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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)

Implementing the LB-ELA CMIP: Upcoming Opportunities

Presentation by

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Multimodal Integrated Planning

LA Metro Countywide Planning & Development

Construction Network
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Overview

- Background
- Current Status of CMIP
- General Structure of CMIP Implementation
- Upcoming Opportunities

CMIP Phase I – Development

The CMIP has two phases:

- Phase I: Development
- Phase II: Implementation

Phase I of the CMIP took 2.5 years:

- Extensive, innovative community engagement process
- Rebuilt trust with communities previously angered by the original I-710 South Corridor freeway project
- Followed Board direction and policy and aligned with state policy (Core Four)
- Created a shared vision and goals with the LB-ELA Corridor communities
- Created a blueprint for Metro / partners to make regionally significant, community-supportive, multimodal transportation investments in and along I-710 South.

CMIP Phase I – Development

Metro Board approved the LB-ELA CMIP at its April 2024 meeting, programming \$743 million in Measure R and M funds previously allocated to the freeway project. This action ended Phase I.

Approximately \$490 million is programmed for Initial Investment projects prioritized by the CMIP Task Force and approved by the Board

- \$240 million of Measure R (available)
- \$250 million of Measure M (FY26).

These funds support the development and implementation of 25 multimodal Projects/Programs identified through Phase I.

Current Status of LB-ELA CMIP

Preparing for launch of Phase II – Implementation – in Calendar Year 2026

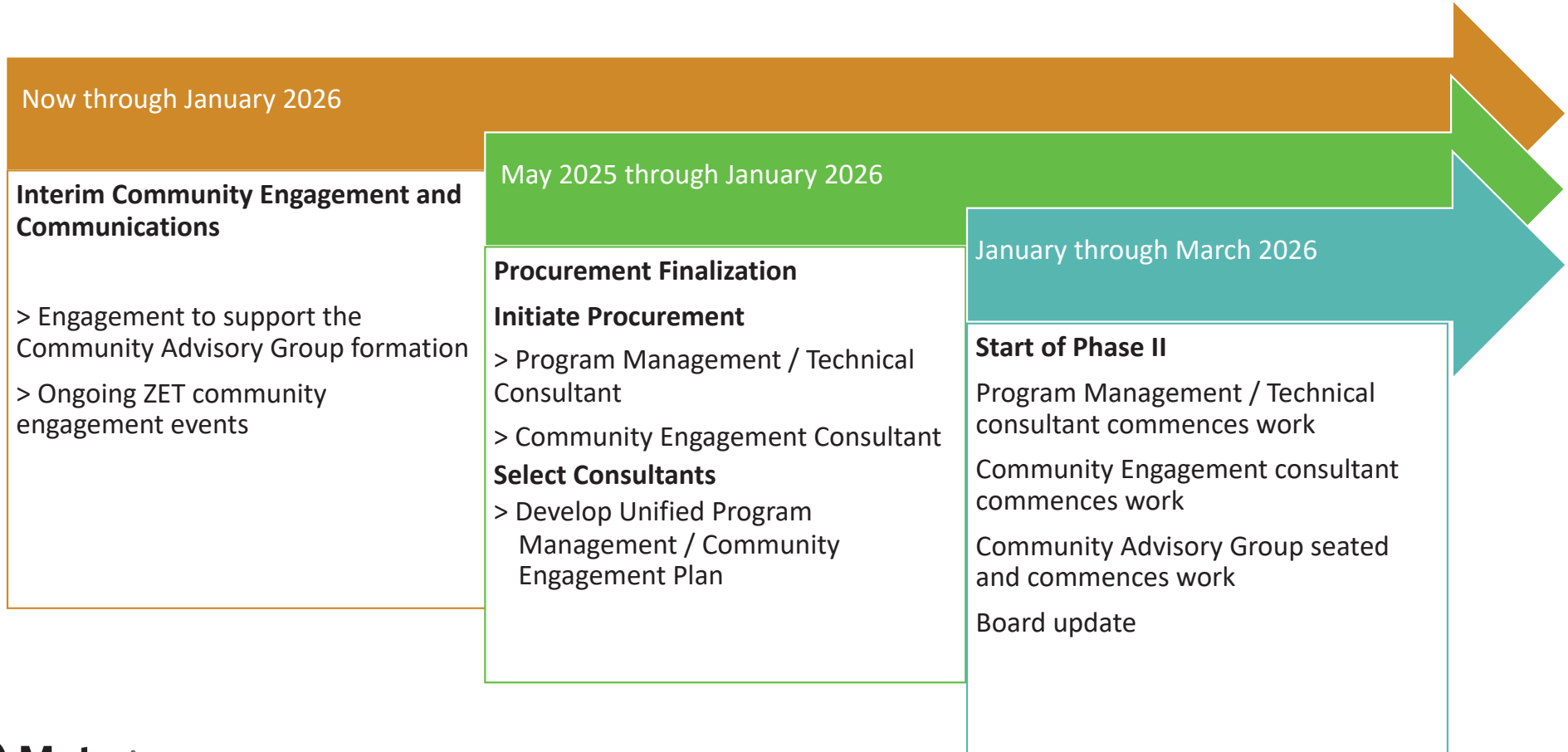
Shovel-ready projects receiving funding from Metro Board in 2025

- Humphreys Avenue Bike/Pedestrian Bridge over I-710
- Shoemaker Bridge/Shoreline Drive
- Rail to River Segment B
- Several ZE Truck Program projects

Interim: April to December 2025

- Reconvene Task Force and CLC for update and discussion
- Conduct community outreach
- Recruit for new Community Advisory Group to support Phase II
- Finalize and release RFPs
- Select consultant teams to support Metro staff
- Recruit and hire key staff to help manage CMIP Phase II

Transition to CMIP Phase II: Schedule



CMIP Implementation: General Structure



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Key Considerations

CMIP projects / programs to be developed & implemented in Phase II will require:

- **Overall Project Management** – coordination with Metro project team + other teams, among consultant teams, stakeholders, agencies, community advisory group, technical working groups, and interested parties
- **Technical Expertise** – the CMIP includes multimodal projects: freeway, bridge, arterial highway, complete streets, transit, active transportation, community programs, bus shelter, ZE infrastructure technology, TDM, signal synchronization, etc.
- **Community Engagement** – ongoing Community Advisory group, outreach to communities/cities linked to projects, CBOs, multilingual communication, equity-focused communities, messaging, digital and analog strategies, coordination with GCCOG, cities, stakeholders, etc.

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	\$170.6	-	\$39.4	\$210	\$894
Arterial Roadway / Complete Streets	\$116.0	\$14.5	\$57.6	\$188	\$1,767
Transit	\$57.0	\$14.0	\$54.0	\$125	\$477
Active Transportation	\$44.5	\$11.5	\$44.2	\$100	\$195
Goods Movement	\$62.0	-	\$18.0	\$80	\$332
Community Programs Catalyst Fund	\$40.0	-	-	\$40	\$340**
Total	\$491.1	\$40.0	\$213.2	\$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.*

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

Freeway Safety & Interchange Improvements



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The I-710 MOSAIC Program




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I-710 MOSAIC Program: Project Concepts to Be Evaluated

Project/Program

	2024	2026	2028	2030	2032	2034
I-710 MOSAIC Program	Alt. Analysis	Environmental	Design	Implementation		
<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 	<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 	<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 	<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 			

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

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

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

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



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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



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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>



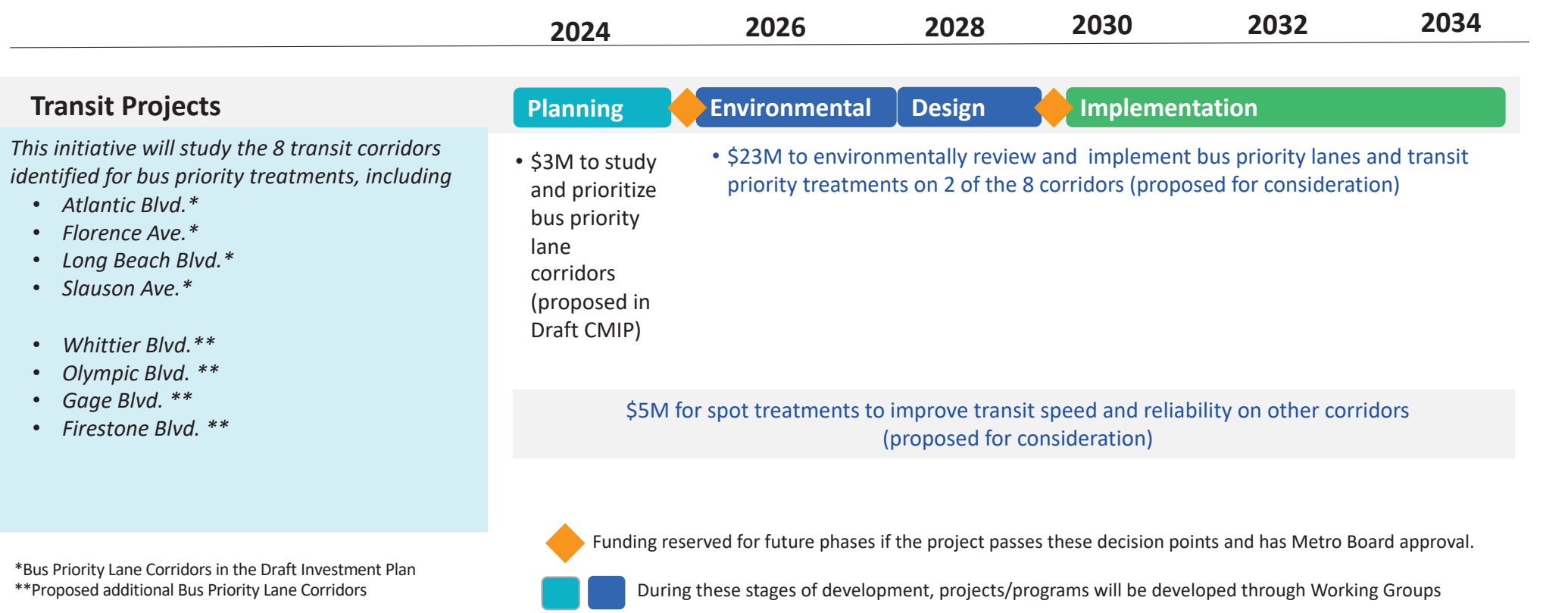
Metro Investment of CMIP Funds: \$188 million

Transit Projects



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LB-ELA Corridor Bus Transit Priority Program



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



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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



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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	TBD	TBD

Metro Investment of CMIP Funds: \$80 million

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

CMIP Projects for Initial Investment

Project Stages of Development

Development

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

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

Working Groups

Community Engagement

Metro Board Review
prior to implementation

Pre-Implementation

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

Working Groups

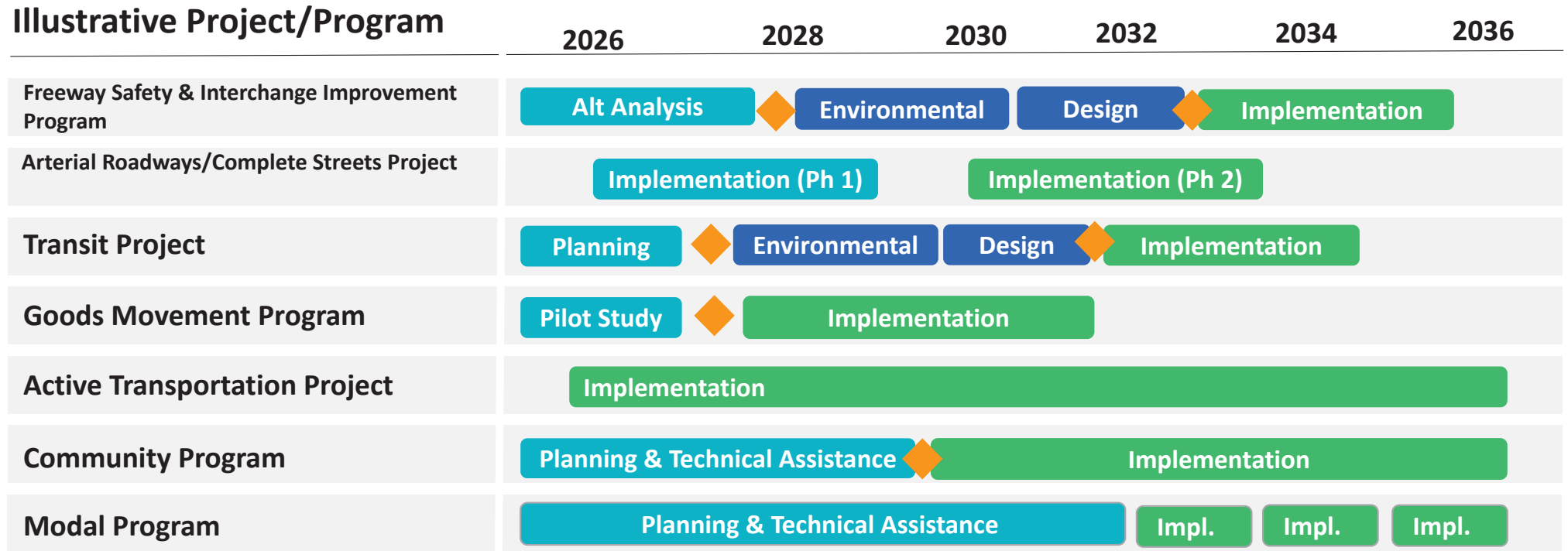
Implementation

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

Technical Working Groups will include community & stakeholder participation

Working Groups

Example: Concurrent Timeline for Project Development / Implementation



Measure R – funding for implementation

Measure M – funding for planning (available now)

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



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



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

Key Considerations

Planning and Development work will generally be conducted by the consultant teams selected by Metro to:

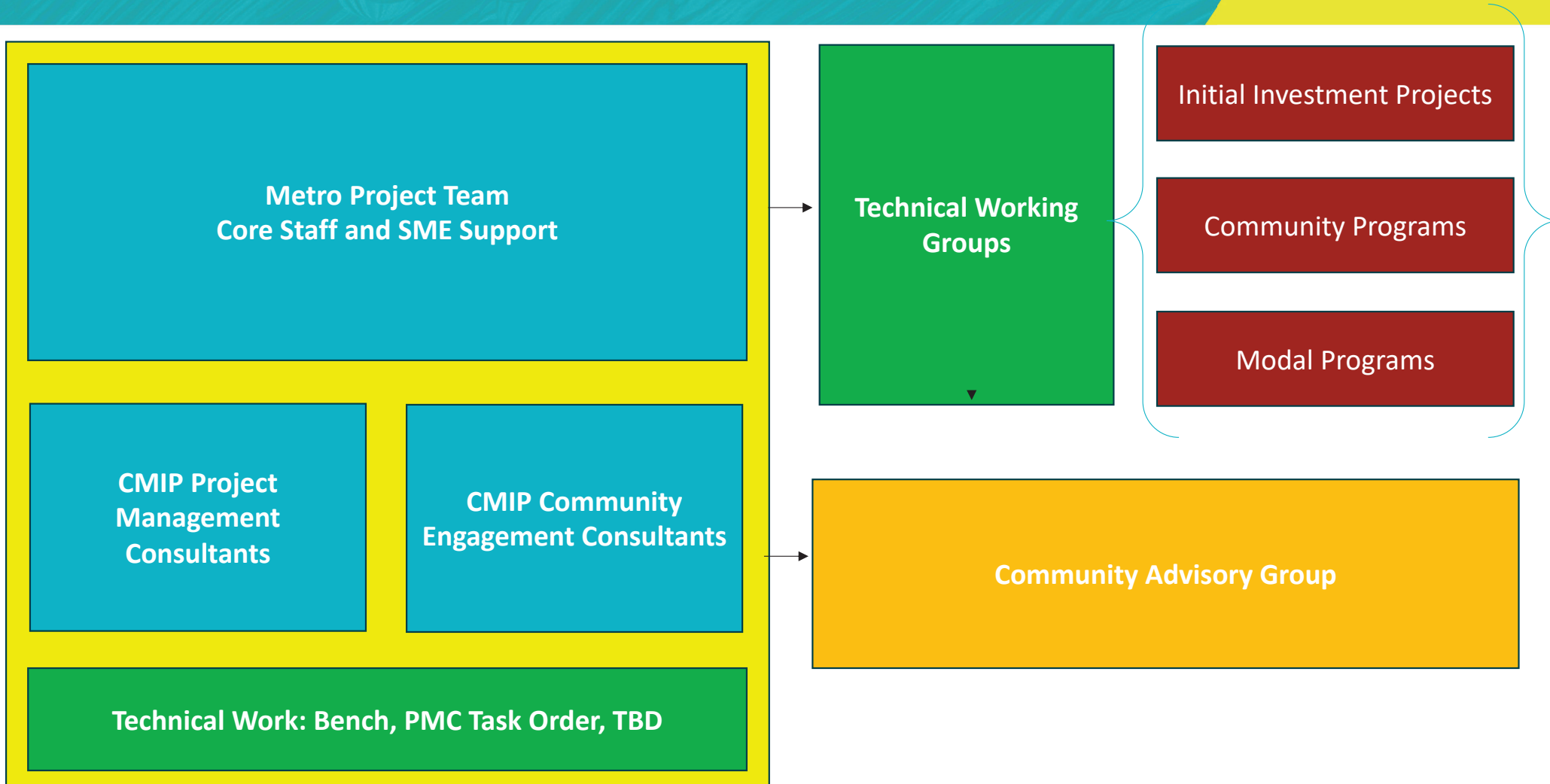
- (1) develop a management plan
- (2) align technical expertise
- (3) develop a cohesive approach to advancing CMIP priorities
- (4) prepare projects for future implementation (grant funding, delivery, etc.)
- (5) manage all subcontractors and relationships with partner agencies

Implementation work will generally be carried out by local cities / Caltrans, given land use authority and oversight of projects typically implemented in respective ROWs

Some programs will be more focused on planning work and could be designed to develop pilot projects or strategies to accomplish CMIP goals

Alignment of CMIP Phase II outcomes with CMIP Phase I Goals is paramount

CMIP Phase II: General Structure



Phase II Outcomes Must Reflect Phase I 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.

Thank you!



Michael Cano, Senior Executive Officer (interim)

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