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Long Beach - East Los Angeles Corridor Mobility Investment Plan

A QUALIFYING I-710 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN



APRIL 2024

Long Beach-East Los Angeles (LB-ELA)
Corridor Mobility Investment Plan (CMIP)

Transforming the LB-ELA Corridor: A Community-Centered, Regionally-Significant, Multimodal Transportation Vision

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Construction Network
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The LB-ELA Corridor



Overview of the 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

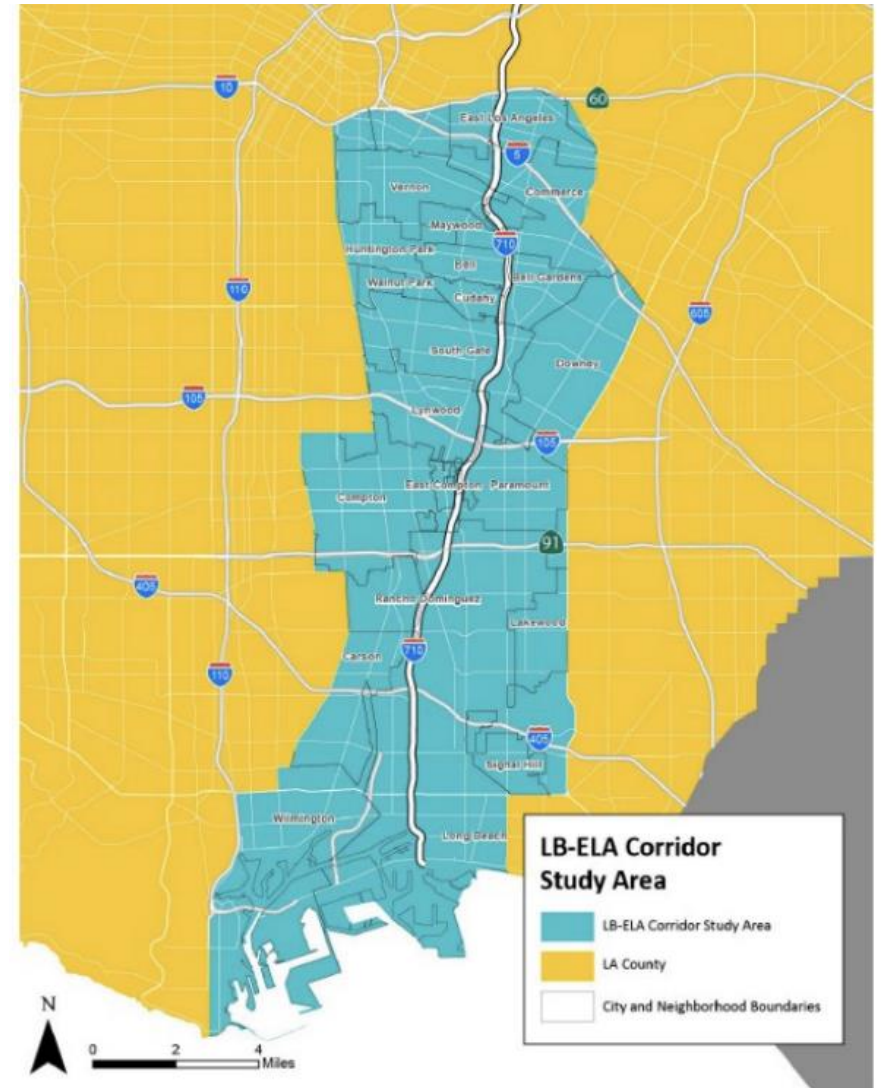
- > Home to 1.2 million people, roughly 12% of LA County's population.
- > Contains 11% of LA County's jobs.

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-ELA Corridor Study Area

I-710 Corridor Project Timeline: 2000 - 2024

2000

Initiation of a major study by Caltrans, Metro, SCAG, and GCCOG to draft a locally preferred strategy addressing safety, congestion, and quality-of-life along the I-710 Corridor.

2005

Completion of the Major Corridor Study, recommending separate truck lanes, an increase in general-purpose lanes, interchange improvements, and improvements to Corridor arterial streets.

2008

Start of the I-710 Corridor Project EIR/EIS, addition of Subject Working Groups and Local Advisory Committees to the Community Advisory Framework, and passage of Measure R with identified funding for the I-710 Corridor.

2012

Public release of the draft EIR/EIS, proposal of Community Alternative 7 by local environmental groups advocating for increased transit service and zero-emission trucks and separate Zero Emissions Truck Lanes, and release of the Air Quality Action Plan identifying strategies to reduce emissions.

2003

Community concerns about air quality and residential displacement led to the creation of the Community Advisory Committee by the Oversight Policy Committee to focus on key issues affecting communities along the I-710 Corridor.

2007

Metro and GCCOG launched the Air Quality Action Plan in response to the study's findings, aiming to improve health for residents and employees of the transportation corridor.

2011

A Health Impact Assessment conducted by Metro and GCCOG as part of the Air Quality Action Plan.

continue on
next page

2013

CALSTART prepared the I-710 Project Zero-Emission Truck Commercialization Study, contributing to the Technology Plan for Goods Movement undertaken by Metro and GCCOG.

Metro, Caltrans and GCCOG proceed to start the development of a revised Draft EIR/EIS based on community feedback and changes in freight cargo logistics transport. A revised set of alternatives was analyzed including the No Build, a freeway modernization combined with a Zero-Emission Truck Program, and a freeway modernization combined with separate truck-only lanes accessible only to zero emissions trucks.

2017

The revised draft EIR/supplemental draft EIS was released for public review, offering detailed analyses on the proposed improvements and their impacts within the corridor.

2020-2021

The United States Environmental Protection Agency (EPA) reiterated through a letter to Caltrans and Metro that a hotspot analysis would be required for the LPA (Alternative 5C) due to the project resulting in increased truck-related diesel emissions and resulting potential challenges meeting air quality standards..

In response to these actions and continued community concerns, the Metro Board suspended work on the Final EIR/ EIS for Alternative 5C.

2022

The project was renamed to the LB-ELA Corridor Mobility Investment Plan, reflecting a broader focus.

The Metro Board, responding to a request from Caltrans and state policy changes aimed at improving climate change effects, formally rescinded Alternative 5C as the Preferred Alternative in favor of the "No Build" alternative and directed development of the Final EIR/EIS to document that decision.

2016

Voters in LA County passed Measure M, providing additional funding for the LB-ELA Corridor. This measure aimed to alleviate traffic congestion, repair infrastructure, and expand public transit, while also subsidizing fares for vulnerable groups.

Concurrently, Metro and the GCCOG completed a Strategic Transportation Plan, proposing a comprehensive set of projects to enhance regional transportation through advancements in technology and infrastructure to accommodate growing demands.

2018

The Metro Board reviewed the three alternatives from the revised draft EIR/ supplemental draft EIS: "No Build," Alternative 5C, and Alternative 7. Ultimately, Alternative 5C was approved as the Locally Preferred Alternative, which included the I-710 Zero-Emission Truck Program and aimed for a comprehensive modernization of the I-710. This decision also introduced an Early Action Program to deliver immediate benefits in safety, mobility, and air quality, prioritizing several projects before any mainline freeway work commenced.

The development of the Final EIR/EIS documenting the selection of Alternative 5C as the Preferred Alternative was initiated.

2021

In May 2021, the Metro Board suspended the environmental review of the I-710 South Corridor Project's Locally Preferred Alternative (LPA) 5C (herein referred to as Alternative 5C) due to significant concerns that the proposed project would not meet air quality conformity standards; would create untenable displacement in disadvantaged communities adjacent to the freeway; and would contradict updated local, state, and federal policies related to freeway widening or expansion projects.

The GCCOG formed the I-710 Ad Hoc Committee in July, aiming to integrate locally supported solutions after the halt of approval of Alternative 5C.

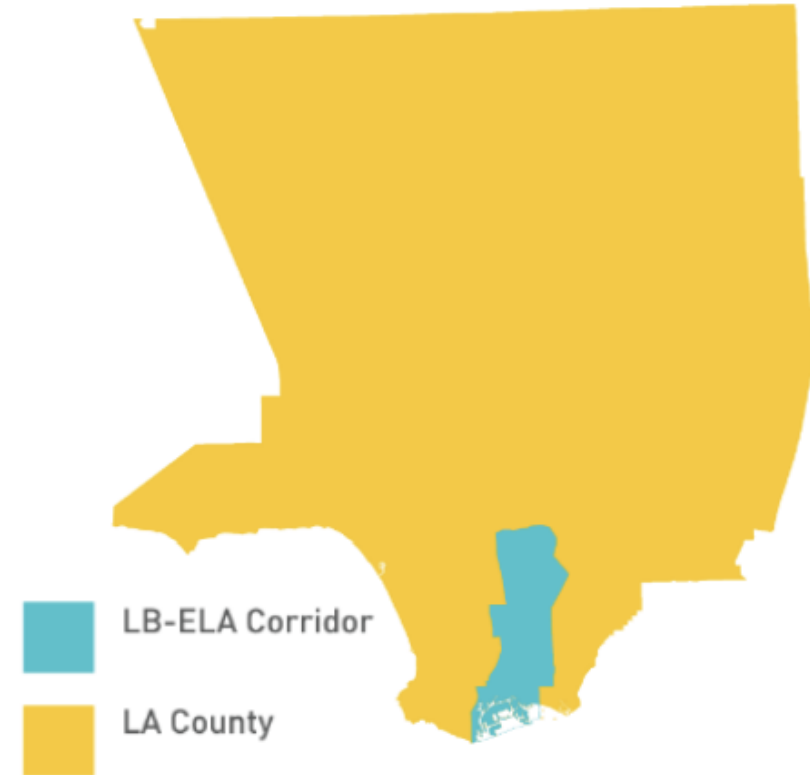
In September, the Metro Board and Caltrans launched a comprehensive approach to re-engage communities and stakeholders, forming the I-710 South Corridor Task Force for a more multimodal, equitable, and sustainable approach to corridor challenges.

2024

Board adoption of the LB-ELA Investment Plan.

Background

- > Nation's Most Prominent Freight Corridor
- > Growing Population and Demand
- > Communities Facing Many Long-Standing and Pervasive Burdens
- > About $\frac{3}{4}$ of population lives in an Equity-Focused Community
- > 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

THE LB-ELA CORRIDOR AT A GLANCE



1.2 MILLION
Residents are living in the Study Area

12% of the population in LA County




500,000 jobs are located in the Study Area

11% of the jobs in LA County, including over



170 THOUSAND jobs related to goods movement

From 2017 to 2019,




11% of all collisions in LA County occurred in the Study Area,

13% of LA County collisions involving trucks and

29% of collisions involving bicyclists and pedestrians occurred in the Study Area.


Most of the Study Area contains census tracts with over

80% of residents identifying as Latino and Black.



Daily vehicle trips range from

144 - 300 THOUSAND+ trips per day on I-710,



including **30 - 35 THOUSAND** truck trips.

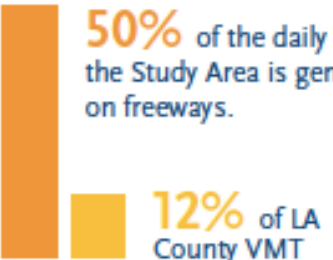
In 2019, there were over **111,000** total Metro bus and rail boardings and almost

50,000 Long Beach Transit boardings on a daily basis in the Study Area



The Study Area vehicle miles traveled (VMT) is over


26 MILLION miles per day –



50% of the daily VMT in the Study Area is generated on freeways.

12% of LA County VMT

23%



of the residents in the Study Area reside within a half mile of the LA River (LARIO) Bike Path.

An estimated


93.5 MILLION vehicle hours of delay occurred in 2016, in the Study Area, including the mainline segments, on-ramps, and off-ramps. This number is projected to increase by about

18 PERCENT by 2045.





About **30%** of national cargo, valued at roughly

\$500 BILLION, is handled at the Ports of Long Beach and Los Angeles, and




75% of that cargo moves by **RAIL** or **TRUCK** through the Study Area



Diesel Particulate Matter (DPM) rates are

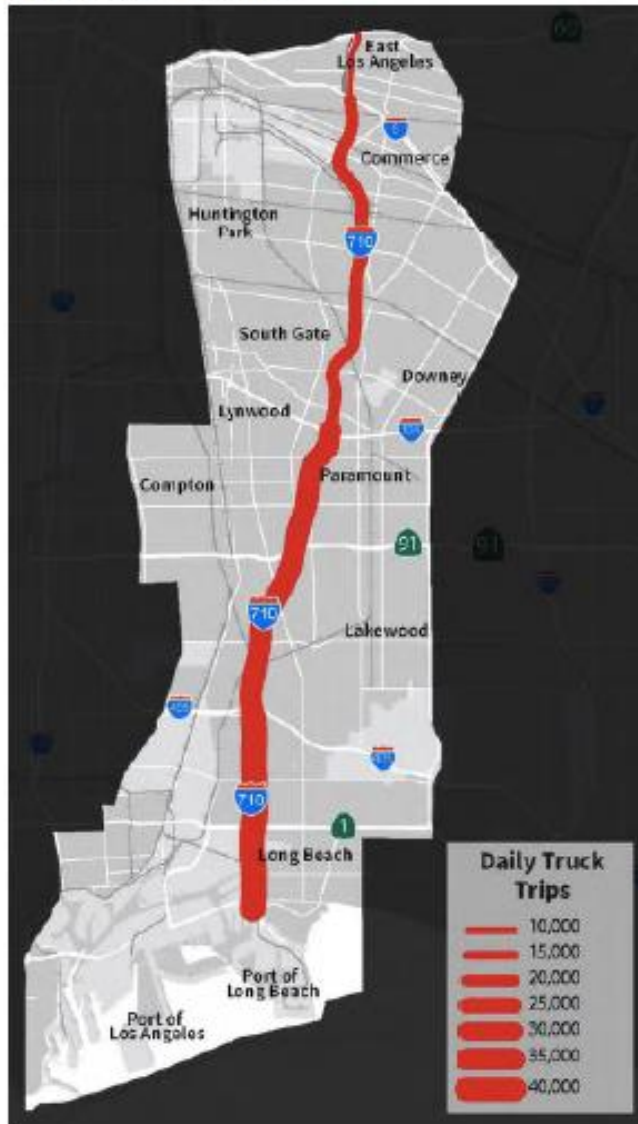
53% HIGHER in the Study Area than the County average

29% HIGHER in the Study Area, respectively, than the LA County average.



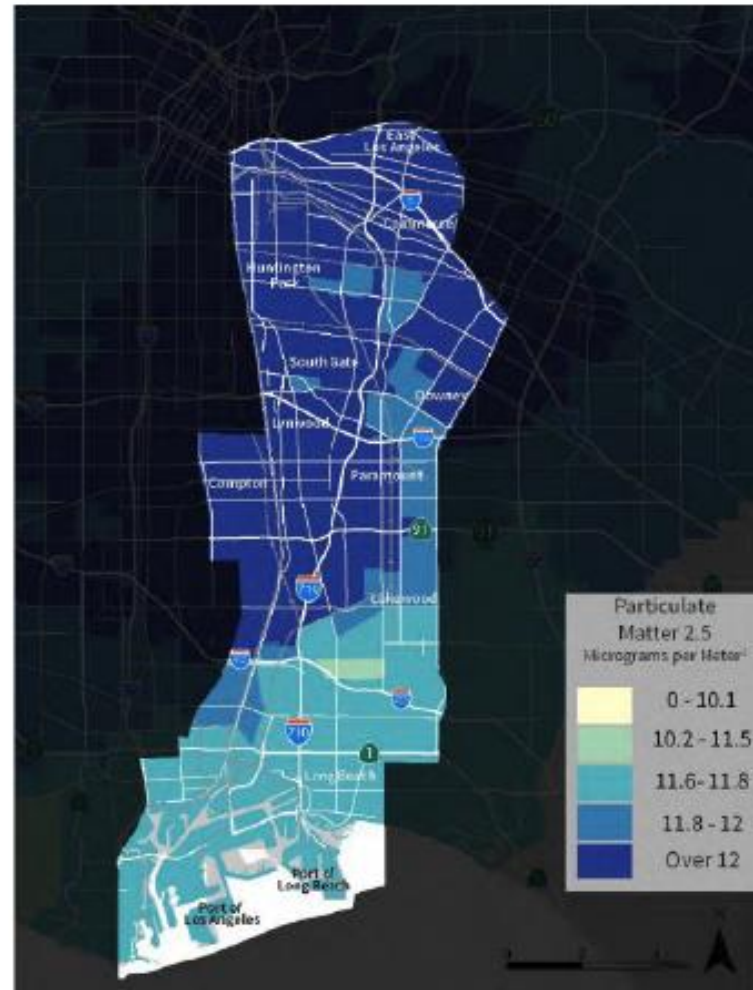
I-710 Corridor – The “Diesel Death Zone”

Figure 3-52. Daily Truck Trips



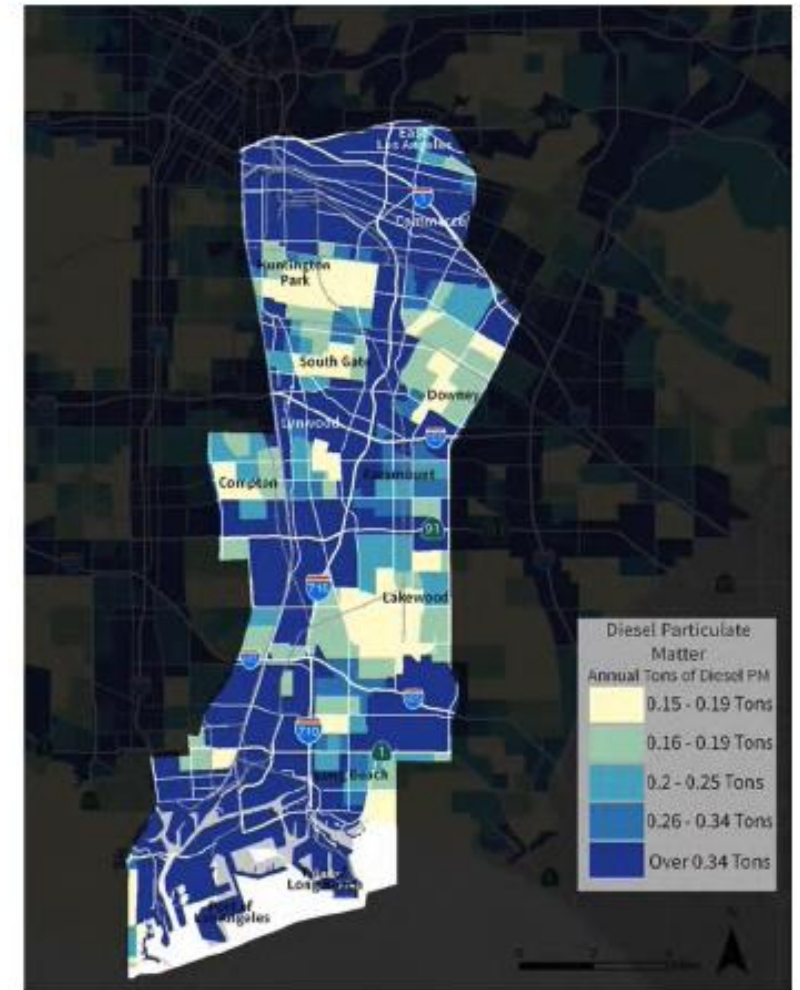
Source: PortAM

Figure 3-27. Particulate Matter 2.5 (PM_{2.5})



Source: CalEnviroScreen 4.0

Figure 3-28. Diesel Particulate Matter (DPM)



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:

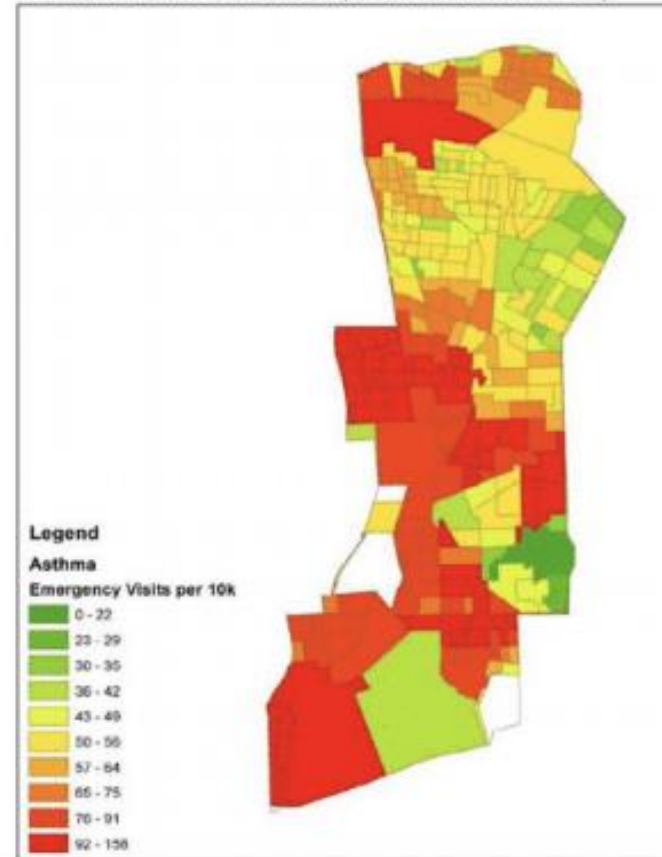
- > Trucks, locomotives, and ocean-going vessels contribute heavily to criteria pollutants (ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter).

Non-Tailpipe Emissions:

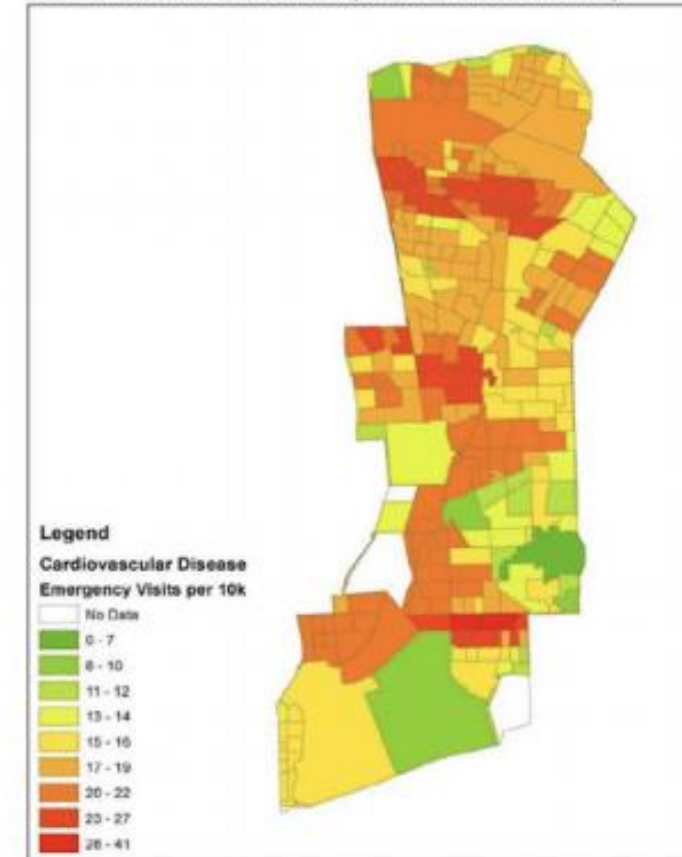
- > Emissions from brakes, tires, and road wear are significant contributors to particulate matter emissions and are expected to increase.

Asthma Rates

LB-ELA Health Outcomes (CalEnviroScreen 4.0)



LB-ELA Health Outcomes (CalEnviroScreen 4.0)



Classifications reflect statewide percentile ranges.

I-710 Corridor – Community Impacts

Figure 3-32. Percentage of Population Covered by Tree Canopy



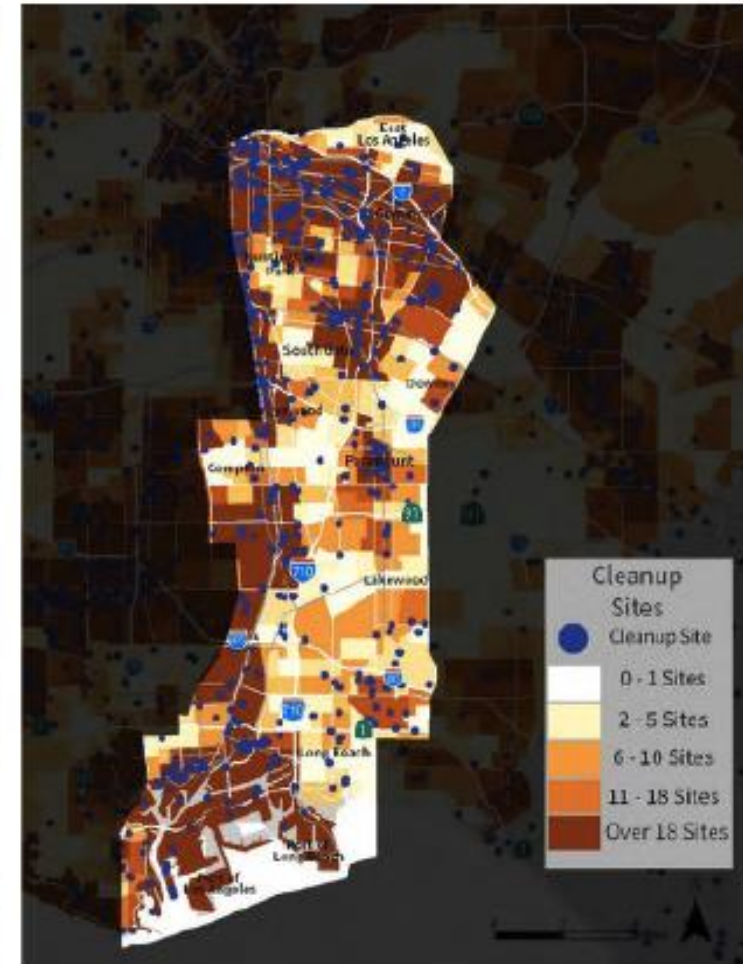
Source: Healthy Places Index 3.0, CDPH/National Land Cover Database

Figure 3-33. Urban Heat Island Effect



Source: CalEPA

Figure 3-34. Ground Toxic Cleanup Sites



Source: EnviroStor Cleanup Sites Database

I-710 Corridor – Truck and Vehicle Crashes

Figure 3-40. Truck Crash Location and Severity

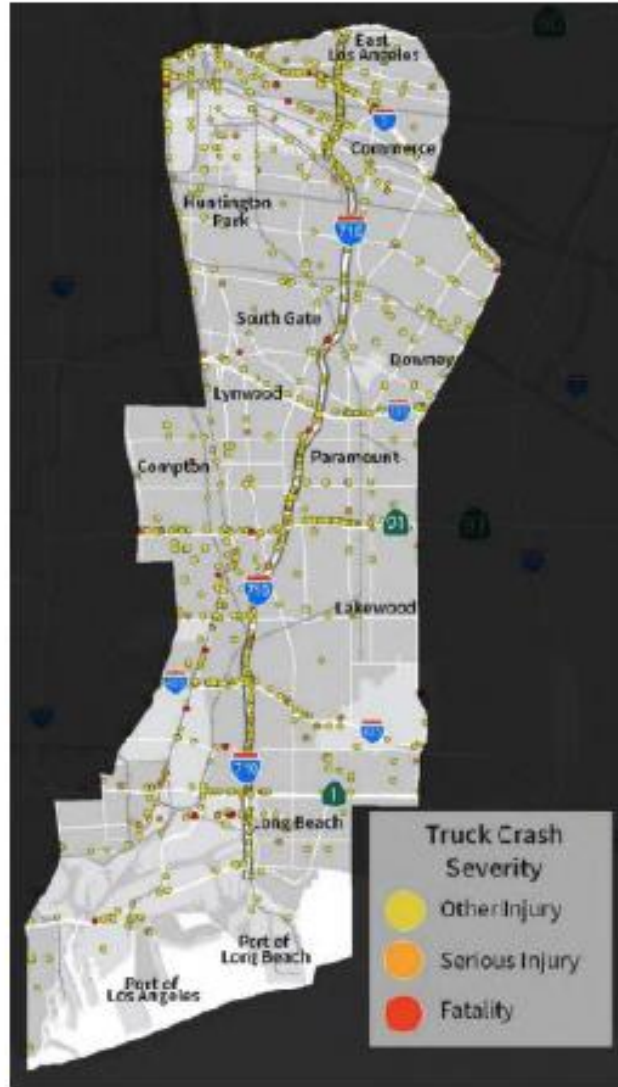


Figure 3-41. Truck Crashes Concentrations



Figure 3-43. All Crashes



Metro Convenes the Task Force: 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 (LiBRE)
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 (BizFed)	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)

Together We Develop a Unified Set of Values



Vision

A concise statement that captures the collective aspirations, desires, and outcomes of the project

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

Values that guide all processes and outcomes through a cohesive and intentional framework



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

Desired outcomes for general areas of concern to support and realize the overall Vision



AIR QUALITY

Foster local and regional clean air quality.



COMMUNITY

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



ENVIRONMENT

Enhance the natural and built environment.



MOBILITY

Improve the mobility of people and goods.



OPPORTUNITY

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



PROSPERITY

Strengthen 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 LB-ELA Corridor communities, which have been and continue to be harmed by economic activity and development.



SAFETY

Make all modes of travel safer.

The CMIP Was Developed with Equity in Action

Equitable Processes

Define and Measure

Understanding Equity

- **Equity Guiding Principle** adopted to apply across **all project goals**
- Informs both **participatory** and **technical** aspects of the planning process
- **Metro's Equity Focus Communities** designation used throughout the process to understand existing disparities and apply Equity evaluation criteria
- CMIP Chapter 1 (Background) and Chapter 3 (Existing Conditions) acknowledge the **historical inequities that have persisted into the present, resulting in harms** ranging from worsened **health impacts** to more **limited access to opportunities**
- EPET report documents LB-ELA Corridor **community history, equity issues, root causes**

Listen and Learn

Task Force Process

- **33 Task Force meetings**
- **31 CLC meetings**
 - **27 CLC members** paid **\$128,400** total through Advisory Body Compensation Policy
- CBO Partnering Strategy
 - **35 CBO Partners** paid **\$128,000** total in stipends
- **16 Equity Working Group meetings**
- Zero-emission Truck/Community Engagement Working Groups

Project Idea Collection

- Project ideas gathered through **extensive multilingual public outreach process (18 events)**
- **1,920 surveys** and **985 mapping comments** through Social Pinpoint Mapping Tool and Survey
- Projects from local jurisdictions

Train and Grow

OER Leadership

- Active and committed leadership role from **Metro's Office of Equity and Race** through the entire planning process.

Equity Planning + Evaluation Tool

- Key opportunity to apply **Metro's Pilot Equity Planning and Evaluation Tool (EPET)** as a guide for facilitating equitable processes and delivering equitable outcomes
- EPET has also served as a tool for **documenting and holding the project team accountable** to implement the equity platform throughout the investment plan process

Equitable Outcomes

Focus and Deliver

Projects to Advance Equity

- **\$743M total investment in the Corridor, with \$496M Initial Investment** in priority projects and programs evaluated for consistency with the Vision, Goals, and Guiding Principles, including application of **Equity Evaluation Criteria, Equity Flags, and Community Input Consideration Flags**

Community Programs

- **\$40 Million Community Programs Catalyst Fund** will advance community health and well-being in ways not typically addressed or funded by transportation planning

Technical Assistance

- **\$40 Million START-UP fund allocation** will support lower-resource jurisdictions to develop future projects through modal programs

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.*

The CMIP Aligns with State Policies

The Investment Plan is consistent with
CALSTA's (California State Transportation Agency) 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.

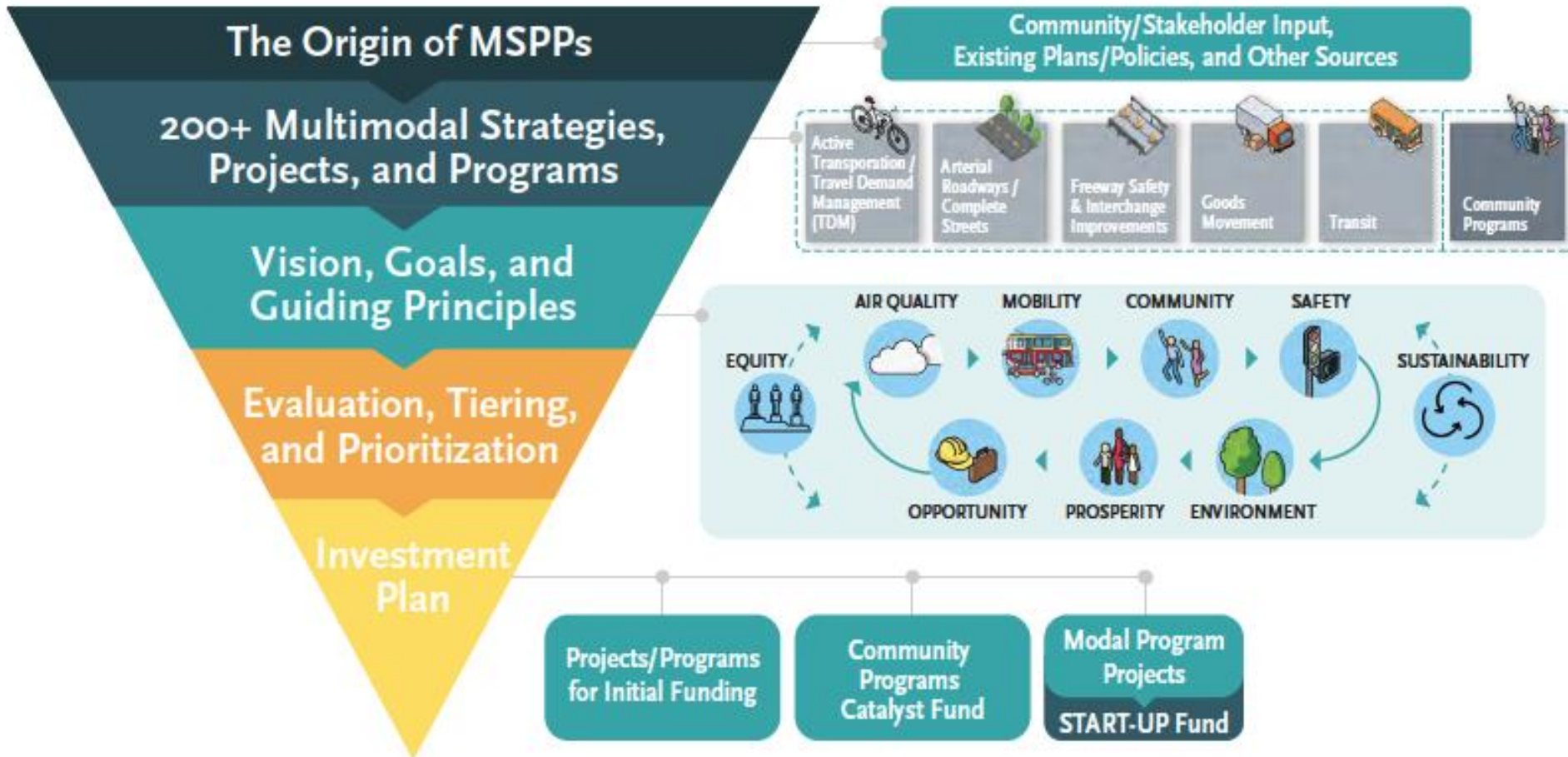


ECONOMIC PROSPERITY

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.

Putting the Investment Plan together

Figure 6-1. Evaluation Process Chart



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**

Metro Board-Approved 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

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.

Benefits of a Fully-Implemented Investment Plan

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.

Initial List of Projects and Programs

What's NOT in the CMIP

Community Impacts	I-710 FEIR/FEIS Alternative 5C	LB-ELA CMIP
Residential Property Displacements	109	0
Business Property Displacements	158	0
Residents Displaced	436	0
Employees Displaced	1,050	0
New Miles of General-Purpose Freeway Centerline Lanes	25	0
Widened Freeway/Local Interchanges	17	0

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

Freeway Safety & Interchange Improvements


I-710 MOSAIC Program: Purpose

- **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 auxiliary lanes 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.

I-710 MOSAIC Program: Project Concepts to Be Evaluated

Project/Program

	2024	2026	2028	2030	2032	2034
I-710 MOSAIC Program <ul style="list-style-type: none"> • I-710/Firestone Interchange Improvements • I-710/Florence Interchange Improvements • I-710/Willow Interchange Improvements • I-710/Del Amo Interchange Improvements • I-710/Long Beach Boulevard Interchange Improvements • I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors • I-710/Imperial Interchange Improvements • I-710 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 	<div style="background-color: #00A0C0; color: white; padding: 5px; text-align: center;">Alt. Analysis</div> <ul style="list-style-type: none"> • 12 Interchanges + 2 Auxiliary Lanes • Freeway Alternatives Analysis of 14 projects • Select top 3-4 priority projects to advance to CEQA/NEPA phase • Safety, GHG, Community Impacts, VMT, Air Quality, Multimodal Benefits • Community Engagement 	<div style="background-color: #0056B3; color: white; padding: 5px; text-align: center;">Environmental</div> <ul style="list-style-type: none"> • Freeway Project CEQA/NEPA Phase • Complete separate studies of the detailed analyses of the benefits, impacts and costs of each priority project • Select 3-4 projects to advance to design and construction • Community Engagement 	<div style="background-color: #0056B3; color: white; padding: 5px; text-align: center;">Design</div> <ul style="list-style-type: none"> • Freeway Design & Implementation • Design and implement the Preferred Alternative for each of the 3-4 priority projects • Community Engagement 	<div style="background-color: #4CAF50; color: white; padding: 5px; text-align: center;">Implementation</div>		
						<p>Measure R – funding for implementation</p> <p>Measure M – funding for planning (available now)</p> <p>Measure M – funding for implementation (FY26 and FY32 resources)</p>

 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

I-710 MOSAIC Program: Evaluation Process

None of the 14 project concepts are guaranteed to be funded and constructed, however Metro seeks to build 3-6 projects on the list with the funding available augmented by leveraged grant funding.

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

Freeway Safety & Interchange Improvements

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
I-710 MOSAIC Program	\$153.6 million	\$458.4 million	\$612.0 million
I-710 Freeway Lids, Caps & Widened Bridge Decks	\$5.0 million	\$10.0 million	\$15.0 million
I-710 Traffic Controls at Freeway Ramps	\$10.0 million	\$40.0 million	\$50.0 million
I-710 Particulate Matter Reduction Pilot	\$2.0 million	\$8.0 million	\$10.0 million
TOTAL	\$170.6 million	\$516.4 million	\$687.0 million
Funds Reserved for Modal Program	\$39.4 million	<i>Up to \$273.6 million</i>	<i>Up to \$313.0 million</i>

Metro Investment of CMIP Funds: \$210 million

Goods Movement

Goods Movement

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Freight Rail Electrification Pilot Project	\$10.0 million	\$40.0 million	\$50.0 million
Goods Movement Freight Rail Study	\$2.0 million	\$8.0 million	\$10.0 million
Zero Emission Truck (ZET) Program	\$50.0 million	\$150.0 million	\$200.0 million
TOTAL	\$62.0 million	\$198.0 million	\$260.0 million
Funds Reserved for Modal Program	\$18.0 million	<i>Up to \$90.0 million</i>	<i>Up to \$350.0 million</i>

Metro Investment of CMIP Funds: \$80 million

Arterial Roadways / Complete Street Corridors

Arterial Roadways / Complete Street Corridors

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Complete Street Corridor – Alondra Blvd.	\$9.0 million	\$36.0 million	\$45.0 million
Complete Street Corridor – Atlantic Blvd.	\$68.6 million	\$388.6 million	\$457.2 million
Complete Street Corridor – Florence Ave.	\$24.9 million	\$99.6 million	\$124.5 million
Complete Street Corridor – Long Beach Blvd.	\$0.8 million	\$0.7 million	\$1.5 million
Complete Street Corridor – Slauson Ave.	\$3.6 million	\$14.4 million	\$18.0 million
Shoemaker Bridge/Shoreline Drive	\$9.0 million	\$823.6 million	\$832.6 million
TOTAL	\$115.9 million	\$1,362.9 million	\$1,478.8 million
Funds Reserved in Modal Program	\$72.1 million	<i>Up to \$437.1 million</i>	<i>Up to \$509.2 million</i>



Metro Investment of CMIP Funds: \$188 million

Transit Projects

LB-ELA Corridor Bus Transit Priority Program

2024

2026

2028

2030

2032

2034

Transit Projects

This initiative will study the 8 transit corridors identified for bus priority treatments, including

- Atlantic Blvd.*
- Florence Ave.*
- Long Beach Blvd.*
- Slauson Ave.*

- Whittier Blvd.**
- Olympic Blvd.**
- Gage Blvd.**
- Firestone Blvd.**

Planning

Environmental

Design

Implementation

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

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

\$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

**Proposed additional Bus Priority Lane Corridors

Transit Projects

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Bus Stop Improvement Projects / Programs	\$19.0 million	\$19.0 million	\$38.0 million
Compton Transit Management Operations Center Enhancements	\$2.0 million	\$25.0 million	\$27.0 million
LB-ELA Corridor Bus Transit Program	\$31.1 million	\$430.4 million	\$461.5 million
Metro A Line – Quad Safety Gates at all A Line Crossings	\$5.0 million	\$5.0 million	\$10.0 million
TOTAL	\$57.1 million	\$479.4 million	\$536.5 million
Funds Reserved in Modal Program	\$67.9 million	<i>Up to \$120.6 million</i>	<i>Up to \$188.5 million</i>



Metro Investment of CMIP Funds: \$125 million

Active Transportation

Active Transportation Projects

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Compton Creek Bike Underpasses	\$0.5 million	\$0.5 million	\$1.0 million
Humphreys Ave Pedestrian/Bike Overpassing	\$9.0 million	\$15.3 million	\$24.3 million
I-710 Planning Study: Reconnecting the LB-ELA Corridor Communities	\$2.5 million	\$2.0 million	\$4.5 million
Metro A Line – First / Last Mile Improvements	\$9.8 million	\$2.5 million	\$12.3 million
Rail to River Active Transportation Corridor (Segment B)	\$3.2 million	\$3.1 million	\$6.3 million
Regionally-Significant Bike Projects	\$15.7 million	\$25.7 million	\$41.4 million
Southeast Gateway Line Bike and Pedestrian Trail	\$3.8 million	\$13.2 million	\$17.0 million
TOTAL	\$44.5 million	\$62.3 million	\$106.8 million
Funds Reserved for Modal Program	\$55.7 million	<i>Up to \$137.7 million</i>	<i>Up to \$193.4 million</i>



Metro Investment of CMIP Funds: \$100 million

Equity-Focused Initiatives

Equity-Focused Initiatives

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Community Programs Catalyst Fund	\$40.0 million	\$300.0 million	\$340.0 million
START-UP Fund <i>(Strategic Technical Assistance for Reparative Transportation to Uplift People)</i>	\$40.0 million	<i>TBD</i>	<i>TBD</i>

Metro Investment of CMIP Funds: \$80 million

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.

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

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

The LB-ELA Corridor Task Force, Community Leadership Committee, Advisory Committee Members, and the Public

The Metro Board (Chair Janice Hahn, Supervisor Hilda Solis, Supervisor Holly Mitchell, Director Fernando Dutra)

Metro Leadership (CEO Stephanie Wiggins and CPO Ray Sosa)

Metro Project Team

Caltrans District 7 (District Director Gloria Roberts)

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

Consultant Partners

AECOM

Arellano Associates

Cambridge Systematics

Ramboll

Here LA

Cal Strategic Management

Morales + Morales Partners

We Have Work to Do!



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