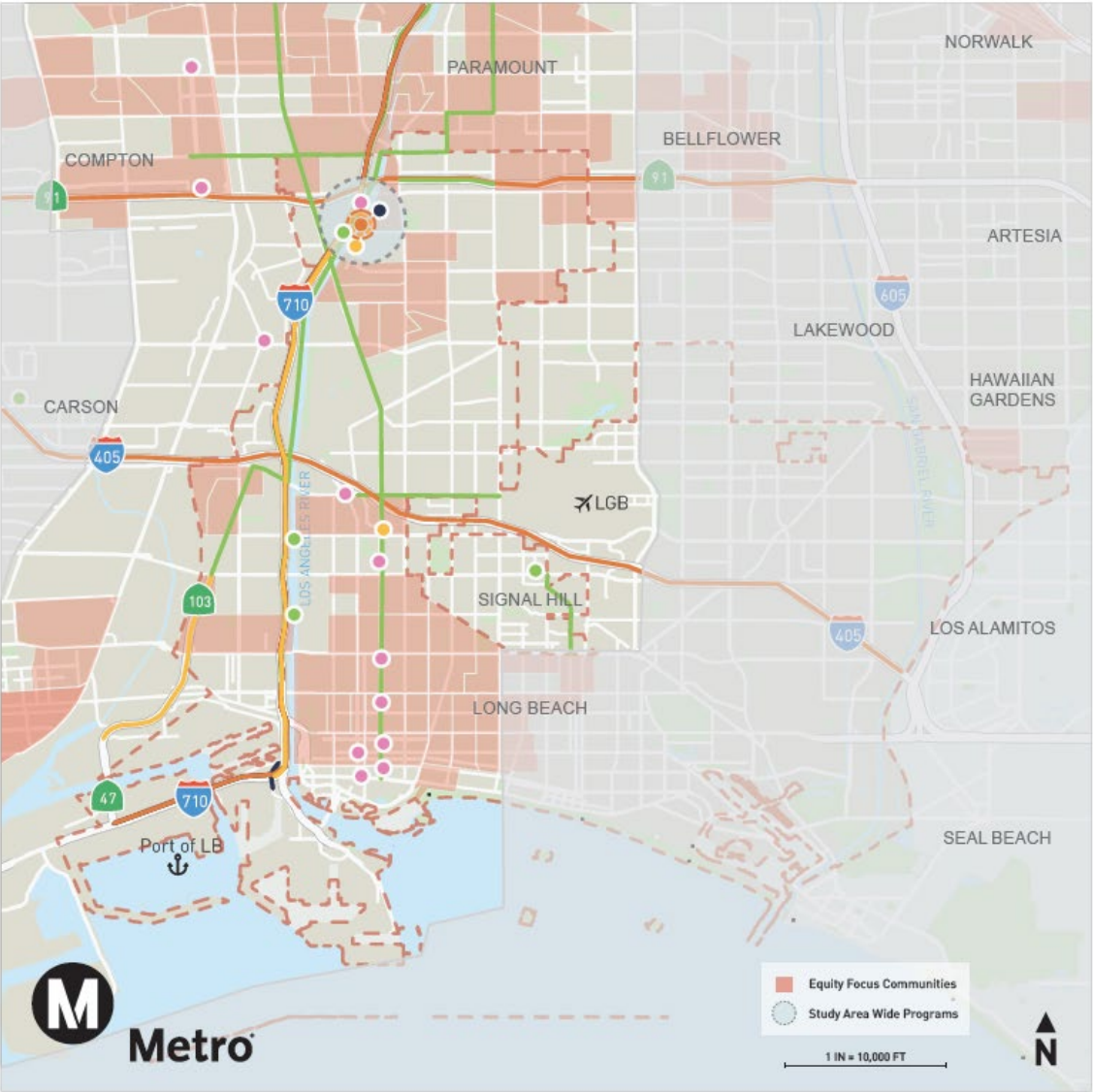
Shoemaker Bridge



PROJECTS FOR INITIAL FUNDING	
Symbol	Project Name
	Active Transportation / TDM
	Arterial Roadways / Complete Streets
	Freeways Interchanges and Safety Improvements
	Goods Movement
	Transit

Modal Program Projects in Long Beach

LB-ELA CMIP PROJECTS IN THE CITY OF LONG BEACH



MODAL PROGRAM PROJECTS	
Symbol	Project Name
	Active Transportation / TDM
	Arterial Roadways / Complete Streets
	Freeways Interchanges and Safety Improvements
	Goods Movement
	Transit

How Will Metro Invest in I-710?



Metro

I-710 MOSAIC Program

- **Multimodal** - Improve freeway overcrossings so that they provide multimodal benefits and "reconnect LB-ELA Corridor communities" separated by the freeway and river – safer pedestrian/bicycle crossings, improved reliability and effectiveness of bus/transit, improved arterial traffic flow to reduce accidents and pedestrian/bicycle conflicts
- **Operational** - Safety-focused freeway access (auxiliary lanes, etc.) that provide transition zones for cars and trucks to more safely merge on and off the freeway at locations with greater numbers of accidents than a simple ramp design can address: Safety for residents/users at local access points
- **Safety** - Provide safer conditions for all users of the freeway and local interchanges, especially community members accessing the freeway. Reduced conflicts for cars and trucks getting on and off the freeway: improved on and off ramps, transition zones, turn radius, and traffic signal controls.
- **Access** – Greater access to bus service, pedestrian/bicycle paths, and personal mobility leads to greater access to communities, education, healthcare, and other economic opportunities—safer local access to the freeway system.
- **Investments for the Community** – Serve local community members who depend on accessing the freeway to get to and from work, school, family, recreation, healthcare, and other important trips. Also connect communities separated by lack of access or safe passage across bridges to the other side and the LA River Bikepath.

I-710 MOSAIC Program Concepts to be Evaluated

Multimodal Interchanges (on/off ramps + overcrossings)

- Florence Avenue
- Firestone Boulevard
- Imperial Highway
- I-105 - *Partial*
- Alondra Boulevard
- SR-91 - *Partial*
- Del Amo Boulevard
- Long Beach Boulevard
- I-405/Wardlow Road
- Willow Street
- Pacific Coast Highway
- Anaheim Street

Access Safety Improvements (possible auxiliary lanes)

- I-710: Willow to Wardlow
- I-710: Del Amo to Long Beach

I-710 MOSAIC Program: Evaluation Process

None of the 14 project concepts are guaranteed to be funded and constructed.

Metro and Caltrans will conduct an evaluation process, including robust community input, to refine project concepts and evaluate them across several important benefits and impacts.

The evaluation process will help determine which project concepts to recommend to the Metro Board to be funded for environmental review.

This evaluation process will take a deeper dive into many important elements to help guide Metro and Caltrans, including but not limited to:

- Pedestrian safety benefits
- Bicyclist safety benefits
- Driver safety benefits
- Transit benefits
- Multimodal benefits
- Design options
- Residential displacement
- Greenhouse gas (GHG)
- Diesel Particulate Matter
- Air quality
- Vehicle miles traveled (VMT)
- Noise
- Vibration
- Other elements to be determined with stakeholder input

NEXT STEPS

LA Metro

The Investment Plan will act as a living document, and will require additional actions after Metro Board adoption. Over the next several years, Metro will continue to update and move the Investment Plan forward.

2024

- * Create Community Programs Working Groups
- * Create Modal Working Groups
- * Draft Implementation Guidelines
(to ensure that projects are implemented as intended in the Investment Plan)

2028

- * Update the Investment Plan

Ongoing

- * Provide technical assistance and training (START-UP Fund)
- * Meet and collaborate with partner agencies and community stakeholders
- * Convene Task Force, CLC, and other stakeholders bi-annually to report on progress
- * Develop projects that will undergo CEQA/NEPA environmental studies and comply with air quality standards
- * Partner with other stakeholders on grant pursuits

Jurisdictions/Community Members/Stakeholders

- * Partner with Metro on grant pursuits
- * Pursue funding for projects
- * Sign up for Metro's START-UP Fund (technical assistance)
- * Join Metro's Working Groups
- * Advocate for project implementation

State/Federal

- * Help bring this Investment Plan to fruition by partnering with Metro and funding the projects and programs.
- * Support completion of CEQA/NEPA and air quality conformity analysis.

WHAT'S NEEDED

MODE	MEASURE R & M FUNDED (M)	ADDITIONAL FUNDING NEEDED (M)
Active Transportation/TDM	\$100	\$95*
Arterial Roadways/Complete Streets	\$188	\$1,579*
Freeway Safety & Interchange Improvements	\$210	\$684*
Goods Movement	\$80	\$252*
Transit	\$125	\$352*
Community Programs	\$40 (Catalyst Fund)	\$300*
TOTAL	\$743 million	\$3,262 million

* Requires support from partner agencies to help implement

**The success of this
Investment Plan
relies on a team effort
moving forward.**



Thank you!



Metro

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Visit lb-ela-cmip.com to read the Investment Plan