



Board Report

File #: 2022-0330, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING SEPTEMBER 22, 2022

..Subject

SUBJECT: I-710 SOUTH CORRIDOR TASK FORCE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the I-710 South Corridor Project's recommendations found in Attachment A for:

- A. Vision Statement,
- B. Guiding Principles and Goals,
- C. Pre-Investment Plan Opportunity, and
- D. New Project Name: The Long Beach-East LA Corridor Mobility Investment Plan

ISSUE

Staff met with community stakeholders and conferred with the 710 Task Force and its various working groups to develop recommendations for Board consideration for (1) the Vision Statement, Guiding Principles, and Goals that will shape the development of the I-710 South Corridor Investment Plan, (2) the Pre-Investment Plan Opportunity, and (3) the new name for the I-710 South Corridor Project.

BACKGROUND

Metro and Caltrans established the 710 Task Force in September 2021 to re-engage the local impacted communities adjacent to Interstate 710 (I-710) as well as the stakeholders that depend upon, and are impacted by, the movement of people and goods within the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60 (Attachment B - 710 Task Force Study Area). This action followed in the wake of the Board acting in May 2021 to suspend any further work to advance the stalled environmental document for the prior I-710 South Corridor Project due to concerns raised regarding displacement, air quality, and other impacts to communities adjacent to the freeway.

At the May 26, 2022, Metro Board meeting (File #2022-0100) the Board closed out the original I-710 South Corridor Project by substituting the original Locally Preferred Alternative 5C with a No Build Alternative (Alternative 1). The Board also approved Motion 9 by Directors Hahn, Solis, Mitchell, and

Dutra (Attachment C) that set forth directives to guide the work of the Task Force and the development of the I-710 South Corridor Investment Plan. These directives to staff included returning to the Board with recommendations for the following Task Force-related items:

- The Vision Statement, Guiding Principles, and Goals: These recommendations will serve as the foundation and parameters for the multimodal strategies, projects, and programs that will compose the I-710 South Corridor Investment Plan. These items also align with and help advance the Board's Multimodal Highway Investment Objectives policy adopted in June 2022 (File #2022-0302).
- The Pre-Investment Plan Opportunity: This recommendation comprises a minimum of three corridor initiatives seeking discretionary state and federal grant funding in the calendar year 2022 and early 2023.
- Re-branding the Project: This recommendation will rename the I-710 South Corridor Project in accordance with the new multimodal, community-focused approach to creating a transportation investment plan for the I-710 South Corridor.

DISCUSSION

To fulfill the directives set forth in Motion 9, the 710 Task Force considered, debated, and adopted recommendations over the last few months for the Vision Statement, Guiding Principles, Goals, Pre-Investment Plan Opportunity, and the Re-branding of the Corridor Project. Staff presents these recommendation for Board consideration to adopt.

Vision Statement, Guiding Principles, and Goals:

These interconnected foundational values will work together to shape the parameters within which the Task Force will develop its ultimate recommendations to drive investment and benefits into the I-710 South Corridor communities and transportation system.

Throughout this process, the Task Force considered input from the Community Leadership Committee (CLC) and various working groups for each of these recommendations. In recognition of Metro's commitment to the CLC to bring its members' input to the Board (Attachment D), which contains CLC input into the Vision Statement, Guiding Principles, Goals, Pre-Investment Plan Opportunity, and Re-branding of the Project.

Vision Statement:

The development of the Vision Statement underwent an iterative process, with staff seeking input from the Task Force, the CLC (Attachment D), the Equity Working Group, and the public over the course of several months, starting in March 2022. At its July 11, 2022, meeting, the Task Force ultimately approved the following recommendation to the CEO for its 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.

This recommendation builds on the language crafted by the CLC to ensure that the direction for developing the Task Force Investment Plan would focus on delivering benefits related to clean air, public health, sustainability, and economic opportunity for corridor residents. The CLC and community advocates included the phrase “zero emissions” in parentheses to signify their desire to pursue the implementation of this kind of technology, echoing the Board’s action in October 2021 (File #2021-0708) to fund a \$200 million-plus Zero-Emission Truck Program with \$50 million in seed funding.

Guiding Principles:

The Task Force also elevated and transformed what started as potential goals for Equity and Sustainability into Guiding Principles, intending to have these two values inform processes and initiatives at every project stage. Staff believes these Guiding Principles will help the Task Force focus discussions and identify priorities, tie independent components of project work into a cohesive and intentional framework, and reduce redundancies within objectives and strategies.

The Task Force ultimately voted to recommend the following Guiding Principles of Equity and Sustainability:

Guiding Principle of 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 South Freeway.

Guiding Principle of 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.

These recommendations were discussed and informed by input received from the CLC, the Equity Working Group, and the Task Force.

Goals:

The following Goals represent a general expression of the Task Force values and direction to guide future phases of the Task Force Work Plan that will oversee the development of the Investment Plan. The Goals are interlaced with the Guiding Principles of Equity and Sustainability. The Task Force will develop Multimodal Strategies, Projects, and Programs to address these goals generated through public input, data analysis, a review of existing conditions, and lived experience in the corridor.

The Task Force voted to recommend the following Goals:

- 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 710 Corridor communities, which have been and continue to be harmed by economic development
- Safety: Make all modes of travel safer

Staff will work with project stakeholders to develop objectives for each goal. Objectives are more detailed components for each Goal (also known as sub-goals) for which strategies can be created that more directly address each Goal or set of multiple Goals.

Pre-Investment Plan Opportunity

The State of California seeks to invest in the I-710 South Corridor transportation system through projects being delivered by Caltrans District 7 (Attachment E) along I-710 South as well as through Senate Bill 198 (SB 198; Chapter 71, Statutes of 2022), which provides \$950 million to support goods movement related projects and programs in and around the Ports of Long Beach and Los Angeles -- \$110 million to help build the Goods Movement Training Center to support workforce development at the ports and \$840 million through the Port and Freight Infrastructure Program that seeks to improve the capacity, safety, efficiency and resilience of goods movement to, from and through California's maritime ports, while also reducing greenhouse gas emissions and harmful impacts to communities adjacent to goods movement corridors and facilities.

To fulfill its purpose, the 710 Task Force will seek to complement these investments by leveraging local funding made available through Measures R and M for the overall I-710 South Corridor Project

with additional state and federal funding to address the many needs of Corridor communities and the regional transportation system that moves people and goods in and through the Corridor. Recognizing the unprecedented amount of discretionary grant funding made available at the State (through programs administered by California's Transportation Commission and State Transportation Agency) and Federal levels (through existing, augmented, and new programs funded through the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law) in 2022, the Board directed staff via Motion 9 to return with a "minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022," in advance of the 710 Task Force Investment Plan being finalized in 2023.

To fulfill this directive staff put out a request to the Task Force membership, the CLC, cities, local agencies, and organizations to provide nominations for projects it had or could submit for State or Federal grant funding in 2022 - with the understanding that these projects must be located within the 710 Task Force study area and would not draw down on the remaining Measures R and M funding for the I-710 South Corridor Project to be leveraged by the Task Force's Investment Plan. The latter criterion assuaged concerns raised by Task Force members that the local funding available as the foundation for the Investment Plan (approximately \$730 million) could be siphoned away in support of projects neither vetted nor recommended by the Task Force.

Staff received from stakeholders 22 project nominations ranging from categories such as Transit, Clean Air/Energy, Goods Movement, Corridor Mobility, Complete Streets, and Roadway Design (Attachment F). These projects, including information provided by project sponsors, were presented to the CLC and Equity Working Group (EWG) before the Task Force discussion at the August 2022 meeting. The CLC and EWG raised several questions about the nominated projects based on the information available at the time - some of these concerns were echoed in a letter from the Coalition for Environmental Health and Justice (Attachment F).

Staff also identified 13 additional projects for which Metro played a role in developing or supporting for grant funding: 11 city projects submitted for CTC Active Transportation Program funding earlier in the year and two Metro-led I-710 South Corridor projects that would be competitive for grant funding in 2022 - the I-710 Integrated Corridor Management project and the Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA. Altogether, 35 projects were considered for the PIPO.

After analyzing the projects, understanding the concerns raised and input provided by the CLC, EWG, Task Force and other stakeholders, and identifying projects for which a grant application had not yet been submitted, staff identified a full PIPO (Attachment F) for Board review and a set of early initiative projects (Table 1) for Board consideration.

More details on these four projects are found in Attachment F. These projects comprise pedestrian and bicycle safety, active transportation, transit enhancement, goods movement, corridor mobility, intelligent transportation system, and Zero-Emission technology project components. Collectively these projects represent an approach to investment in the I-710 South Corridor that advances Metro's Multimodal Highway Investment Objectives policy and aligns with the Goals recommended by the Task Force. Staff will work with local jurisdictions and key stakeholders to develop these grant applications and will seek Board approval to program local match for the Humphreys Avenue

Bike/Pedestrian Crossing over I-710 in East LA and Southeast LA Transit Improvement Program projects. The Task Force will evaluate all projects not funded by grants for inclusion in the final Investment Plan.

Table 1: PIPO Early Initiative Candidate Projects

Project	Funding Program(s)	Application Deadline	Project Cost (est.)	Local Match
Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA*	LPP-C Other Federal	November 29, 2022	\$12.0 M	\$6.0 M*
Huntington Park Safe Routes for Students and Seniors	State ATP	June 15, 2022	\$4.8 M	N/A
I-710 Integrated Corridor Management Project	State TCEP	November 18, 2022	\$30.2 M	\$7.2 M
Southeast LA Transit Improvement Program*	State LPP-C	November 29, 2022	\$29.5 M	\$15.0 M*

ATP = Active Transportation Program

LPP-C = Local Partnership Program - Competitive

TCEP = Trade Corridor Enhancement Program

Other Federal = USDOT's Reconnecting Communities Pilot Program, Rebuilding American Infrastructure with Sustainability and Equity, and Neighborhood Access and Equity Grant Program

*pending Board approval to program local match

Re-Branding of the I-710 South Corridor Project

Motion 9 sought to change the I-710 South Corridor Project name “in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with more attention to more than just the freeway” and asked staff to return to the Board with a recommendation for consideration and approval.

To fulfill this directive, staff engaged in a multi-pronged effort to gather input from community and Task Force stakeholders on potential candidates for a new name that would reflect the communities- and not just the freeway-within the I-710 South Corridor.

After receiving input from stakeholders, staff identified five candidates to include in a public poll that was conducted from July 18 to August 2, 2022. These five candidates were as follows:

- Re-Connecting Communities: The Southeast LA Mobility Investment Plan
- The San Pedro Bay to East LA Future Mobility Investment Plan
- The Long Beach-East LA Corridor Mobility Investment Plan
- My Gateway Community Investment Plan
- Let’s Clear the Air: A Mobility Investment Plan

Respondents were asked to rank these candidate names according to their preference, from 1st to 5th, and were also asked to provide suggestions for using keywords or themes from any of these candidates that could be combined or re-ordered into a new name option. Over 500 responses in English and Spanish were received for this poll. Staff also sought input from the CLC on these names before the August 2022 Task Force meeting (Attachment D).

The top three ranked name change recommendations resulting from this poll were as follows:

1. The Long Beach-East LA Corridor Mobility Investment Plan (*average rank: 2.47*)
2. Re-Connecting Communities: The Southeast LA Mobility Investment Plan (*2.64*)
3. The San Pedro Bay to East LA Future Mobility Investment Plan (*3.13*)

Staff presented these three top-ranked names to the Task Force for discussion, input, and a vote as to which one to recommend for Board consideration. The Task Force ultimately selected (with 63% support) the top ranked option - **The Long Beach-East LA Corridor Mobility Investment Plan** - as its recommendation to the CEO. Moving forward, references to I-710 South Corridor for this project will be changed to the Long Beach-East LA Corridor should the Board approve this new name.

Staff concurs with the Task Force's recommendation and presents it to the Board for consideration and approval.

DETERMINATION OF SAFETY IMPACT

The Investment Plan developed by the Task Force includes safety as a key goal that will help guide the creation of a safer, more community-supportive approach to moving people and goods through the I-710 South Corridor and its communities.

EQUITY PLATFORM

Staff is engaging stakeholders, including those most likely to be impacted by potential improvements in the corridor, through a Community Leadership Committee (CLC) and other avenues of public engagement to develop an Investment Plan for the I-710 South Corridor collaboratively. The CLC is composed entirely of residents from the communities along the corridor, meetings are facilitated in English and Spanish, and CLC members are compensated through the agency's Advisory Body Compensation Policy. The CLC continues to participate in orientations and CLC business meetings as well as in the Equity Working Group (EWG) and Zero-Emissions Truck Working Group meetings. Through their participation, the CLC reviews proposals and develops recommendations for consideration by the Task Force - as an example, the CLC discussed and gave input on the Vision Statement, Guiding Principles, Goals, Pre-Investment Plan Opportunity, and a new name in advance of the Task Force considering these items. Their comments and input for all these important milestones are captured in Attachment D.

Staff has also begun the implementation of a Community Based Organization (CBO) Partnering Strategy with CBOs that are based in and work with the communities along the I-710 South Corridor. Metro's goal is to engage these communities by gathering input from CBOs and the people they

serve to identify multi-modal strategies, projects, and programs that are needs and priorities for these impacted communities.

The EWG, which includes Task Force and CLC members, meets regularly to ensure that all aspects of the Task Force's work and recommendations consider historical and current inequities and discuss solutions and decisions to maximize equitable outcomes. The EWG helped draft the language for the Equity Principle and provided recommendations to improve the Vision Statement.

With this action, the 710 Task Force and its attendant working groups and CLC will continue to promote community-driven conversations to ensure an equitable decision-making process as the Task Force develops multimodal strategies and identifies priority projects and programs for the I-710 South Corridor to be brought to the Metro Board for consideration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the I-710 South Corridor communities, impacted residents and stakeholders through 710 Task Force meetings and its attendant committees and public outreach forums, such as the ZE Truck Working Group, is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal 4: Transform LA County through regional collaboration and national leadership.

Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

Staff will meet with the Community Leadership Committee on September 22, 2022, to present the I-710 ICM project and will continue working with Caltrans to submit a TCEP funding application for this project.

Concurrently, staff will further explore grant development and funding opportunities to advance the Southeast LA Transit Improvement Program and the Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA projects.

With the Board's approval of the name change for the corridor, staff will proceed to revise all Task Force materials to reflect the new name.

The 710 Task Force will continue the development of its next phase-Multimodal Strategies, Projects, and Programs-in its upcoming meetings. Following this phase, the Task Force will evaluate projects and create the Investment Plan that will ultimately be presented to the Board mid-2023.

ATTACHMENTS

Attachment A - Staff Recommendations for Board Consideration

Attachment B - 710 Task Force Study Area

Attachment C - Motion by Directors Hahn, Solis, Mitchell and Dutra, May 2022
(Item 9, File #2022-0355)

Attachment D - Community Leadership Committee Input

Attachment E - Caltrans District 7 Projects along I-710 South

Attachment F - Pre-Investment Plan Opportunity

Prepared by:

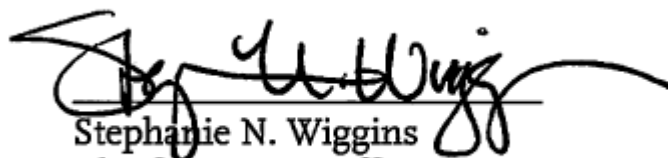
Michael Cano, Executive Officer (Interim), Countywide Planning & Development, (213) 418-3010

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Stephanie N. Wiggins
Chief Executive Officer

Staff Recommendations for Items Responsive to Motion 9

These staff recommendations are responsive to the directives set forth by the Board in Motion 9 from May 2022. Staff seeks Board approval for each of the following items:

Vision Statement

Staff recommends to the Board for consideration the following Vision Statement for the 710 Task Force:

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.

Guiding Principles

Staff recommends to the Board for consideration the following Guiding Principles of Equity and Sustainability for the 710 Task Force:

Guiding Principle of 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 South Freeway.

Guiding Principle of 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

Staff recommends to the Board for consideration the following Goals for the 710 Task Force:

<u>Air Quality:</u>	Foster local and regional clean air quality
<u>Community:</u>	Support thriving communities by enhancing the health and quality of life of residents
<u>Environment:</u>	Enhance the natural and built environment
<u>Mobility:</u>	Improve the mobility of people and goods
<u>Opportunity:</u>	Increase community access to quality jobs, workforce development, and economic opportunities
<u>Prosperity:</u>	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 710 Corridor communities, which have been and continue to be harmed by economic development
<u>Safety:</u>	Make all modes of travel safer

New Project Name

Staff recommends to the Board for consideration the following new Project Name:

The Long Beach-East LA Corridor Mobility Investment Plan

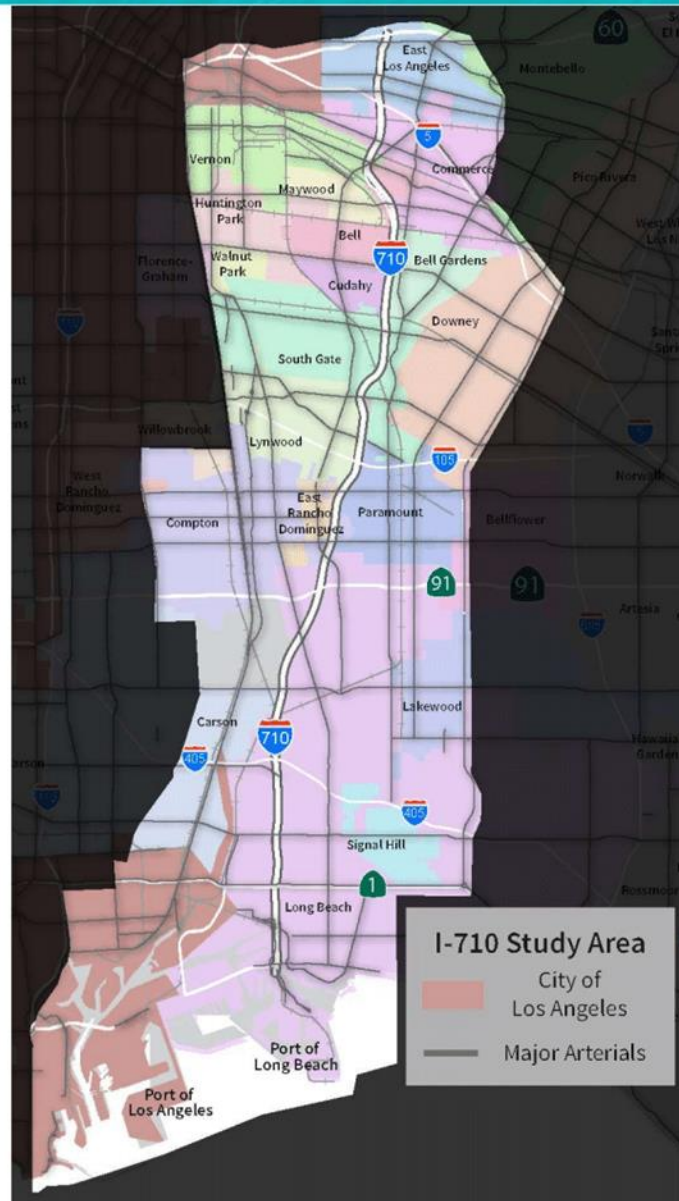
Pre-Investment Plan Opportunity

Staff recommends to the Board for consideration leading the submission of grant applications for the following Pre-Investment Plan Opportunity projects:

- *Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA**
- *Huntington Park Safe Routes for Students and Seniors*
- *I-710 Integrated Corridor Management*
- *Southeast LA Transit Improvement Program**

*pending Board approval to program local match

Study Area



**Board Report**

File #: 2022-0355, **File Type:** Motion / Motion Response**Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2022****Motion by:****DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA****I-710 South Corridor Motion**

The I-710 South Corridor is a 19-mile stretch of the I-710 Freeway, from East Los Angeles in the north to the Ports of Long Beach and Los Angeles in the south. Connecting the ports with shipping and warehousing facilities in Southern California, this corridor is a goods movement corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the Ports of Long Beach and Los Angeles, which have become California's and America's loading docks. Metro has been studying ways to relieve congestion and improve safety along the I-710 South Corridor for more than two decades.

Of the 1.2 million people who live along the I-710 South Corridor, nearly 1 million, or 83 percent, identify as Black or Hispanic. These residents face some of the worst air quality anywhere in the country, as the corridor accounts for 20% of all particulate emissions in Southern California. The I-710 South is known as the "diesel death zone" owing to very high levels of diesel pollutants within a quarter-mile either side of the freeway. These high levels of pollutants have been linked to health challenges including decreased lung function, asthma, increased lung and heart disease symptoms, and chronic bronchitis in communities along the corridor, which also face long-standing disparities in health and access to healthcare.

In 2018, the Metro Board of Directors voted in favor of the I-710 South Corridor's Environmental Impact Report's recommended "Alternative 5C." That Board decision was contingent on Federal approval, in order to fully fund the project. In 2021, the U.S. Environmental Protection Agency (EPA) formally opposed "Alternative 5C" on the grounds that any increase in vehicles and trucks along the corridor would increase particulate emissions in communities that are already heavily impacted by particulate emissions. Subsequent to that decision, the State of California also announced that it would not support "Alternative 5C."

Beginning in mid-2021, Metro staff initiated a new process to reimagine the corridor, convening a Task Force comprised of stakeholders representing labor, the ports, local elected leadership, goods movement industry, and community-based organizations. That Task Force now also includes several working groups and a Community Leadership Committee to help inform future project direction and decision-making. In addition, the Gateway Cities Council of Governments (COG) convened an Ad

Hoc Committee, comprised of elected leaders representing cities along the corridor, which considered and approved Guiding Principles and Projects and Programs which are the COG's preferred approach for improving the quality of life for corridor residents and enhancing the operational efficiency benefitting the corridor's users.

The steps taken in the past year by Metro to chart the path forward for this project are commendable. Even as the larger capital project has seen the environmental review process need to restart, the challenges along the I-710 South Corridor not only remain but continue in many ways to further deteriorate. The Ports are seeing record imports, and many of these products are being trucked out, on the I-710 Freeway, creating even more congestion along and near the freeway, further exacerbating safety issues and worsening air quality for communities throughout the corridor.

Since the time of the Board's 2018 action on the I-710 South Corridor, the California Department of Transportation (Caltrans) has adopted a new standard for evaluating freeway projects, known as "The Transportation Analysis Framework: Evaluating Transportation," implementing provisions of SB 743 (Steinberg, 2013), focused on reducing "Vehicle Miles Traveled" (VMT). The State has also adopted the "California Action Plan for Transportation Infrastructure," or CAPTI, which aligns the State's transportation infrastructure investments with its climate, health, and equity goals, with a goal of significantly reducing VMT.

Additionally, the Biden-Harris Administration has issued new Federal policies "securing environmental justice and spurring economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution," including Executive Order 14008 and the Justice40 Initiative. The Federal Highway Administration has also issued a policy document associated with implementing the new Bipartisan Infrastructure Law that states, in part, "The Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways."

The original vision for the I-710 South Corridor was a \$6 billion freeway project, leveraging nearly \$1 billion in local funding to be matched by \$5 billion in State and Federal funding. While most of the local funding remains in Measures R and M, any major investments in the corridor will need State and Federal support, and Metro should seek a similar 5-to-1 State/Federal-to-Local match goal.

SUBJECT: I-710 SOUTH CORRIDOR MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force

and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

We, therefore, further direct the Chief Executive Officer to:

- A. Develop and Implement a project Investment Plan, which:
1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
 2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
 3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
 4. Provides a suite of major investments that can be completed no later than 2028;
 5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act “Grants Strategy and 5-Year Implementation Plan” currently under development for presentation to the Metro Board;
- B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.
- C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project’s Investment Plan; and
- D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

Community Leadership Committee Input

All Community Leadership Committee (CLC) meeting summaries can be found at this [webpage](#). These files include the meeting agendas, presentations, recordings, and summaries. Some of the key votes and comments provided by the CLC as input to the Task Force are as follows:

Vision Statement

At Meeting #4 the CLC voted to recommend the following language to the Task Force:

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 and communities in the corridor.

Goals

CLC members provided input to the Project Goals through open discussions and a homework assignment. This input was summarized for Task Force consideration. Most CLC members who participated in the homework assignment “liked the goals” as they were written.

Some CLC members suggested changes, many of which related to clarifying terminology, getting more specific, and wordsmithing. Regarding the “Economy” Goal, some CLC members expressed that it is very important that the local corridor communities are prioritized over the needs of the region.

Pre-Investment Plan Opportunity

CLC members received brief presentations on each of the 22 project nominations received by the Task Force Project Team in response to the call for projects that would be seeking state or federal funding in 2022, are in the Corridor study area, and that do not depend on Measure R/M funding allocated to the 710 Task Force Investment Plan as the source of local match.

Of the 22 projects discussed, the CLC members felt the following projects were the top ten projects that were most aligned with the Vision Statement, Guiding Principles, and Goals of the 710 Task Force, in order (with some projects being tied):

- Atlantic Avenue Corridor Improvements (12 votes)
- Slauson Corridor & Citywide Pedestrian, Bike, Transit Improvements (12 votes)
- Zero Emissions Truck Program (12 votes)
- Gage Avenue Corridor Improvement Project (11 votes)
- Atlantic Complete Street Corridor (11 votes)
- Florence Complete Street Corridor (11 votes)
- Community Health Benefit Program (11 votes)
- Citywide Complete Streets Improvement Project & Atlantic Ave Improvements (11 votes)
- Randolph Street Bike and Facilities Improvement Project (10 votes)
- Long Beach Transit Solar Charging Electrification Project (10 votes)

The CLC made it clear that projects which (1) had local benefits, (2) were community oriented, and (3) did not negatively impact local communities were their priorities.

Re-Naming of the Project and Corridor



The CLC provided input into the themes and potential names for the naming effort conducted by the Project Team via discussion during CLC Meeting #4 and a homework assignment where members suggested names. These comments were incorporated into the five options that were provided as part of the public poll that resulted in each proposed name being ranked by respondents.



710S PROJECT LIST

-  Planning Phase
-  Environmental Phase
-  Design Phase
-  Construction Phase
-  SB1 Project

August 24, 2022

LEGEND:  SHOPP Project(s)  SHOPP Candidate  Non-SHOPP Project(s)  Maintenance Project(s)  Emergency Project(s)

1 Post Mile 4.9 / 12.9 : EARLY ACTION SOUNDWALL PACKAGE 3 (NON-SHOPP)

Project 0717000084 (EA 07-29803)

 **Location and Limits:** IN THE CITY OF LONG BEACH, BETWEEN OCEAN BLVD AND SR-91

Type of Work: The project will construct new or improve the existing soundwalls in the Cities of Long Beach, Lynwood and Paramount. In addition, the project will aesthetically treat approximately three miles of existing soundwalls located within the project limits.

Benefits: Noise abatement from the traffic.

Status: Presently in design phase.

Construction Begins: Spring 2023


Construction Ends: Spring 2024

Project Cost: \$30.01 Million

3 Post Mile 5 / 9.5 : Rehabilitate and install new Transportation Management System (TMS) elements and upgrade communication systems. (SHOPP)

Project 0718000065 (EA 07-34510)

 **Location and Limits:** IN LOS ANGELES COUNTY ON LA-710 PM 5.0/9.5, LA-2 PM R18.7 (LARTMC), LA-10 HUB PM 18.3, LA-1HUB PM R2.0

 **Type of Work:** This project proposes to upgrade the existing five Closed-Circuit Television (CCTV) cameras, two existing Changeable Message Signs (CMS), four existing Vehicle Detection Stations (VDS), four existing Ramp Metering Systems (RMS) and one Census Station. This project also proposes to install eight Maintenance Pullouts (MVPs), four new CCTV cameras, nine new Ramp Metering System (RMS) and one VDS. Lastly, upgrade communication equipment at the Los Angeles Regional Transportation Management Center (LARTMC) (Route 2 at Postmile [PM] R18.7) and Communication Hubs (Route 10 at PM 18.3 and Route 105 at PM R2.0) as well as install 5,300 linear feet of new conduit in roadway and approximately 2,000 linear feet of new conduit on Bridge structures. The existing communication systems will be upgraded to an all fiber optic digital system. The elements will be connected to the system via the Internet Protocol (IP) ready network.

Benefits: The purpose of this TMS upgrade project is to improve the operational and communication efficiency of the freeway system, reduce maintenance needs/costs, and sustain the existing TMS performance for all TMS elements along the project corridor

Status: In design phase.

Construction Begins: Winter 2023/2024

Construction Ends: Fall 2025

Project Cost: \$23.7 Million

4 Post Mile 5.8 / 5.8 : TIE-BACK RETAINING WALL AND RAMP MODIFICATION (NON-SHOPP)

Project 0720000156 (EA 07-37210)

Location and Limits: \$820 MILLION PIER B ON-DOCK RAIL FACILITY PROJECT, PORT OF LB TO BUILD RETAINING TIE-BACK WALL W/IN

Type of Work: Under an encroachment permit with the department the Port of Long Beach will be constructing a Tie-Back Wall along SR710 at approximately PM 5.8 and will be Modifying SR 710 Pico On/Off Ramp.

Benefits: Improve roadway traffic flow to enhance motorist and rail safety by eliminating the existing railroad crossing at the 9th Street and Pico Avenue intersection.

Status: In design phase.

Construction Begins: Fall 2023

Construction Ends: Summer 2025

Project Cost: \$3.3 Million

5 Post Mile 6 / 6.4 : REPLACE BRIDGE *O/S (NON-SHOPP)

Project 0700021122 (EA 07-27300)

Location and Limits: IN LOS ANGELES COUNTY IN LONG BEACH FROM BROADWAY TO SHOEMAKER BRIDGE

Type of Work: The scope of work includes bicycle and pedestrian observation platform/vista point along the south side of the new bridge and also provides improvements along associated roadway connectors to downtown Long Beach, West Shoreline Drive from State Route 710 (SR-710), and portions of 3rd Street, 6th Street and West Broadway from Cesar E. Chavez Park to Magnolia Avenue. The **proposed improvements will include additional street lighting, restriping, turn lanes, bicycle, pedestrian, and streetscape improvements.** The Roundabout design is proposed for this project.

Benefits: To provide connectivity from the downtown area to surrounding communities and adjacent recreational use areas, and improve safety and operations for all modes of transportation.

Status: In design phase.

Construction Begins: Summer 2025

Construction Ends: Spring 2028

Project Cost: \$476 Million

7 Post Mile 6 / 14.1 : Enhance highway worker safety by constructing Maintenance Vehicle Pullouts (MVPs), upgrading guardrail and end treatments, paving beyond the gore, installing erosion control, and replacing pull boxes. (SHOPP)

Project 0718000167 (EA 07-34990)

Location and Limits: In Long Beach and Compton, from Shoreline Drive to north of Alondra Boulevard.

Benefits: The purpose of this project is to **improve the safety of State workers during routine roadside maintenance activities.**

Status: In design phase.

Construction Begins: Spring 2024

Construction Ends: Winter 2025/2026

Project Cost: \$9.476 Million

8 Post Mile 6.2 / 7.2 : LA-710 Highway Planting Restoration (MINOR)

Project 0722000186 (EA 07-4V420)

Location and Limits: In LA County, Rte 710 PM 6/7.2, in city of Long Beach from W. Shoreline Dr. to Pacific Coast Hwy

Type of Work: The Project proposes highway planting restoration on Route 710 in city of Long Beach.

Benefits: The improvements would provide source control solutions **minimizing sediments from Caltrans right-of-way ultimately discharging to Los Angeles River.**

Status: In design phase.

Construction Begins: Summer 2023

Construction Ends: Summer 2024

Project Cost: \$1.74 Million

9

Post Mile 6.4 / 6.4 : Remove and replace existing sign structures and panels (EMERGENCY)

Project 0721000159 (EA 07-1XU20)



Location and Limits: On various routes in LA County SB LA-710 PM 6.38

Type of Work: Remove the existing sign structures and replace the sign structures to current standards and install Left Exit plaques to left exit guide signs.

Benefits: The Department committed to NTSB to **remove and replace the existing sign structure with a new sign structure that meet FHWA requirements.**

Status: In construction.

Construction Begins: Spring 2022

Construction Ends: Winter 2022/2023

Project Cost: \$3.565 Million

10

Post Mile 6.9 / 17.3 : RAMPS, SLABS, GORE - CPOL DIGOUTS SLURRY. FROM 1/170 SEP TO LOS ANGELES RIVER. (HM)

Project 0721000031 (EA 07-0W070)



Location and Limits: RAMPS, SLABS, GORE - CPOL DIGOUTS SLURRY. FROM 1/170 SEP TO LOS ANGELES RIVER.

Type of Work: Cold plane Overlay and dig out and slurry seal approximately 40 ramps, replace approximately 50 damaged slabs on mainline, and cold plane overlay gore areas.

Benefits: Increase the life of the pavement and provide a smooth ride.

Status: In construction.

Construction Begins: Fall 2022

Construction Ends: Summer 2024

Project Cost: \$3.3 Million

11

Post Mile 6.9 / 26.5: Installation of Broadband Network (BMMN)

Project 0722000105 (EA 07-38320)



Location and Limits: Installation of Broadband Middle-Mile Network (BMMN) in Los Angeles County on Route 710 for 19.6 Miles from PCH to I-10: Standalone BMMN Project

Type of Work: The work involves installing broadband conduit and fiber on Route 710 (PM 6.9/26.5) as a part of the BMMN identified as 15C in the Interagency Agreement (IAA) between the CDT and Caltrans.

Benefits: The installed broadband will enhance access to, and increase the affordability of, high-speed internet to all Californians.

Status: In environmental phase.

Construction Begins: Winter 2023/2024

Construction Ends: Summer 2025

Project Cost: \$15.868 Million

12

Post Mile 7.9 / 7.9: LA-710, Repair bridge abutment (EMERGENCY)

Project 0723000015 (EA 07-1XX00)



Location and Limits: LA-710, PM R7.88 Repair bridge abutment

Type of Work: 1. Partner and allow access to social service partners, in a COVID-19 safe manner, to offer unsheltered individuals assistance. 2. Repair the damaged slope. 3. Place hardscape to prevent digging.

Benefits: Repair State's damaged assets.

Status: Presently in construction.

Construction Begins: Summer 2022

Construction Ends: Fall 2022

Project Cost: \$0.37 Million



Post Mile 7.9 / 7.9: Unsheltered Encampments Related (EMERGENCY)

Project 0723000015 (EA 07-2XA80)



Location and Limits: LA 710 - PM 7.89 Unsheltered Encampments Related

Type of Work: 1.) Fill the voids with slurry behind and under the abutments. 2.) Repair the damaged slopes. 3.) Place hardscape to prevent future digging.

Benefits: Repair severe damages to State assets.

Status: Presently in planning.

Construction Begins: Fall 2026

Construction Ends: Winter 2028/2029

Project Cost: \$1.96 Million



Post Mile 9.6 / 32.1T : DRAINAGE SYSTEM RESTORATION (SHOPP)

Project 0718000092 (EA 07-34700)



Location and Limits: IN LOS ANGELES COUNTY, IN LONG BEACH AND PASADENA, AT VARIOUS LOCATIONS



Benefits: The purpose of this project is to improve the reliability, efficiency, and pumping capacity at four pump plant locations.

Status: In design phase.

Construction Begins: Summer 2023

Construction Ends: Summer 2025

Project Cost: \$10.392 Million



Post Mile 10.6 / 32.5: Deck methacrylate, spall repair, joint seals (HM)

Project 0721000223 (EA 07-0W270)



Location and Limits: IN LOS ANGELES COUNTY AT VARIOUS LOCATIONS ON ROUTE 710 FROM COMPTON CREEK TO UNION STREET UNDERCROSSING

Type of Work: This project will preserve 9 bridges on Route 710 in Los Angeles county. The work involves applying methacrylate on deck, replacing joint seals and spall repair.

Benefits: This project will improve bridge health, improve safety, enhance ride-quality, extend the service life of the structures, and limit operational restrictions.

Status: Presently in design phase.

Construction Begins: Summer 2023

Construction Ends: Fall 2025

Project Cost: \$2.505 Million



Post Mile 12.9 / 24.9 : EARLY ACTION SOUNDWALL PACKAGE 2 (NON-SHOPP)

Project 0717000079 (EA 07-29802)



Location and Limits: IN LOS ANGELES COUNTY, IN VARIOUS CITIES BETWEEN SR-91 AND SR-60

Type of Work: The project will construct new or improve existing soundwalls at various locations along Interstate 710 (I-710) in the southbound direction and along the northbound direction between I-710 and Atlantic Avenue in the Cities of Long Beach, Compton, Lynwood, South Gate, Bells, Bells Gardens and Los Angeles. In addition, the project proposes to aesthetically treat approximately 7.1 miles of existing soundwalls located within the project limits. The estimated project cost, including right of way and construction is approximately \$8M and will be funded by the Los Angeles County Metropolitan Transportation Authority (LACMTA) through Measure R funds.

Benefits: Noise abatement from the traffic.

Status: Presently in design phase.

Construction Begins: Summer 2023

Construction Ends: Summer 2024

Project Cost: \$60 Million

17 **Post Mile 13 / 24.6** (NON-SHOPP) Integrate the freeway management system and local arterial management systems to coordinate traffic operations during non-recurring conditions
Project 0721000056 (EA 07-37510)

Location and Limits:

Type of Work: The project will **integrate the freeway management system and local arterial management systems to coordinate traffic operations during non-recurring conditions**. The project will upgrade or install (as necessary) at a minimum, traffic control systems, traffic controllers, cabinets, detection, communications, closed circuit television (CCTV) cameras, arterial signage. In addition, the project will consider integrating with other systems of transit providers, Regional Integration of Intelligent Transportation Systems (RIITS), Port of Los Angeles (POLA), Long Beach (POLB), and Southern California 511 for data sharing and dissemination. Overall, the project will develop an Integrated Corridor Management (ICM) system that would consist of a data hub and decision support system (DSS) that would ingest all the data from the freeway system, arterial system, and other sources, and provide response plans to manage congestion uniformly through the corridor.

Benefits: The **integration of freeway and arterial systems, along with data sharing and dissemination, will address the congestion and operational deficiencies experienced by non-recurring conditions (i.e. incidents and events) and accommodate projected growth in the area.**

Status: Presently in environmental phase.

Construction Begins: Summer 2024

Construction Ends: Fall 2026

Project Cost: \$37.5 Million

18 **Post Mile 13.8 / 21. : LA-710,Clean CA Beautification** (CLEAN CA)
Project 0722000163 (EA 07-38580)

Location and Limits: In Los Angeles County in Compton and Paramount on Route 710 from 0.10 Mile South of Alondra Blvd OC to 0.30 Mile North Rosecrans Avenue OC

Type of Work: The I-710 Compton and Paramount Beautification Project enhances 1.5 miles of roadside with landscaping, trees, shrubs, ground cover, and artwork reflecting each city's historical values. This project also upgrades the irrigation system to conserve water.

Benefits: Clean California makes significant investments to **advance equity for underserved communities by implementing beautification projects on the State Highway system, improving public spaces.**

Status: Presently in design phase.

Construction Begins: Winter 2022/2023

Construction Ends: Summer 2026

Project Cost: \$3.383 Million

19 **Post Mile 15.1R / 21.9 : Improve Worker Safety by Paving Narrow Area, MVP, Access Gate, and RICS** (SHOPP)

Project 0716000214 (EA 07-33050)

Location and Limits: IN THE CITIES OF SOUTH GATE, BELL GARDENS AND COMMERCE, FROM 800 FEET NORTH OF ROSECRANS AVENUE TO ATLANTIC BOULEVARD

Type of Work: Relocate appurtenances; Add slope/gore and narrow area paving; Maintenance Vehicle Pullouts (MVPs); access gates; access roads; and upgrade irrigation system to Remote Irrigation Control System (RICS). The performance measure for this project will enhance worker safety at 36 locations within State right-of-way by replacing difficult-to-access existing landscape with paving, extending paving beyond gore areas, installing access gates, providing maintenance vehicle pullouts and aggregate base access roads, paving narrow areas, planting graffiti deterrent tall hedges or shrubs, and placing security fences around rail road bridge.

Benefits: This project proposes to **reduce the frequency and duration of highway workers exposure to traffic as well as decrease graffiti and vandalism.**

Status: Presently in design phase.

Construction Begins: Fall 2022

Construction Ends: Winter 2023/2024

Project Cost: \$6.734 Million

20 Post Mile 18 / 18.5 : RECONSTRUCTION OF ONRAMP (NON-SHOPP)

Project 0714000239 (EA 07-30830)



Location and Limits: IN LA, RECONSTRUCTION OF SOUTHBOUND ONRAMP, NR FIRESTONE BLVD

Type of Work: Reconstructing the Interstate 710 (I-710) southbound on-ramp from eastbound Firestone Boulevard to southbound I-710 and minor widening on the east and west bound Firestone Boulevard. Easements from both the Los Angeles County Flood Control District (LACFCD) and the Los Angeles Department of Water and Power (LADWP) will be required for the project. City of Southgate is pursuing a new design to reduce the capital cost by eliminating the need for the retaining wall.

Benefits: The purpose for re-constructing the southbound on-ramp will be to eliminate the undesirable design features and to bring them to Caltrans standards.

Status: Presently in environmental phase.

Construction Begins: Winter 2023/2024

Construction Ends: Fall 2026

Project Cost: \$8.45 Million

21 Post Mile 18.7 / 19.6 : Replace/Upgrade outdated pumps and controllers at South Gate PP and Florence PP. Supply additional storage capacity to South Gate and Florence. Provide additional electrical capacity at Ardis PP. (SHOPP)

Project 0721000032 (EA 07-37390)



Location and Limits: In Los Angeles County, various locations on LA-105 and LA-710.

Type of Work: This project proposes to upgrade three existing Pump Plants (PP): 1) Ardis Avenue PP (LA-105, Postmile [PM] 16.48), 2) Florence Avenue PP (LA-710, PM 18.7), and 3) South Gate PP (LA-710, PM 19.55). The scope of work includes installing new pumps (South Gate PP and Florence PP only), electrical control panels and service pedestals.

Benefits: The purpose of the project is to **extend the service life of three pump plants; reduce maintenance and repair costs; increase reliability, sustainability, and efficiency; and enable the pump plants to operate at design capacities.**

Status: Presently in environmental phase.

Construction Begins: Spring 2026

Construction Ends: Summer 2027

Project Cost: \$9.57 Million

22 Post Mile 19.7 / 19.7: Install Pedestrian and Bicyclist Regulatory/Warning Signs, pavement markings, Pedestrian Crosswalk Systems, Crosswalk Illuminator, upgrade curb ramps and sidewalks to current ADA Standards, upgrade bridge fence, and restripe ramp lane configuration. (SHOPP - CANDIDATE)

Project 0722000123 (EA 07-38410)



Location and Limits: In Los Angeles County, in the City of Bell. Pedestrian and Bicyclist safety improvements on Florence Ave, at the I-710 Interchange.

Type of Work: Install Pedestrian and Bicyclist Regulatory and Warning Signs, pavement markings, Pedestrian Crosswalk Systems (install Illuminator, flashing LED signs with push button, voice message and visual confirmation), Crosswalk Illuminator, upgrade curb ramps and sidewalks to current ADA Standards, upgrade bridge fence, and restripe ramp lane configurations.

Benefits: **Bike and Pedestrian safety improvements.**

Status: Presently in planning phase.

Construction Begins: Spring 2025

Construction Ends: Summer 2026

Project Cost: \$4.48 Million

 **Post Mile 22.2 / 22.2 : Rehabilitate, clean, and paint bridge.** (SHOPP)

Project 0718000355 (EA 07-35470)



Location and Limits: In Commerce and Vernon, at Hobart Rail Yard Overhead No. 53-0840.



Type of Work: This project proposes to paint all existing structural steel members of Hobart Yard OH (Bridge #53-0840). Spot blast, clean and paint all steel members of Hobart Yard OH. Estimated that 5% of the surface area will need spot preparation due to rust.

Benefits: The purpose of this public is to improve public safety.

Status: Presently in design phase.

Construction Begins: Spring 2025

Construction Ends: Fall 2028

Project Cost: \$24.34 Million

 **Post Mile 23.3 / 25.6 : STABILIZE SOIL AND EROSION CONTROL** (SHOPP)

Project 0714000061 (EA 07-30440)



Location and Limits: IN LOS ANGELES COUNTY IN LOS ANGELES AND MONTEREY PARK ON ROUTE 60 FROM EASTERN AV OC TO MEDNICK AV OC AND RTE 710 FROM OLYMPIC BLVD UC TO 0.4 MILE NORTH OF FLORAL DR UC

Type of Work: The work involves filling slopes and bare areas with ground covers that included, shrubs and trees to improve soil water holding capacity. Erodible areas, where plants cannot be maintained, will be paved. Irrigation systems will be modified or repaired.

Benefits: The project will focus on the prevention of erosion while allowing storm water to infiltrate, thereby reducing storm water runoff as well as preserving soil, waterways and unimproved roadways.

Status: Presently in construction. 89% complete.

Construction Began: Summer 2019

Construction Ends: Fall 2023

Project Cost: \$6.5 Million

 **Post Mile 24.9 / 25.1: Install chain link railing.** (MINOR)

Project 0722000133 (EA 07-1Q000)



Location and Limits: On Route 710 Cesar Chavez Avenue Overcrossing Bridge No. 51-1154.

Type of Work: This project proposes to improve traffic safety and operation by installing chain link railing on both sides of the Cesar Chavez Avenue Overcrossing.

Benefits: The newly installed chain link railing will enhance traffic safety by reducing the risk of objects being dropped or thrown onto the freeway below. In addition, the installation of the chain link railing will also enhance the safety of pedestrians walking across the bridge.

Status: Presently in design phase.

Construction Begins: Winter 2023/2024

Construction Ends: Fall 2024

Project Cost: \$0.53 Million

710 Task Force Pre-Investment Plan Opportunity

Background

Motion 9 (May 2022) asked staff to align initiatives with funding opportunities, including the development of an Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022. The purpose of this directive was to identify ways in which Metro and its stakeholders could capture historic levels of state and federal investment available through discretionary grant programs in 2022 into the I-710 South Corridor in advance of the Task Force Investment Plan being completed in 2023.

Development of process

In response to concerns raised by community representatives that this Board directive would pre-determine the outcome of the Task Force Investment Plan to be developed by stakeholders and submitted to the Metro CEO in 2023, staff branded this effort the Pre-Investment Plan Opportunity (PIPO) to signal to all stakeholders that the results of this process would be an activity that takes place prior to the Investment Plan development, not in place of or as an early phase of the plan, which will leverage remaining Measure R and M funds allocated to the Corridor for a project or program of projects.

Staff set forth three criteria for inclusion in the PIPO:

- The proposed project must be located within the Corridor study area (Attachment B).
- The proposed project must be seeking or be eligible to seek grant funding from programs that have deadlines for submission by March 31, 2023.
 - Adding the first three months of 2023 allows staff to include additional state and federal grant opportunities that would still precede the development of the Task Force Investment Plan.
- The proposed project must not use as local match to leverage state or federal funds any of the Measure R or M funding remaining for the I-710 South Project recommendation to be developed by the Task Force.

Call for projects

Staff conducted outreach to members of the Task Force, Community Leadership Committee, Task Force Working Groups, and corridor residents to nominate projects that met the three criteria for inclusion in the PIPO. The deadline for submitting nominations was July 1, 2022 – this deadline was extended through July 6, 2022, to accommodate the need for more time by the Community Leadership Committee (CLC) to respond to the request.

Receipt of Nominations

Staff received 22 projects from local jurisdictions, the Ports of Long Beach and LA, the Gateway Cities Council of Governments, the Office of Supervisor Janice Hahn, and the LA Cleantech Incubator. These projects were then categorized as follows:

Complete Streets & Roadway Design (11)

- **City of Bell:** Atlantic Avenue Corridor Improvements Project (Randolph to Florence)
- **City of Bell:** Gage Avenue Corridor Improvement Project
- **City of Commerce:** Slauson Ave. Corridor & Citywide Pedestrian, Bike, & Transit Improvements
- **City of Cudahy:** Citywide Complete Streets Improvement Project & Atlantic Ave Improvements
- **City of Lakewood:** Lakewood Blvd Regional Corridor Capacity Enhancement Project
- **City of Long Beach:** Shoreline Drive Re-Alignment (Shoemaker Bridge Replacement Project)
- **City of Maywood:** Randolph Street Bike and Facilities Improvement Project
- **City of Paramount:** Garfield Avenue Capacity Enhancement Project
- **City of South Gate:** Garfield Avenue Complete Streets Project
- **Gateway Cities COG:** Atlantic Complete Street Corridor Nexus w/ I-710—Study Area 4
- **Gateway Cities COG:** Florence Complete Street Corridor Nexus w/I-710—Study Area 3

Transit Systems (2)

- **Long Beach Transit:** Solar Charging Electrification Project
- **Office of Supervisor Janice Hahn:** Southeast LA Transit Improvement Program

Clean Air & Energy (4)

- **LA Cleantech Incubator (LACI) + Partners:** Medium/Heavy Duty ZEV Infrastructure Blueprint (Drayage Truck Charging Depots on the I-710 Corridor)
- **LACI:** Goods-Movement Resiliency & Enhanced Energy Now (GREEN) Project
- **Office of Supervisor Janice Hahn:** Community Health Benefit Program
- **Office of Supervisor Janice Hahn:** Zero Emissions Truck Program

Goods Movement (5)

- **Port of Long Beach:** America's Green Gateway: Pier B Rail Program Buildout – Roadway realignment/improvements; construction of 5 new receiving and departure tracks and 34 new railroad tracks.
- **Port of Los Angeles (POLA):** Rail System Improvement Projects
- **POLA:** Maritime Support Facility Access/Terminal Island Rail System Grade Separation
- **POLA:** SR 47 – Seaside Avenue & Navy Way Interchange Improvement Project
- **POLA:** POLA Supply Chain Safety, Sustainability, Efficiency—Maritime Support Facility/Terminal Island Rail System Grade Separation & Pier 300 Wharf Expansion/Vessel Emission Reduction Project

Inventory of Metro-supported Projects

Metro provided support for 11 additional projects put forth by I-710 South Corridor cities seeking funding from the California Transportation Commission’s 2022 Active Transportation Program (Cycle 6).

These projects, and the level of support provided, were as follows:

City	Project	Type of Assistance
Bell Gardens	Complete Streets Improvements, Phase II	Letter of Support
Carson	Community-Wide Safety Improvements	Letter of Support
Cudahy	Salt Lake Avenue Sidewalk Widening Project	Letter of Support
Downey	South Downey Safe Routes to School Project Phase II	Letter of Support Technical Assistance
Downey	Greenway Traffic Circle Improvement Project – Rives Avenue	Letter of Support Technical Assistance
Huntington Park	Safe Routes for Students and Seniors	Letter of Support Grant Writing
Long Beach	Mid-City Bicycle and Pedestrian Connections	Letter of Support
Paramount	West Paramount Utility Easement Multi-Use Path	Letter of Support
Signal Hill	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	Letter of Support
South Gate	Tweedy Boulevard Complete Streets, Phase II Project	Letter of Support
South Gate	West Santa Ana Branch (WSAB) Light Rail Station First-Last Mile Bikeway Safety and Access Project	Letter of Support

Staff also considered two additional projects that Metro has developed within the corridor and that meet the overall goals of investment within the corridor:

- I-710 Integrated Corridor Management (ICM) Project
- Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA

Community Engagement

Staff presented the 22 projects received as PIPO nominations to the CLC, Equity Working Group (EWG), and Task Force to receive feedback related to these groups assessment of each project's alignment with the goals and principles of the 710 Task Force. Additional projects, such as the I-710 ICM, will also be brought to these groups in future meetings to be timely for grant opportunities.

Community members raised numerous questions and insights into the various projects for Metro to consider. A summary of these comments is found here:

CLC

- Demonstrated a high level of support for Zero-Emission Trucks, Bicycle/Pedestrian Improvements, and community-based projects.
- Expressed concerns related to potential impacts from the siting of Zero-Emission infrastructure and large-scale port projects.

EWG

- Raised concerns about the need for coordination between neighboring jurisdictions implementing projects in proximity to each other
- Highlighted the importance of assessing projects in relation to socioeconomic conditions, levels of community need, and community support/buy-in
- Importance of supporting lower-resource jurisdictions with both grant application and project implementation processes
- Supported the LB Transit project as exemplifying the Equity Guiding Principle
- Discussed safety of the Class II bikeways ("Sharrows") in Commerce's Slauson Avenue Project
- Discussed potential induced demand/increased VMT for Paramount's Garfield Avenue Capacity Enhancement project
- Discussed potential pollution and other environmental impacts of POLA's Pier 300 Wharf Expansion project

More information can be found in the attachment to this report on Community Leadership Committee input into the various Task Force processes. Additionally, a letter from the Coalition for Environmental Health and Justice (CEHAJ) with input regarding the PIPO is included below.

Opportunities for Metro to Lead Grant Applications

After reviewing the 35 PIPO nominations from stakeholders and Metro departments and sorting out projects that have already been submitted for grant programs by other agencies, staff identified four opportunities to lead grant applications for state and federal programs in 2022 and early 2023 in advance of the completion of the Task Force Investment Plan. These projects (and target funding programs) are as follows:

Huntington Park Safe Routes for Seniors and Students

- Target Program: CTC State Active Transportation Program (ATP)
- Scope: Project will construct curb ramps, crossing improvements, sidewalks, wayfinding, speed-calming, and other active transportation improvements for pedestrians on segments of Belgrave Ave, Clarendon Ave, E 61st, Randolph St, Seville St, Zoe Ave, State St, Yahualica Place, and walking/biking paths adjacent to Veteran's Park. Includes 130 curb ramps and high-visibility crosswalks, 3 raised islands, 1 HAWK beacon, 3,266 LF of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins and shade trees.

I-710 Integrated Corridor Management (ICM)

- Target Program: CTC Trade Corridor Enhancement Program (TCEP)
- Project to be presented to the CLC for discussion on September 22, 2022
- Scope: The ICM will integrate various transportation management networks, including freeway and train management systems and traffic signal systems into a unified system along I-710 South. Doing so will manage congestion during incidents and emergencies to provide more seamless and less impactful transportation through the corridor. The project will also provide multimodal traveler information for trip planning purposes and enhance safety for all modes along the corridor using technology and Intelligent Transportation Systems.

Southeast LA Transit Improvement Program

- Target Program: CTC Local Partnership Program – Competitive (LPP-C)
 - *Pending Board approval to program local match*
- Scope: Pending stakeholder input and local jurisdiction approval, this project could include a “cloud”-based Countywide Signal Priority upgrade, 100 bus stop shelters at existing bus stops with over 50 daily boardings but without existing shelter, 100 solar-powered real-time arrival displays, 100 bus stop solar light upgrades for stops without shelters that have lighting, terminal/layover expansion improvements at the Norwalk, Artesia, and Compton Stations, and 100 Zero-Emission Bus charging masts.

Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA

- **Target Programs:** CTC LPP-C, USDOT Reconnecting Communities Pilot (RCP) Program, USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Federal Neighborhood Access and Equity Grant (NAEG) Program
 - *Pending Board approval to program local match*
- **Scope:** The project would construct a pedestrian and bicyclist overcrossing on Humphreys Avenue over the I-710 S freeway connecting the East LA communities on either side of the freeway, including the Humphreys Avenue Elementary School and the Whittier Boulevard commercial corridor. Pedestrians and bicyclists will be separated from vehicle traffic, creating safety and mobility benefits for this crossing.

Table 1: PIPO Early Initiative Candidate Projects

Project	Cost (millions)	Local Match (millions)	Target Program(s)	Program Application Deadline
Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA	\$12	\$6*	LPP-C RCP RAISE NAEG	November 29, 2022
Huntington Park Safe Routes for Seniors and Students	\$4.8	N/A	ATP	June 15, 2022
I-710 Integrated Corridor Management (ICM)	\$30.2	\$7.2	TCEP	November 18, 2022
Southeast LA Transit Improvement Program	\$29.5	\$15.0*	LPP-C (other)	November 29, 2022

**pending approval by Metro Board to program local match*

Looking Ahead

With Board approval of the PIPO, staff will develop the strategy for each project to submit competitive applications for state and/or federal grant funding.

Staff will consider for the Task Force Investment Plan any PIPO-nominated projects that do not receive grant funding in the 2022 Cycle.



August 8, 2022

VIA E-MAIL

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Via email: Tony.Tavares@dot.ca.gov

Re: Pre-Investment Plan Opportunity Feedback

Dear Metro and Caltrans Leadership:

On behalf of the undersigned organizations and members of the Coalition for Environmental Health & Justice (“CEHAJ”), we write to share input on the Pre-Investment Plan Opportunity (“PIPO”) currently in front of the Community Leadership Committee (CLC), the Task Force, and various Working groups. We understand the Metro Board directed staff in May to identify at least three projects ready to apply for state and federal funding opportunities by the end of 2022.

As of the writing of this letter, the PIPO projects have been presented to the CLC (on July 18, 2022), the Zero-Emission Truck Working Group (July 19, 2022), and the Equity Working Group (July 28, 2022). Due to the number and variety of projects nominated for the PIPO, in these spaces there was not enough time to fully digest and discuss each project. Furthermore, there was a lack of information available about many of these projects and Metro staff were often unable to answer questions because the proposed projects were not submitted by Metro. We have concerns about the PIPO process and call on Metro to do more to ensure that the CLC and the rest of the Task Force can meaningfully weigh in on these projects. Input from directly-impacted communities should guide the types of projects Metro agrees to support.

CLC input must be centered in the selection of PIPO projects

The CLC has not received enough information about the PIPO projects, which makes it especially difficult to provide input on large projects with a broad scope. Metro staff presented twenty-one different projects to the CLC, and while it did create a chart and a map of the projects, the presentation moved too quickly for community members to form questions or have a full discussion. Metro needs to commit to a different process that allows for sharing and receiving meaningful feedback on these projects from CLC members on their timeline.

Moreover, when CLC members asked questions of specific projects during the Metro PIPO presentation, these went unanswered. To date there has been no commitment from Metro staff to documenting and tracking the list of project-specific questions and following up with responses to the group. These questions ranged from project funding, active transportation details, commitments to zero emissions and health benefits and are not in the current notes. A specific process should be set up to ensure that all questions from the CLC receive a response.

The nomination of PIPO should not move forward until these issues are addressed and the CLC is able to fully weigh in on the project list. Once the CLC members have their questions answered and are able to take the time to identify projects that provide the most benefits, those recommendations should be presented to the Task Force and given their full weight.

Metro should target its support toward community-centered projects that bring immediate and tangible benefits to corridor residents who have long suffered the burdens of freight impacts from the 710

Metro should use its leverage to support projects that may not independently garner a lot of attention, but that will improve the lives of corridor residents at the ground level. For example, projects that enhance safe active transportation options, that expand public transportation and invest in battery-electric zero-emission public transit in under-resourced communities; that commit to local and targeted hire; that invests in zero-emissions infrastructure that will pull polluting trucks

off the roads; and that commit to comprehensive and holistic approaches to improving the health of all corridor residents, including health education and illness prevention programs.

The Equity Planning & Evaluation Tool (EPET) could help the CLC, the Task Force and Working Groups to more deeply consider which PIPO projects have the most potential to advance equity. The data gathered to date through the EPET and discussed by Metro staff and the Equity Working Group would be useful to guide a discussion about which pre-investment projects come closest to yielding equitable outcomes that address the deep disparities felt by many along the 710 corridor, as well as the root causes of such disparities. Specifically, Metro should use its “Equity Focus Communities” maps to prioritize projects that will provide direct benefits to corridor residents in areas that are in the most need of investments. For example, in its June 30th presentation to the Equity Working Group, Metro identified Lakewood as an area that had “Very Low” and “Low” equity needs and yet the agency presented the Lakewood project proposal to the Working Group without this additional context.

With the partial information currently available about the PIPO projects, we believe the following should be prioritized in the final selection:

- **Community-driven zero-emission investments.** We support efforts to transition trucks and existing freight infrastructure to zero-emission technology and build the charging infrastructure necessary to power such vehicles. However, it is crucial that these investments are carried out in consultation with directly-impacted communities and community-based organizations. LACI’s collaboration with East Yard Communities for Environmental Justice, Communities for a Better Environment and the Long Beach Alliance for Children with Asthma not only shows that it’s possible to work with communities to site charging infrastructure, but also that better strategies can flow from projects that are co-designed with impacted communities.
- **Mobility investments.** City-level projects and mobility investments are long overdue along the 710 corridor. Metro should commit to providing technical assistance to 710 corridor cities to make sure applications for grant funding are as competitive as possible and complement these projects with their own mobility investments.
- **Targeted and local hire.** We also support clear and enforceable commitments to targeted and local hire and investments into workforce development for 710 corridor residents in coordination with local community colleges and existing job training programs.
- **Health and illness prevention.** We support projects that directly address health harms, remove exposure to unhealthy air, and promote the health and well-being of community members along the 710 corridor. Projects should invest in local health programs and facilities that target health improvement, education, and illness prevention.

Metro Must make A Firm Commitment to not support projects that will cause the displacement of residents or small businesses

CEHAJ has consistently called for Metro to ensure that any programs pursued do not result in the displacement of residents and small businesses already struggling to stay in their communities. The Metro Board has voted on a policy that 710 projects will not cause displacement and the Task Force has similarly acknowledged a commitment to no displacement by the ZE Truck Program. However, there is no similar guarantee that the projects that Metro endorses as part of the pre-investment plan will contain a similar commitment.

More specifically, there is no guarantee that municipalities, government agencies, or other sponsoring organizations will implement the same commitment not to pursue projects that will result in the displacement of residents or small businesses along the I-710 or within the corridor. Metro must insist that any project it endorses along the 710 corridor contains a commitment to avoid all displacement before the agency offers a letter of support.

If Metro is unable to conduct its own analysis on the impacts of PIPO projects, more information must be provided by the applicant

CLC and CEHAJ members have asked questions about the range of potential impacts from the goods movement projects in particular. Since the project descriptions seem to come directly from applicants, the available information tends to skew toward the project benefits rather than provide an unbiased and transparent perspective on each project. Some descriptions alone fail to provide enough information to understand the full scope of the impacts. For example, the Port of Los Angeles Rail System Improvement Project states that the project would add rail track on Port property to improve rail operations and improve access to the Alameda Corridor, but it fails to provide specific information about whether the project would increase the number of freight locomotives running on diesel moving through nearby communities, whether any of the rail would be electrified, and what data is used to assert that emissions and truck trips would be reduced. Without this type of information, a thorough review of the project is impossible.

Not enough information on many of these projects has been available to date. Metro should ask applicants to share as much information as possible, including existing studies, community engagement plans, environmental review documents, or fact sheets, and in lieu of additional analysis at least affirmatively identify any gaps or deficiencies in the information presented to the CLC, the Task Force, and the public. A representative from the agency or entity that submitted any PIPO project should also be available during Task Force and Working Group meetings to answer questions. For example, while some information was provided verbally in response to questions raised by Working Group members, the Equity Working Group presentation materials themselves did not include information on construction impacts, growth-induced pollution impacts, possible displacement impacts, whether any environmental analysis has already been

prepared, etc. If that additional information is not made available, the project should not be considered eligible as a pre-investment project.

This holds especially true if the Task Force is being asked to submit any additional letters of support and an organization's participation in the Task Force could be seen as indirect support for a specific project included in the 710 pre-investment plan.

We appreciate your consideration of the issues raised in this letter and look forward to continued collaboration in upcoming meetings to advance community-driven and equitable investments into 710 corridor communities.

Sincerely,

Laura Cortez
East Yard Communities for Environmental Justice

Ambar Rivera
Communities for a Better Environment

Sylvia Betancourt
Long Beach Alliance for Children with Asthma

Ghirlandi Guidetti
Legal Aid Foundation of Los Angeles

Natalia Ospina
Natural Resources Defense Council

Fernando Gaytan
Earthjustice

Cc: Metro Board of Directors



We're developing a new vision for the 710 corridor.

710 TASK FORCE

Metro Board of Directors
September 22, 2022



Metro

Responding to Motion #9 (May 2022)

Board approved Motion #9 (Directors Hahn, Solis, Mitchell, & Dutra) that provided direction for the development of the I-710 South Corridor Investment Plan.

Motion #9 also asked for the following items to return to the Board for consideration:

- Vision Statement / Guiding Principles / Goals
- Pre-Investment Plan Opportunity
- Re-naming the I-710 South Corridor Project

This Board report provides recommendations for all items requested.

Vision Statement

Recommended Board Action: Approve Vision Statement developed and approved by the Task Force for Metro consideration.

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.

Guiding Principles of Equity and Sustainability

Recommended Board Action: Approve Guiding Principles of Equity and Sustainability developed by the 710 Task Force for Metro consideration.

Equity Guiding Principle

“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 Guiding Principle

"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

Recommended Board Action: Approve the Goals developed by the 710 Task Force for Metro consideration

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

Safety: Make all modes of travel safer.

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 710 Corridor communities, which have been and continue to be harmed by economic activity and development

Pre-Investment Plan Opportunity

Recommended Board Action: Approve the Pre-Investment Plan Opportunity developed by the 710 Task Force for Metro consideration.

Project	Target Program	Deadline	Project Cost (est.)	Local Match
Humphreys Avenue Bike/Pedestrian Crossing over I-710 (East LA)*	Local Partnership Program—Competitive	November 29, 2022	\$12.0 M	\$6.0 M*
Huntington Park Safe Routes for Students and Seniors	Active Transportation Program	June 15, 2022	\$4.8 M	N/A
I-710 Integrated Corridor Management (ICM) project	Trade Corridor Enhancement Program	November 18, 2022	\$30.2 M	\$7.2 M
Southeast LA Transit Improvement Program*	Local Partnership Program—Competitive	November 29, 2022	\$29.5 M	\$15.0 M*

Requirements: Nominated projects must (1) be in the Corridor, (2) seek federal/state grants in 2022, and (3) not derive local match from remaining Measure R/M project funds available.

Process: Staff engaged the Task Force, the CLC, the Gateway Cities COG, and the public via a forum, resulting in 22 nominations. Staff also identified 13 Corridor projects supported or led by Metro. These 35 projects generally support the goals of the Task Force and constitute Complete Streets, Transit, Clean Air/Energy, and Goods Movement projects. Staff evaluated all candidates to identify four projects for which Metro can lead a grant application in 2022.

710 Corridor Grant Candidates – 35 Multimodal Projects

- 1) **City of Bell:** Atlantic Ave Corridor Improvements Project (Randolph to Florence)
- 2) **City of Bell:** Gage Avenue Corridor Improvement Project
- 3) **City of Bell Gardens:** Complete Streets Improvements, Phase II
- 4) **City of Carson:** Community-Wide Safety Improvements
- 5) **City of Commerce:** Slauson Ave Corridor & Citywide Ped., Bike, Transit Improvements
- 6) **City of Cudahy:** Citywide Complete Streets & Atlantic Ave Improvements Project
- 7) **City of Cudahy:** Salt Lake Ave Sidewalk Widening Project
- 8) **City of Downey:** South Downey Safe Routes to School Project Phase II
- 9) **City of Downey:** Greenway Traffic Circle Improvement Project -- Rives Ave
- 10) **City of Huntington Park:** Safe Routes for Students and Seniors
- 11) **City of Lakewood:** Lakewood Blvd. Regional Corridor Capacity Enhancement Proj.
- 12) **City of Long Beach:** Mid-City Bicycle and Pedestrian Connections
- 13) **City of Long Beach:** Shoreline Dr. Re-Alignment (Shoemaker Bridge Replacement)

- 14) **City of Maywood:** Randolph Street Bike and Facilities Improvement Project
- 15) **City of Paramount:** Garfield Avenue Capacity Enhancement Project
- 16) **City of Paramount:** West Paramount Utility Easement Multi-Use Path
- 17) **City of Signal Hill:** E. Burnett St. Historical District Ped. & Bike Enhancement Project
- 18) **City of South Gate:** Garfield Ave Complete Streets Project
- 19) **City of South Gate:** Tweedy Blvd. Complete Streets, Phase II Project
- 20) **City of South Gate:** WSAB LRT Station First-Last Mile Bikeway Safety & Access Project
- 21) **GCCOG:** Atlantic Complete Street Corridor Nexus with I-710 - Study Area No. 4
- 22) **GCCOG:** Florence Complete Street Corridor Nexus with I-710 - Study Area No. 3
- 23) **LACI:** Goods-Movement Resiliency & Enhanced Energy Now (GREEN) Project
- 24) **LACI + Partners:** Medium/ Heavy Duty ZEV Infrastructure Blueprint (Drayage Truck Charging Depots on the I-710 Corridor)
- 25) **LA County Supervisor Janice Hahn:** Community Health Benefit Program

- 26) **LA County Supervisor Janice Hahn:** Southeast LA Transit Investment Program
- 27) **LA County Supervisor Janice Hahn:** Zero Emissions Truck Program
- 28) **Long Beach Transit:** Solar Charging Electrification Project
- 29) **Metro:** Humphreys Avenue Bike/Ped. Crossing over I-710 (East LA)
- 30) **Metro:** I-710 South Integrated Corridor Management (ICM) Project
- 31) **Port of LA:** NHFN Improv. Prog.- SR 47-Seaside Ave & Navy Way Interchange Improvement Project
- 32) **Port of LA:** NMFN Improv. Program: Maritime Support Facility Access/T.I. Rail System Grade Sep.
- 33) **Port of LA:** NMFN Improv. Program: Rail System Improvement Projects
- 34) **Port of LA:** Maritime Support Facility Access/ T.I. Rail System Grade Sep. & Pier 300 Wharf Expansion/Vessel Emission Reduction Project
- 35) **Port of LB:** America's Green Gateway: Pier B Rail Program Buildout

Complete Streets & Active Transportation	Clean Air & Energy
Transit Systems Improvements	Corridor Mobility & Goods Movement

Grant Candidates – Alignment with Task Force Goals

Project # / Goals	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35			
Air Quality	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue	
Community	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Environment	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	
Mobility	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	
Safety	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Opportunity	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange
Prosperity	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Green	Green	Grey	Grey	Grey	Grey	Grey	Grey	Green	Green	Green	Green	Green	Green	

Re-Branding the Project

Recommended Board Action: Approve "Long Beach-East LA Corridor" as the new Corridor name recommended for Metro consideration

Staff engaged the Task Force, CLC, and Working Groups to identify key themes that should be captured by the options for re-naming the corridor project. Based on this input, staff developed five options to be considered through a public survey.

Results of the public survey (over 500 respondents), by final rank:

- #1: The Long Beach-East LA Corridor Mobility Investment Plan
- #2: Re-Connecting Communities: The Southeast LA Mobility Investment Plan
- #3: The San Pedro Bay to East LA Future Mobility Investment Plan
- #4: My Gateway Community Investment Plan
- #5: Let's Clear the Air: A Mobility Investment Plan

Staff presented the top three options to the CLC and Task Force for discussion and a vote. The CLC and Task Force concluded that option #1 should be the recommendation to Metro.