



Board Report

File #: 2023-0019, **File Type:** Motion / Motion Response

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 14, 2023**

SUBJECT: UPDATE ON THE LONG BEACH-EAST LA CORRIDOR TASK FORCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the Long Beach-East LA Corridor Task Force.

ISSUE

At its meeting on September 22, 2022, the Board approved the Vision, Guiding Principles, Goals, Pre-Investment Plan Opportunity candidate grant projects, and the new name for the Task Force (File #2022-0330). The Board also approved a motion by Directors Hahn, Solis, and Dutra (Attachment A) to provide funding to support grant applications for the Pre-Investment Plan Opportunity projects. This Receive and File report provides an update to the Board on the progress made by the Long Beach-East LA (LB-ELA) Task Force since the September 2022 meeting, including the approval of the Evaluation Framework and the result of various grant applications for corridor projects.

BACKGROUND

In response to communication from the US Environmental Protection Agency and then- Caltrans Director (and current California State Transportation Agency [CalSTA] Secretary) Toks Omishakin that the I-710 South Corridor Project EIR/EIS would not have a path forward to securing a Record of Decision for Locally Preferred Alternative (LPA) 5C, the Board took a series of actions (Attachment B) in May 2021 to set an alternate path forward for staff to develop a new approach to developing an investment plan for the corridor.

To advance Board direction, Metro partnered with Caltrans District 7 to develop what was initially known as the 710 Task Force, comprising a wide range of stakeholders from the community to the regional level that would represent the important partners to help Metro shape, fund, and implement a new, multimodal, community-focused, and regionally significant investment plan for the I-710 South Corridor. This investment plan will focus on funding projects in the near term that can deliver immediate benefits for the LB-ELA Corridor and creating strategic approaches to developing or refining projects and programs that will further advance the goals and vision for the LB-ELA Corridor created by the Task Force and approved by the Board.

The Task Force launched in September 2021 and meets monthly. To support the Task Force, staff also developed the Community Leadership Committee (CLC) and Equity Working Group (EWG) to provide opportunities to engage and receive input from members of and advocates for impacted communities.

In May 2022 the Board directed staff (Attachment C) to return with three recommendations: (1) a new name for the corridor, (2) the Task Force's recommendation for its Vision, Goals, and Guiding Principles for board consideration, and (3) a set of early grant investment opportunities for the corridor. At the same meeting, the Board concurrently approved a new LPA for the I-710 South Corridor EIR/EIS - Alternative 1 (the "No Build" alternative) - to replace the previously adopted LPA (Alternative 5C) and received a report on how the Task Force's Investment Plan would take the place of the original project to program and leverage Measure R and M funds assigned for the I-710 South Corridor project (File# 2022-0100).

Staff returned to the Board in September 2022 with the new name (the Long Beach-East LA Corridor), a set of four projects composing a "Pre-Investment Plan Opportunity" (PIPO) for which staff would seek grant funding, and the Task Force's adopted Vision, Goals, and Guiding Principles (File #2022-0330). The Board approved these items and authorized funding to serve as a local match for the PIPO project grant applications (Attachment A).

Following the adoption of the Vision, Goals, and Guiding Principles, staff have completed the subsequent phase of the Task Force Investment Plan process - Developing Multimodal Strategies and Identifying Projects and Programs - and have made significant progress on the following phase - Evaluating and Refining Projects and Programs - for which the Task Force voted in May 2023 to approve the Evaluation Framework to be used to refine and prioritize projects for the Investment Plan. Staff will return to the Board in November 2023 with a draft Investment Plan for discussion and consideration.

DISCUSSION

Developing the List of Multimodal Strategies, Projects, and Programs

Following the Board's adoption of the Task Force's recommended Vision Statement, Guiding Principles, and Goals, staff initiated the next phase of the work plan: Developing Multimodal Strategies and Identifying Projects and Programs (Attachment D, Slide 2). The Task Force sought as inclusive a set of Multimodal Strategies, Projects, and Programs (MSPPs) as possible, using a broad outreach and engagement approach to receive input from corridor residents, community groups, interested stakeholders, partner agencies, and other parties.

Staff employed an extensive public engagement effort to develop the list of candidate MSPPs, with a particular focus on engagement with impacted communities supplemented by partnerships with community-based organizations (CBOs). This effort included an online survey and interactive map that provided an opportunity for residents, community leaders, and other stakeholders to give direct input into the process. Metro's outreach campaign engaged approximately 5,400 community members and stakeholders through 28 events hosted by 18 CBOs and 18 pop-up events hosted by

Metro. Additionally, Metro hosted four workshops in Spanish (with English translation) and two workshops in English (with Spanish translation). As a result, almost 3,000 responses to the survey and interactive mapping tool were submitted, generating new approaches to making improvements within the corridor by those residents most impacted within the corridor (Attachment D, Slides 3-7).

In addition to receiving input from residents, staff also reviewed a wide range of prior programs and initiatives from local, subregional, and regional agencies related to the LB-ELA Corridor. Staff included elements of the original I-710 South Corridor project, including envisioned “early action projects”, that involved neither displacement nor extensive right-of-way impacts for local communities. Staff also received a set of recommendations created by the Gateway Cities Council of Governments’ (COG’s) 710 Ad Hoc Committee and by community activists provided through the “Community Alternative 7” proposed in 2014. Staff also included projects from corridor cities, Caltrans, Metro’s Measure R and M expenditure plans and Long-Range Transportation Plan, and the Southern California Association of Governments’ Regional Transportation Plan / Sustainable Communities Strategy. Staff only included from these sources projects and programs that met the Board’s direction for the Task Force as reflected in the Vision, Goals, and Guiding Principles and other policies, such as the Multimodal Highway Investment Objectives (File #2022-0302), in developing the Investment Plan (Attachment D, Slide 8).

Over 300 projects and programs were identified through all these various efforts (Attachment E) and formed the Initial List of MSPPs. Staff organized these myriad projects into six categories, in alphabetical order:

- Active Transportation / Traffic Demand Management (TDM)
- Arterial Roadways
- Community Programs
- Freeway
- Goods Movement
- Transit

These categories reflect and align well with the Task Force’s adopted Vision, Goals, and Guiding Principles. Each category comprises four sub-categories that help to cover the broad range of the types of projects and programs that compose the Initial List of MSPPs. See Attachment F for a complete list of categories and sub-categories for projects and programs.

Staff also presented information on the Initial List of MSPPs to the CLC at seven meetings and the EWG at five meetings between August 18, 2022, and February 23, 2023. Input received from these groups was used to help refine the Initial List as well as provide feedback to the Task Force for consideration at its meetings. Some of the key questions and concerns centered on ensuring impacts on local communities, particularly safety and air quality, were drawn forth from the evaluation process.

The Task Force concluded the Developing Multimodal Strategies and Identifying Projects and Programs phase of the work plan at its February 13, 2023, meeting and supported moving the Initial List of MSPPs into the Evaluating and Refining Projects and Programs Phase (Attachment D, Slide 2).

Purpose of the Evaluation Criteria

The main driver of the Evaluating and Refining Projects and Programs Phase of the LB-ELA Corridor Investment Plan is the development of the evaluation criteria, which will be used to create summary findings for each project or program identified in the prior phase as it relates to the Board-approved Vision, Goals, and Guiding Principles. The 73 criteria (Attachment G) will allow the project team to evaluate each project or program in consideration of the following questions:

- How well does each project or program align with the LB-ELA Corridor Task Force Vision and Goals?
- Does the project or program advance the Guiding Principle of Equity in the Corridor?
- Does the project or program advance the Guiding Principle of Sustainability in the Corridor?
- What are the potential concerns and negative impacts that should be highlighted?

Each project or program will receive a rating for each evaluation criterion, ranging between “No Benefit” and “High Benefit”. Adverse impacts will also be identified through the “concerns” criteria, which will be expanded as necessary to capture a full picture of potential impacts. This approach was deemed necessary given the broad assortment of project and program types—each with a different level of development and refinement—to be considered in the multimodal, community-supportive, regionally significant, and strategic Investment Plan to be developed by the Task Force.

Additionally, staff will use “flags” as a method to highlight projects that do not perform well on equity and to capture additional considerations, positive or negative, for each project or program beyond the summary findings of the evaluation criteria. These “flags” will be carried through the rest of the process to further explore and identify specific project or program concerns or benefits that may not be fully captured by the evaluation criteria and methodology (Attachment D, Slides 10-11).

Incorporating Equity in the Evaluation Framework

A central hallmark of the LB-ELA Corridor Investment Plan is its focus on delivering equitable outcomes for the impacted residents within a corridor. To accomplish this vision the project team has included evaluation criteria specifically designed to reflect the role of Equity through every aspect of the project as a Guiding Principle

- an overarching lens that applies to project evaluation across multiple goal areas. Equity’s inclusion as a guiding principle, and the language of the guiding principle itself, were informed by early discussions with the EWG. The Equity evaluation criteria require the technical team to probe more deeply into the distribution of potential project benefits to populations of highest need, as defined through the EWG and Equity Planning and Evaluation Tool (EPET) process. Throughout the EWG process, staff has applied the EPET (Attachment D, Slide 12) to identify geographies and populations of highest need throughout the LB-ELA Corridor and develop Equity evaluation criteria that measure each project and program’s potential to benefit or burden these communities. Staff applied the EPET to *Analyze Data*, identifying the impacted geographic areas and demographics of these areas, existing disparities, and more equitable future outcomes. Staff simultaneously applied the EPET to

Engage the Community, discussing the historic context and root causes of current conditions and disparities, identifying community members most vulnerable to negative impacts, and considering who is most likely to benefit or be burdened from potential investments.

Through application of the EPET and discussions with the EWG, staff identified two ways to evaluate potential project and program outcomes for communities of highest need, and most vulnerable to potential impacts. The 'EFC-Lens' criteria use Metro's Equity Focus Communities geographic designation established through Metro's Equity Need Index (MENI) - see Attachment D, Slide 12 - to account for historically marginalized and transit-dependent populations regarding Race/Ethnicity, Income, and Vehicle Access. While the EFC designations were developed outside of the LB-ELA Corridor Task Force process, the EFC designations closely reflect areas facing a variety of other socioeconomic, health, and environmental justice burdens. These were studied in the initial analysis of existing conditions data, which were presented to the EWG for discussion and verification. Therefore, all evaluation criteria that include a quantitative geographic based analysis contribute to a supplementary 'EFC-lens' score. This score measures the level of benefit of a project or program to EFC communities relative to the level of benefit to non-EFC communities. The 'EQ-Qual' (Qualitative Equity) criteria account for the level of relative benefit to specific vulnerable communities that were elevated through EWG input and application of the EPET's Analyze Data and Engage the Community sections. Specifically, the EQ-Qual evaluation criteria account for those communities facing high pollution burden and asthma rates, areas lacking active transportation infrastructure and parks, non-driving populations, areas of low tree-canopy and extreme heat burden, unemployed and low-income workforce, and households or businesses at risk of displacement.

Developing the Evaluation Framework

At the March 13, 2023, Task Force meeting, the project team initiated the discussion on and presented an overview for the Evaluation Framework to be developed and used to ultimately refine MSPPs for consideration to be included in the draft LB-ELA Corridor Investment Plan. The project team also provided a presentation on modeling and evaluation tools to be used going forward in this phase.

Prior to the next Task Force meeting in April, staff presented draft Evaluation Criteria to the CLC on March 23 and March 27, 2023, for review and input, receiving general support for the thoroughness of the criteria but also questions and comments about the "flag" process the project team proposed to ensure equity and other concerns for any project could be noted and resolved in the evaluation process. On March 30, 2023, the project team introduced the Evaluation Framework and presented the equity evaluation criteria proposed for the framework to the EWG. Additionally, the project team discussed the EPET and addressed concerns raised about its application to the LB-ELA Corridor Investment Plan process.

At the April 10, 2023, Task Force meeting, the project team presented the Evaluation Framework and methods to be used as well as facilitated a discussion on the proposed evaluation criteria - these criteria provided approaches to evaluating projects across Goals, the Guiding Principles of Equity

and Sustainability, project mode and type, qualitative vs. quantitative means of analysis, and through an Equity Focus Community lens. The project team received input from Task Force members, including numerous questions or requests for additional information. An informal test for consensus found that 82% of the membership could either “Support” or “Live With” the criteria at that time, with only 18% expressing that they “Have Concerns”.

Following the discussion at the April Task Force meeting, staff then held several outreach meetings focused on presenting and discussing the draft Evaluative Criteria. On April 11 and April 19, 2023, staff presented to the Gateway Cities COG’s I-710 Technical Advisory Committee to gather feedback and suggestions for refining the criteria. On April 17, 2023, the project team then hosted a “Lunch and Learn” meeting to provide an open forum for Task Force and CLC members to raise additional questions and receive information in advance of the May Task Force meetings.

Following the “Lunch and Learn”, the project team then met with the CLC on April 20, 2023. One of the important points made by the CLC was to find ways to incorporate more detailed health metrics as evaluation criteria, which staff discussed and responded on the many ways public health would be included comprehensively within the evaluation framework. The CLC then took a vote to “Support the Evaluation Criteria” with 83% voting “Yes” and 17% voting “No”. The summary for this meeting can be found in Attachment D, Slide 13.

At the EWG meeting on April 27, 2023, staff spent a significant amount of time focusing on health as part of the Evaluation Framework, following the receipt of a letter (Attachment H) on April 10, 2023, from the Coalition of Environmental Health and Justice (CEHAJ), a coalition of organizations whose members also serve on the Task Force, that provided additional input on the inclusion of health outcomes in the Evaluation Framework. Staff affirmed that the Evaluation Framework is designed to measure the project outcomes that support the desired health-related community results. The project team provided information on how health issues have been considered at various stages of the development of the Investment Plan and what challenges exist that undermine the evaluation of a project’s direct effect on health outcomes, resulting in the standard practice using other indicators such as air quality to measure potential health benefits or negative health impacts of a project. Additional discussion on staff’s approach to health is provided in more detail in the following section of this report.

The Task Force then met on May 1 and May 8, 2023, to review input from the CLC and EWG and deliberate on the set of 73 Evaluation Criteria proposed by the project team and refined with public and community input (Attachment G). At this meeting additional discussion continued regarding potential health benefits and impacts included in the criteria, with several members expressing the desire to see additional health criteria. Following this discussion, the Task Force voted to move forward with the evaluation criteria (62% voted “Yes”, 33% voted “No”, and 5% abstained). Despite some of the concerns expressed about how best to incorporate health in the evaluation framework to develop the Investment Plan, staff believes the approach approved by the Task Force and presented over the prior months will address many of the concerns raised by the communities within the corridor.

Public Health and the Evaluation Criteria

Staff recognizes that communities within the LB-ELA Corridor face significant health disparities (such as high asthma and cardiovascular disease rates) and experience disproportionate pollution burdens (such as PM2.5 and Diesel PM emissions) compared with other communities in Los Angeles County. These findings have been documented through health and environmental justice screening tools such as CalEnviroScreen, CA Healthy Places Index, the Center for Disease Control and Prevention (CDC) Environmental Justice Index Explorer, and several studies related to vehicular pollution and health outcomes surrounding the I-710 Freeway and throughout the region. In addition to the high overall health burdens facing the LB-ELA Corridor communities relative to the county and state, health burdens within the corridor disproportionately impact people of color and low-income populations.

These health disparities have been consistently elevated by Task Force, EWG, CLC, and community members throughout the Task Force's planning process, guiding staff's technical work in conducting existing conditions research and developing the Initial List of MSPPs and Evaluation Criteria. Of the 73 Evaluative Criteria approved by the Task Force, 22 of them are health-related and will support staff's work to incorporate health as part of the Investment Plan process (see Attachment I, page 7)

Staff appreciates the continuous interest and dedication from Task Force and community members in addressing health as part of the work of the Task Force, as was communicated through a letter sent to Metro by CEHAJ on April 10, 2023 (Attachment H) providing feedback into the evaluative criteria, with a specific focus on health outcomes as a criterion to be used by staff to evaluate projects and develop recommendations for the draft Investment Plan. Staff have also received feedback that they should consider using a Health Impact Assessment (HIA) as part of their evaluation process.

Staff's overview of how health is being incorporated into the evaluation criteria and process is presented in Attachment I (pages 1-6). Staff appreciates the input received from Task Force stakeholders, continues to elevate health as a priority within the Task Force process, and commits to engaging in ongoing dialogue with stakeholders and incorporating health in future phases of the Investment Plan development and implementation.

Grant Awards and Activities for LB-ELA Corridor Projects

While the Task Force is developing the draft Investment Plan for Board consideration, staff have been working concurrently with local jurisdictions and partner agencies to support grant activities for projects within the LB-ELA Corridor to take advantage of the unprecedented levels of funding generated through the passage of the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) layered on top of existing, ongoing discretionary grant programs offered by the state through the Senate Bill 1 programs administered by the California Transportation Commission (CTC) and by other agencies focused on advancing zero emission energy and technology.

At the May 2022 Board meeting, the Metro Board, recognizing these funding opportunities could yield potential investment in the LB-ELA Corridor in 2022 and early 2023, approved Motion #9 by Directors Hahn, Solis, Mitchell, and Dutra (Attachment C) to initiate what ultimately became the Pre-Investment Plan Opportunity (PIPO) that was developed by staff through the Task Force process. Staff also worked with other LB-ELA Corridor agencies to support their grant applications submitted in the same

timeframe.

Since May 2022, thanks to the leadership of the Board and the many Task Force stakeholders, \$116.24 million has been awarded to projects within the LB-ELA Corridor. An additional \$202.344 million in a multimodal array of projects is recommended for funding by the CTC at its June 28-29, 2023, meeting. Included in these recommended awards are three PIPO projects, two of which were provided local funding by the Board through Motion #9 (Attachment C) and the third of which was provided technical and grant support by Metro staff. See Attachment J for more information on grant awards and activities for LB-ELA Corridor projects.

Staff will continue to evaluate opportunities to seek grant funding for projects that arise through the remainder of 2023, and report to the Board with such opportunities when timely.

Corridor Tours

On April 18, 2023, Metro supported Caltrans District 7 in hosting a corridor tour for CalSTA Secretary Toks Omishakin, Caltrans Director Tony Tavares, CTC Commissioners Joe Lyou and Michele Martinez, and interim CTC Executive Director Tanisha Taylor. Caltrans District 7 was represented by Executive Director Gloria Roberts and her staff, while Metro was represented by Director Fernando Dutra, Chief Planning Officer Jim de la Loza and his staff, and the Office of Equity and Race, led by Executive Officer KeAndra Cylear Dodds. Metro Operations provided the bus and drivers used for the tour. The tour included representatives from community groups, the Gateway Cities COG, and other agencies and stakeholders in the corridor.

The tour offered these state officials the opportunity to get an in-person view of the on-the-ground conditions and concerns that have been raised by community stakeholders regarding the interconnected issues of transportation, air quality, health, and opportunity. A full itinerary and roster of attendees can be found in Attachment K.

Metro plans to host two corridor tours this summer, on Saturday, June 24, 2023, and Wednesday, June 28, 2023. These tours will focus on providing Task Force and CLC members with a review of the corridor, including existing conditions and potential improvements that could be made. Metro will provide buses for these tours, which will run from 8:30am to 2:00pm and will cover the same route to provide all members the opportunity to pick between a weekday or weekend date. Staff will provide more information on these tours and the itineraries as details become finalized.

Update on “No Build” environmental document status

Following receipt of a letter from Caltrans requesting Metro replace the original LPA for the I-710 South Corridor EIR/EIS (Alternative 5C) with Alternative 1, the “No Build” alternative, the Board took action to make this change official (File# 2022-0100). Staff then initiated coordination with Caltrans District 7 staff to prepare the finalization of the environmental process for the new LPA to close out the original project. As the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), Caltrans will certify the I-710

South Corridor Project to meet the requirements of NEPA and CEQA.

Caltrans anticipates completing their internal review of the document by October 2023, which would allow for a 30-day public availability period to commence leading to the approval of a Record of Decision and Notice of Determination by late fall/early winter 2023.

EQUITY PLATFORM

As demonstrated above, the LB-ELA Task Force strives to advance equity through its process and its ultimate outcome through the Investment Plan. In partnership with Metro's Office of Equity and Race, the technical team is piloting the EPET to support the Task Force's endeavors. Staff are engaging stakeholders, including those most likely to be impacted by potential improvements in the corridor, through the CLC and other avenues of public engagement to develop the LB-ELA Corridor Investment Plan.

Staff have also implemented a CBO Partnering Strategy with CBOs that are based in and work with the communities along the LB-ELA Corridor. Metro's goal is to engage these communities by working with CBOs and the people they serve to gather input and identify multi-modal strategies, projects, and programs that are needs and priorities for these impacted communities.

The LB-ELA 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 LB-ELA Corridor to be brought to the Metro Board for consideration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the LB-ELA Corridor communities, impacted residents, Caltrans District 7, the Gateway Cities COG, and stakeholders through LB-ELA Corridor Task Force meetings and its attendant committees and public outreach forums will lead to the development of the multimodal, multiyear LB-ELA Investment Plan. The process and the outcome of the Task Force will help implement three key Metro Vision 2028 Strategic Plan Goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 3: Enhance communities and lives through mobility and access to opportunity
- Goal 4: Transform LA County through regional collaboration and national leadership

NEXT STEPS

Staff will support the CTC staff award recommendations for LB-ELA Corridor projects to be considered by the CTC at its June 28-29, 2023, meeting.

The project team will complete technical analyses and evaluations of the various projects and programs using the evaluation framework approved by the Task Force in May 2023.

The project team will lead two tours of the LB-ELA Corridor, on Saturday, June 24, 2023, and Wednesday, June 28, 2023, to provide opportunities for members of the Task Force and CLC to view various potential project sites and existing conditions in the corridor to help inform future decisions regarding the Investment Plan. Staff will also work with stakeholders to develop additional outreach and advocacy opportunities to highlight the need for investment in the corridor, including a potential “710” day on July 10, 2023.

Staff will continue to work with Task Force and CLC members to review the potential for more opportunities to improve public health for corridor residents.

Staff will work with the Task Force and CLC to develop the draft LB-ELA Corridor Draft Investment Plan and will present this draft to the Board during the November/December 2023 board cycle.

Staff will also develop a qualifying Comprehensive Multimodal Corridor Plan for the LB-ELA Corridor based on the process and results of the Investment Plan.

FINANCIAL IMPACT

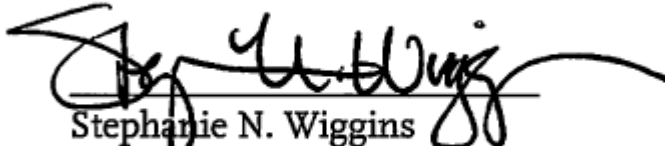
There is no financial impact to this action.

ATTACHMENTS

Attachment A - September 2022 Motion by Directors Hahn, Solis, and Dutra
Attachment B - May 2021 Board Motions
Attachment C - May 2022 Motion by Directors Hahn, Solis, Mitchell, and Dutra
Attachment D - LB-ELA Corridor Task Force Slide Deck
Attachment E - Initial List of Multimodal Strategies, Projects, and Programs
Attachment F - Categories and Sub-categories of Projects and Programs
Attachment G - Final Evaluation Criteria
Attachment H - Letter from CEJAH re: Health Criteria (April 10, 2023)
Attachment I - Summary of Health Considerations for Evaluative Criteria
Attachment J - Grant Awards and Activities for LB-ELA Corridor Projects
Attachment K - April 2023 I-710 Tour Information and Roster

Prepared by: Michael Cano, EO, Countywide Planning & Development
(213) 418-3010
Ernesto Chaves, EO, Office of Strategic Innovation,
(213) 922-7343
KeAndra Cylear Dodds, EO, Office of Equity and Race,
(213) 922-4850

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Metro

Board Report

File #: 2022-0674, **File Type:** Motion / Motion Response

Agenda Number: 49.

**REGULAR BOARD MEETING
SEPTEMBER 22, 2022**

Motion by:

DIRECTORS HAHN, SOLIS, AND DUTRA

Related to Item 48: 710 South Corridor Pre-Investment Plan Opportunity Motion

As part of its I-710 South Corridor Pre-Investment Plan Opportunity, Metro staff have identified the Southeast LA Transit Improvement Program and the Humphreys Avenue Bike/Pedestrian Crossing in East LA.

In order to apply for eligible State and Federal grant funding for match for either of these projects, Metro needs to commit a match using available local funding in order to ensure the highest likelihood of success for these funding opportunities.

Available grant application deadlines are coming up more quickly than local match commitments can be authorized in advance by this Board.

SUBJECT: RELATED TO ITEM 48: 710 SOUTH CORRIDOR PRE-INVESTMENT PLAN OPPORTUNITY MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, and Dutra to provide the Chief Executive Officer authority to include a local funding match from available non-bus and rail operations-eligible funds for those grant applications submitted through the remainder of calendar year 2022 for the above-identified Pre-Investment Plan Opportunity initiatives, and to report back to this Board after such action has been taken.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Metro

Board Report

File #: 2021-0368, **File Type:** Motion / Motion Response

Agenda Number: 47.

REVISED
REGULAR BOARD MEETING
MAY 27, 2021

Motion by:

DIRECTORS SOLIS, SANDOVAL, BUTTS, GARCETTI, AND MITCHELL

710 South Corridor Project

In March of 2018, the Metro Board of Directors approved Motion 5.2 which adopted Alternative 5C as the Locally Preferred Alternative for the 710 South Corridor Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The Motion also directed staff to implement an Early Action Program that would quickly deliver safety, mobility, and air quality benefits to the region, and to “re-evaluate and re-validate the remaining elements of Alternative 5C” upon completion of the Early Action Program. The Early Action Program includes a slew of projects throughout the 710 South Corridor such as streets and interchange improvements, active transportation facilities, the Clean Truck Program, and the Community Health Benefit Program. These Early Action Program improvements were required for completion before any mainline freeway work began.

Since approval of Motion 5.2, Metro staff has worked towards completion of the EIR/EIS. However, in just the last few weeks, the United States Environmental Protection Agency (EPA) opined that a particulate matter hot-spot analysis would be required for the 710 South Corridor Project’s EIR/EIS transportation conformity determination. Without this hot-spot analysis, the EPA cannot determine whether or not the Project is a project of air quality concern and a record of decision cannot be issued for the EIR/EIS. Additionally, at a recent meeting of the California Transportation Commission, Caltrans Director Toks Omishakin stated that Caltrans would “put an absolute pause on this project in the format that it’s currently in,” explaining that the Project does not align with the current trajectory of California’s transportation policy.

The issues raised by our federal and state partners suggest the need to re-think the Project scope and undertake a holistic, equity-based examination of the Project to ensure Metro’s investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. There are elements currently included in the EIR/EIS that support local and state transportation goals and should move forward as individual projects separate from any mainline improvements to the 710 South Corridor.

SUBJECT: 710 SOUTH CORRIDOR PROJECT

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Butts, Garcetti, and Mitchell that direct the Chief Executive Officer to:

1. Immediately ~~cease~~ suspend further work to advance the current 710 South Corridor Project EIR/EIS;
2. Evaluate all improvements included in the EIR/EIS that can be advanced separately from mainline 710 South infrastructure improvements including, but not limited to, projects related to active transportation, operational improvements, clean truck infrastructure, and community health;
3. Identify additional locally-supported projects that can be advanced to enhance mobility along the 710 South Corridor and complement the non-freeway projects mentioned above, including but not limited to the West Santa Ana Branch, the LA River/Rio Hondo Confluence Station, LA River Master Plan, Rail to River, and the Atlantic Boulevard Bus Rapid Transit;
4. Collaborate with corridor cities, local stakeholders, community based organizations, the Ports of Los Angeles and Long Beach, and the Gateway Council of Governments to conduct outreach and develop a funding plan in order to advance a revised Early Action Program that includes projects identified in Directives 2 and 3. The revised Early Action Program should emphasize shovel ready projects and prioritize partnerships with labor to advance Metro's Project Labor Agreement and Construction Careers Policy;
5. Report back on all directives in September 2021.



Board Report

File #: 2021-0365, **File Type:** Motion / Motion Response

Agenda Number: 48.

REGULAR BOARD MEETING MAY 27, 2021

Motion by:

DIRECTORS HAHN, SOLIS, BUTTS, AND DUTRA

I-710 South Corridor Project

Metro, the California Transportation Agency (Caltrans), and the corridor cities have studied the I-710 South Corridor Project for over a decade, with goals of reducing goods movement congestion and improving air quality and mobility for communities along the corridor.

The Project is a high priority for goods movement, as the I-710 directly links the broader region with the Ports of Los Angeles and Long Beach, which combined account for 40% of the nation's imports.

Three years ago, the Metro Board approved Alternative 5C as the Locally Preferred Alternative, at an estimated cost of \$6 billion. The Board also voted to limit property impacts, ensure local hiring priorities, and prioritize an Early Action Program. Further, Motion 5.1 doubled the size of the Zero Emissions Truck program to \$200 million and called for a Zero Emissions truck lane. Once the Board approved the Project, staff sought Federal environmental clearance in order to be eligible for Federal funding.

The United States Environmental Protection Agency (EPA), in a letter dated March 25, 2021 and addressed to Metro CEO Phil Washington and Caltrans District 7 Director Tony Tavares, stated that "a PM [Particulate Matter] hot-spot analysis is necessary for the project's transportation conformity determination." That analysis has not yet been conducted for this Project, and the Project cannot receive Federal funding until a hot-spot analysis is conducted and meets Federal requirements.

At the California Transportation Commission's May 12, 2021 meeting, Caltrans Director Toks Omishakin stated "I don't see how we can move forward with the I-710 South Corridor Project in its current format" and that the Metro Board "may have to take another vote on this particular project."

Without Federal and State support and funding for the I-710 South Corridor Project in its current form, there is insufficient funding to proceed with Alternative 5C as approved by the Board. However, the status of the project and Metro's and Caltrans' recommended approach for addressing the ongoing goods movement, air quality, and mobility needs along this corridor remains unclear.

SUBJECT: I-710 SOUTH CORRIDOR PROJECT

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Butts, and Dutra that the Board direct the Chief Executive Officer to report back to the Board in July 2021 on:

1. Why the EPA concluded the project does not meet conformity requirements and why Caltrans Director Toks Omishakin stated that Caltrans cannot support the Project “in its current format”;
2. Identify what elements of the Project can either be moved forward or modified in order to get State and Federal support, including but not limited to: price-managed freeway lanes, zero emissions-only truck lanes, short- and long-haul rail, Atlantic Avenue bus rapid transit, Metrolink capital and service improvements, and State and Federal funding for near-zero and zero-emissions goods movement investments earmarked for the I-710 South Corridor;
3. If inclusion of some or all of the elements in Directive 2 above will be enough to get State and Federal support for the Project or if it needs to be reimagined entirely; and,
4. A plan for re-engaging cities and stakeholders along the corridor.



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.

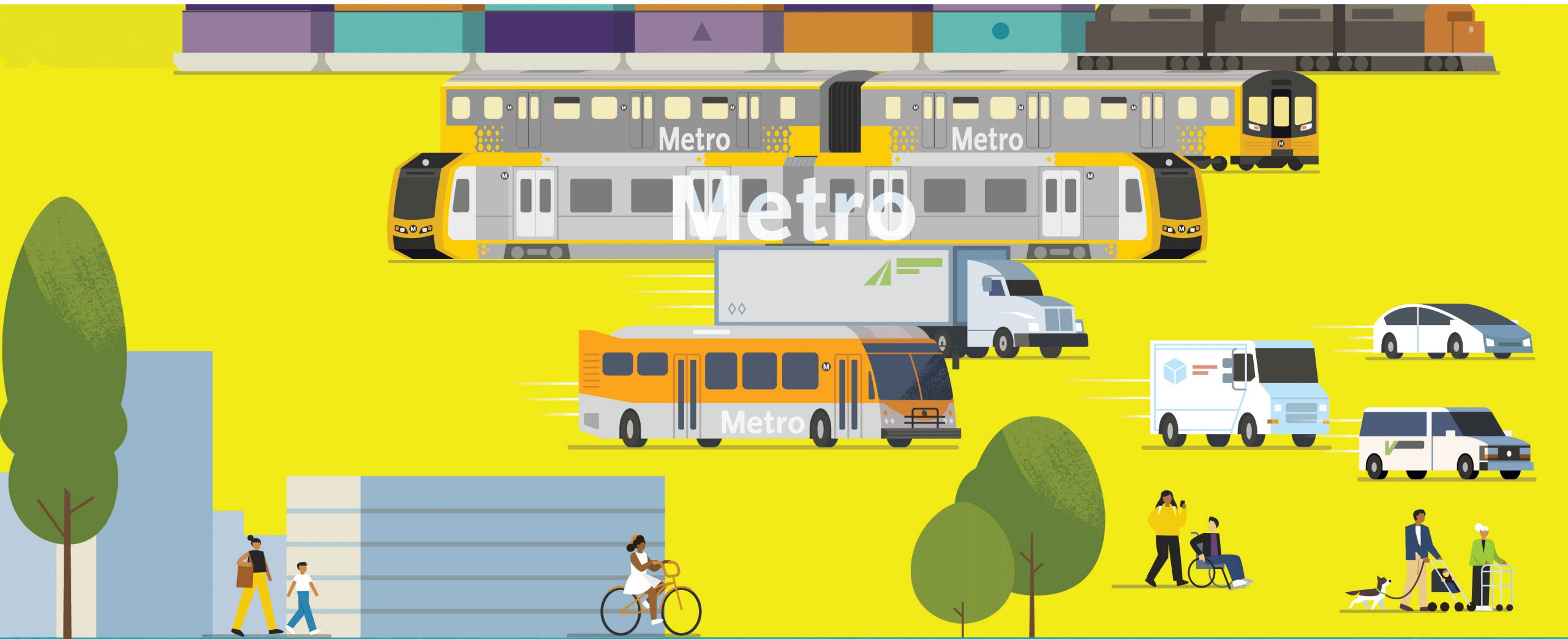
Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force

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.



We're developing a new vision for the
Long Beach-East Los Angeles Corridor Mobility Investment Plan

ATTACHMENT D

LB-ELA Corridor Investment Plan Phases and Milestones

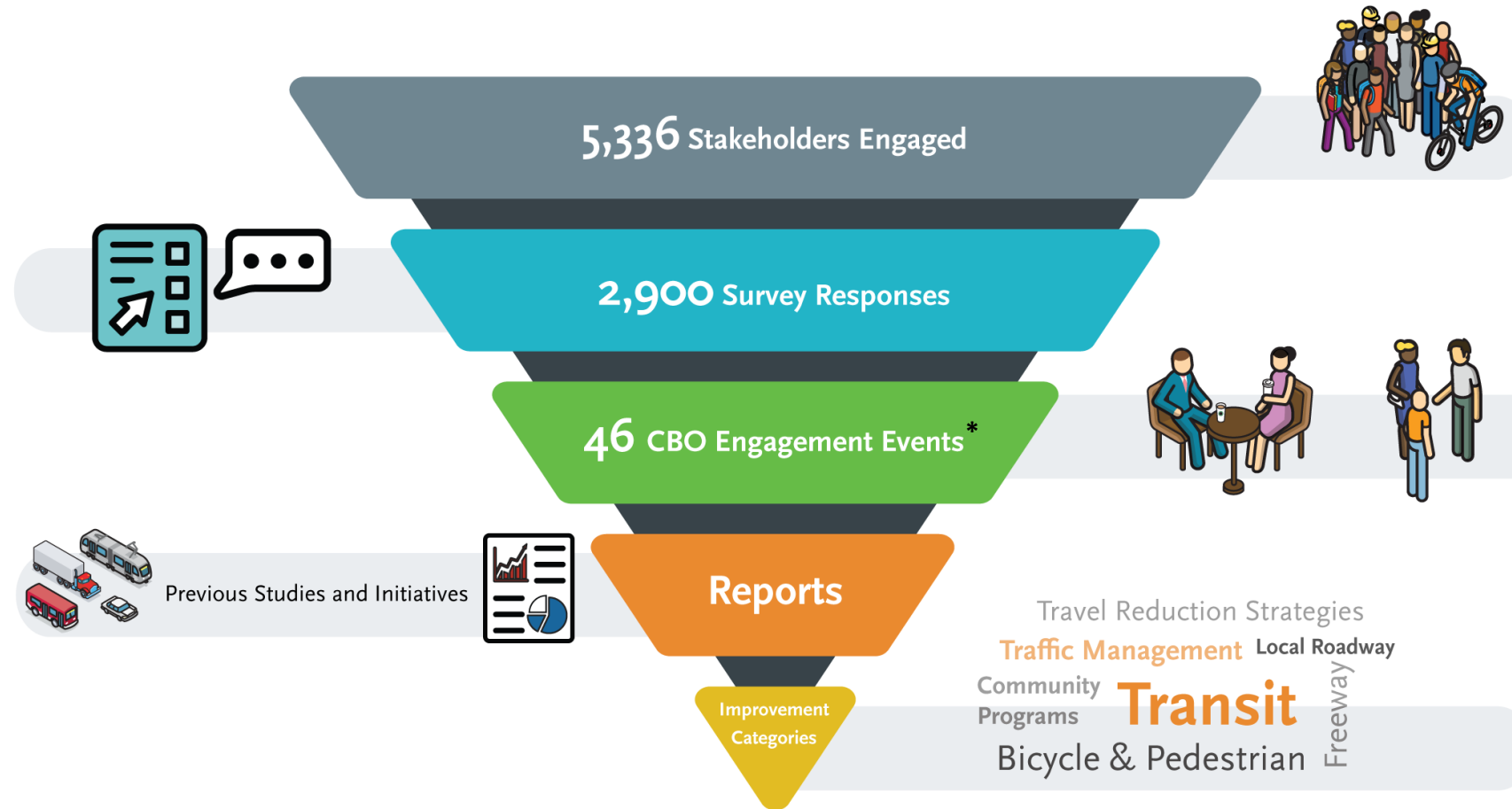


* Draft Investment Plan to be Presented to the Board in late November



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

Initial List of Projects & Programs: Sources



Initial List of Projects & Programs

Online Public Engagement: Social Pinpoint and Survey

955

Map Comments

1739

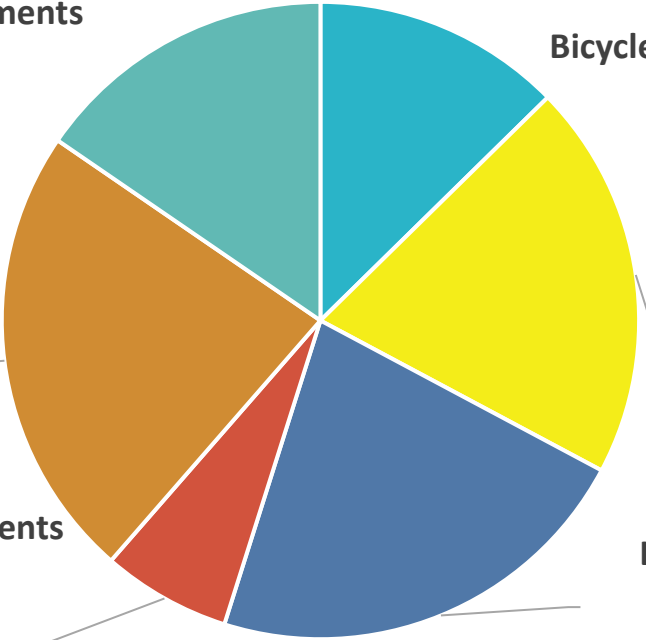
Survey Responses

Mapping Comments by Type

Transit (Bus or Rail) Improvements
15%

Pedestrian Improvements
23%

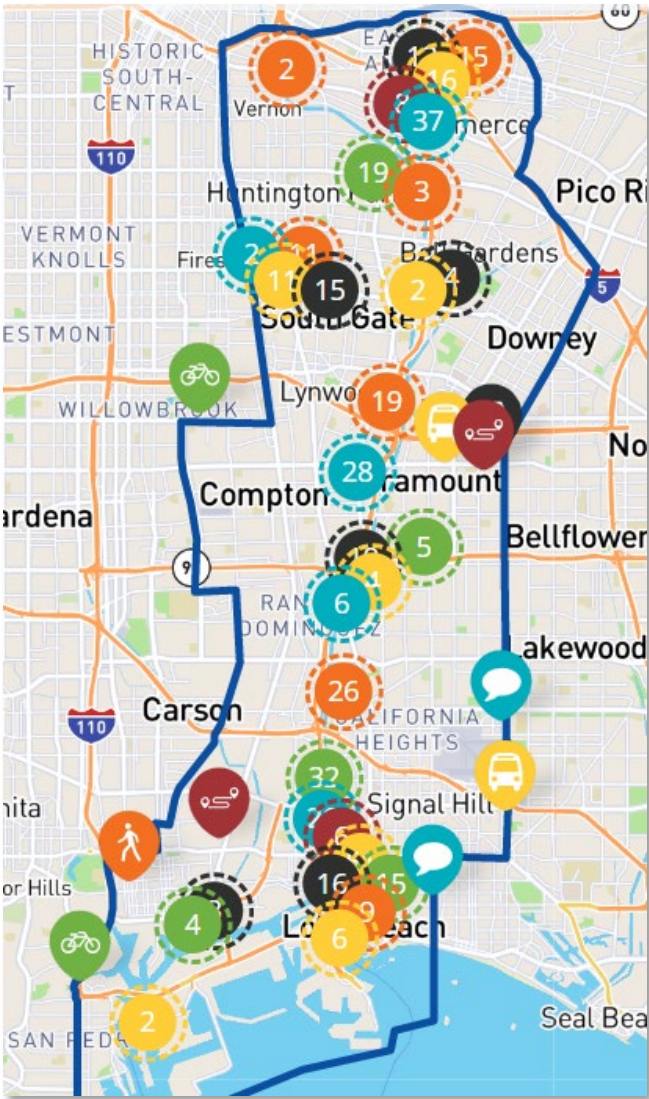
Other Mobility Improvements
7%



Bicycle Improvements
13%

General Comments,
Concerns, or Issues
20%

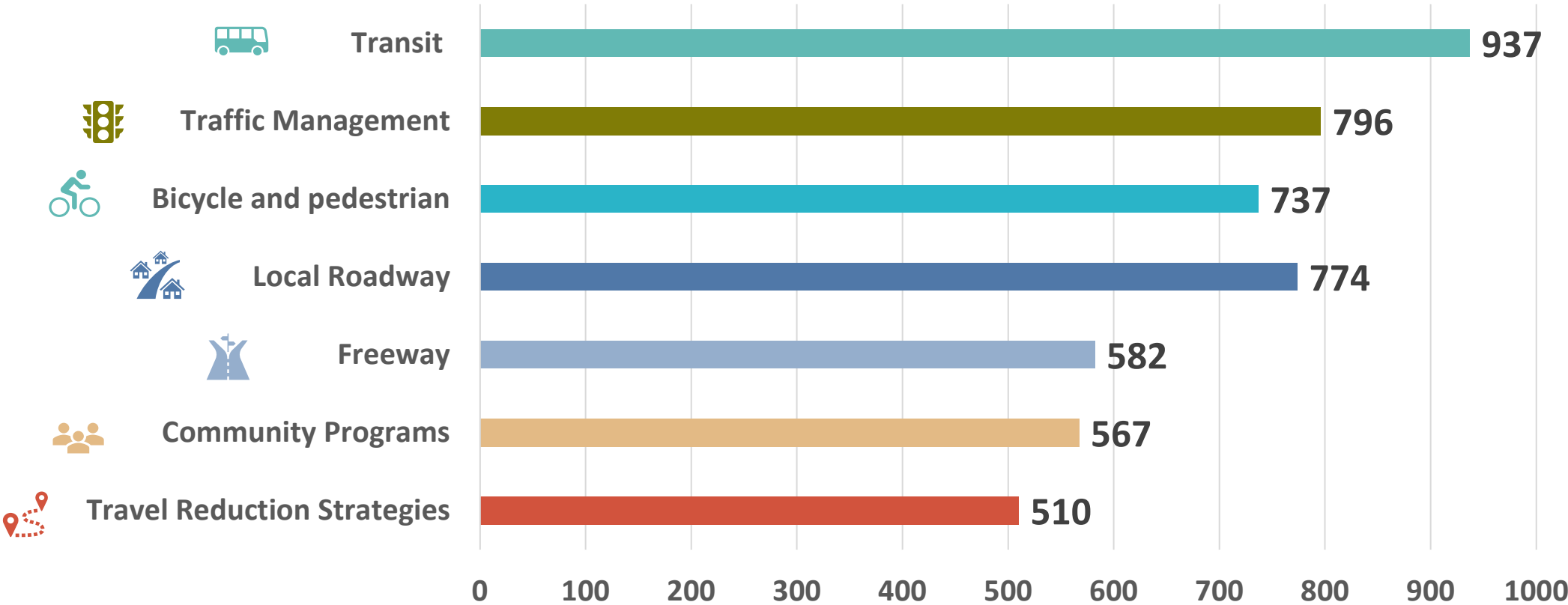
Local Roadway (Vehicle)
Improvements
22%



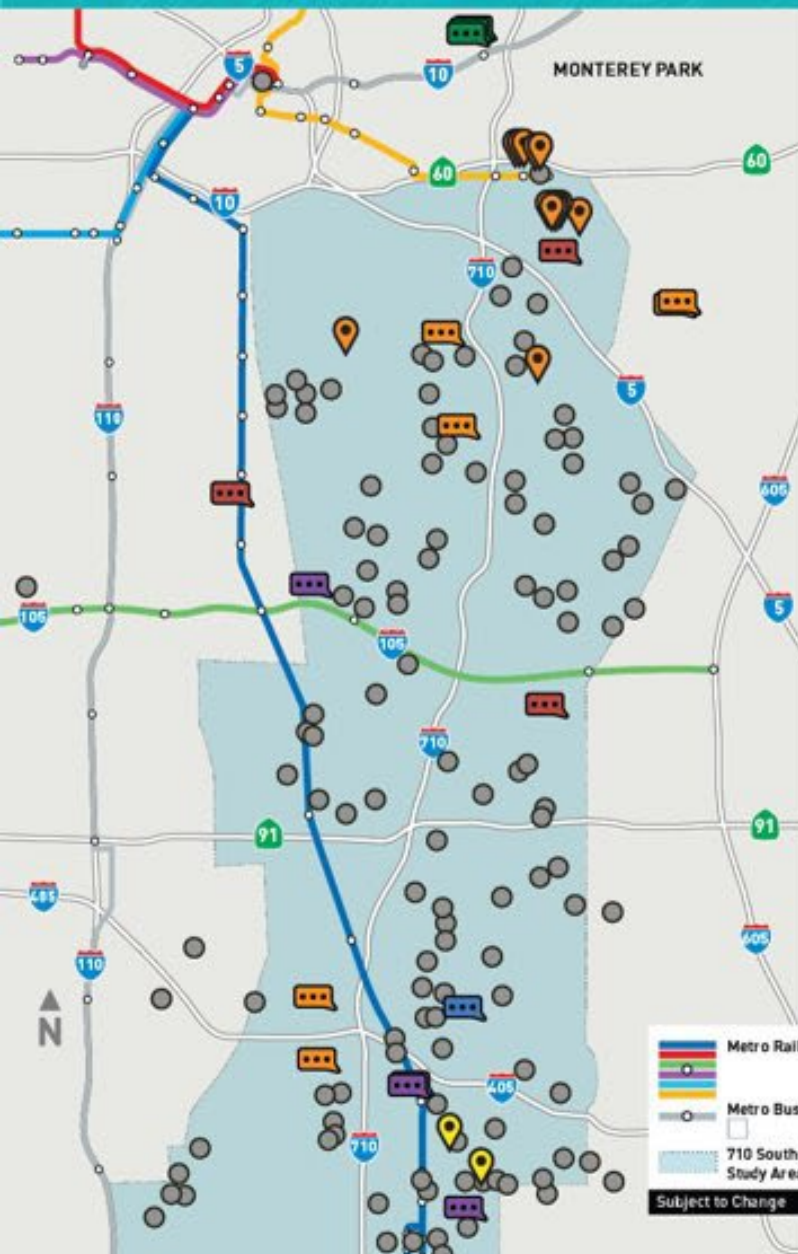
Survey Responses

Based on your experience and on the needs of your community, what type of projects, programs, or improvements would you most like to see implemented within your community and the I-710 Corridor?

Improvement Categories



Community-based Organization (CBO) & Public Engagement/ *Participación de las organizaciones comunitarias y del público*



28 CBO Engagement Events/*Eventos de CBO* 

18 Pop-up and Workshop Events/*Eventos emergentes y talleres* 



All Groups
Todos grupos



Senior Groups
Grupos de personas mayores



Labor Unions
Los sindicatos



Cultural Groups
Grupos culturales



Faith Based Groups
Grupos basados en la fe



Student Groups
Grupos de Estudiantes

4800 flyers in multiple languages distributed at
folletos distribuidos en varios idiomas

166 locations throughout the corridor
distribuidos en lugares clave a lo largo del corredor

Engagement efforts as of the date of this presentation.
Esfuerzos de participación a la fecha de esta presentación.

Community-based Organization (CBO) & Public Engagement/ *Participación de las organizaciones comunitarias y del público*

11

CBO partners
socios de la CBO



5,466



stakeholders engaged so far at events
partes interesadas involucradas hasta ahora en eventos



2,495+

survey/map responses collected
encuestas/mapas de respuestas recopiladas



8,638

collateral pieces distributed at events in
English, Spanish, Khmer and Tagalog
piezas colaterales distribuidas en eventos en inglés, español, jemer y tagalo

2

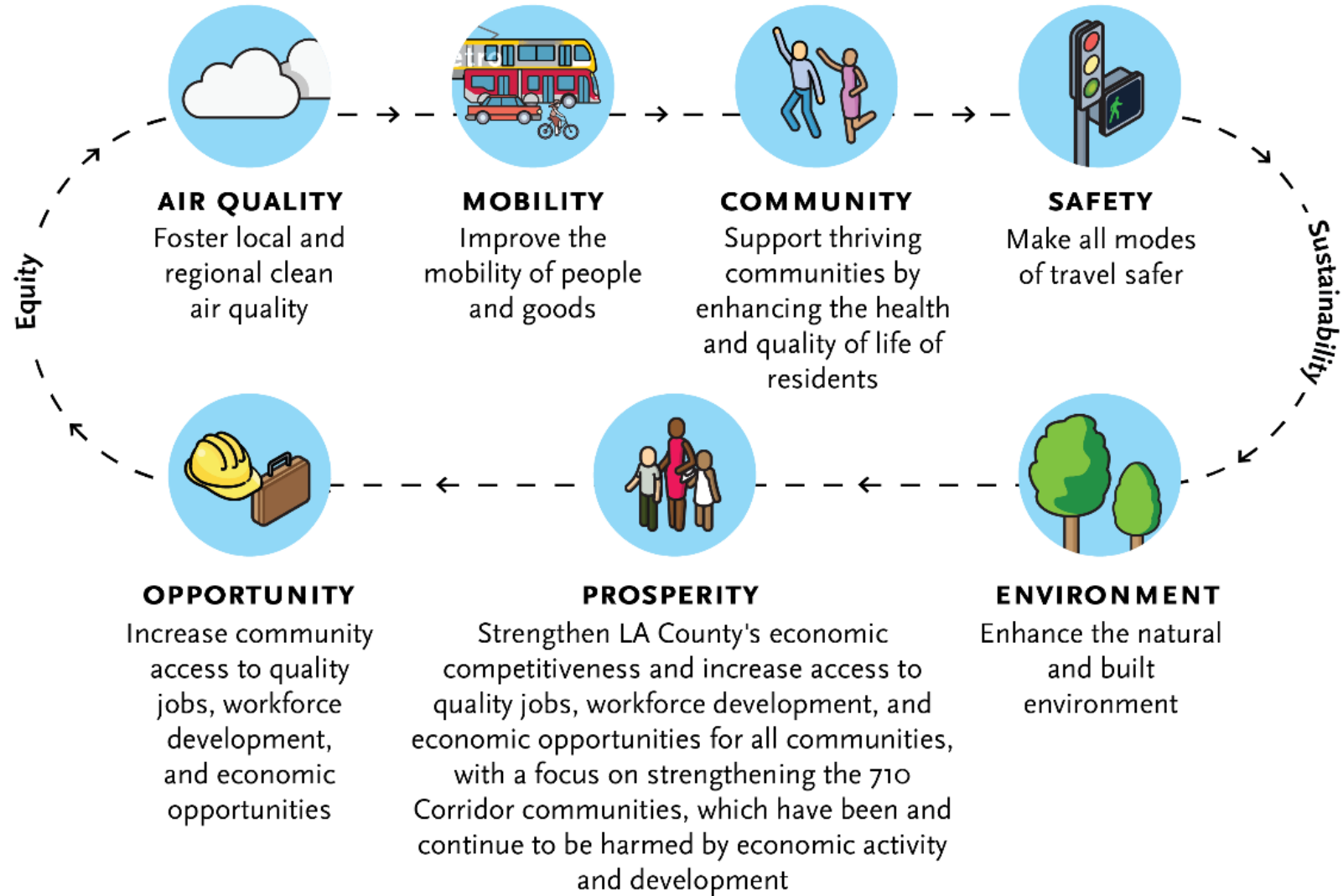
digital stakeholder survey campaigns
prepared with a combined total of
campañas digitales de encuestas a las partes interesadas preparadas con un total combinado de



1,464,381

impressions
impresiones

Goals



Evaluation Process Timeline

Now that we have the Initial List of Project and Programs, we will perform the evaluation with public input along the way.

Spring 2023



Run Models & Evaluate Projects

Technical models will be run to test the performance of the projects, bundled by project type.

Based on the findings of and the project's "facts," projects will be analyzed. Some may be "flagged."

Summer 2023



Screen Projects

The evaluation will be shared and discussed and used to screen projects.

Fall 2023



Refined List & Prioritization

Once the list is refined, projects will be prioritized and then packaged into the Investment Plan.

Winter 2023/24



**Draft
Investment
Plan**



Evaluation Criteria: Four Categories

ALIGNMENT WITH GOALS

Gauge how well projects/programs aligns with LB-ELA goals and vision

1

PROJECT CONCERNS

Identify potential concerns and negative impacts that should be highlighted

4

EQUITY

Does the project advance equity in the corridor?

2

SUSTAINABILITY

Does the project advance sustainability in the corridor?

3



FLAGS FOR ADDITIONAL CONSIDERATION

Add 'Flags' following evaluation that capture other project considerations

'Flags' for Additional Consideration

"Equity Flag"

Indicates if a project received a low Equity score based on performance metrics. Initiates a discussion of why the project scored low and if there are opportunities for improvement.

Example: Potential to slow car traffic within an EFC area

Example: Provides traffic safety or travel time improvements, but without any benefits to EFC areas

"Community Input Consideration Flag"

Captures concerns or support from Task Force/CLC/Working Group input that aren't captured by performance metrics

Example: Specific concerns around implementation, distribution of benefits for a project

Example: Existing buy-in/support from advocacy groups or CBOs for a project

Equity Planning and Evaluation Tool (EPET) Metro Equity Needs Index (MENI)

Metro's **Equity Planning and Evaluation Tool (EPET)** pilot can be found [here](#).

The **Metro Equity Need Index (MENI)** can be found [here](#)

CLC Meeting Summaries

Meeting #14 (April 20, 2023): [LINK](#)

ATTACHMENT E

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Initial List of Projects & Programs

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0007	LA River Path – Central LA	An eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.	Maywood to Elysian Valley	Metro LRTP, SPP Survey, SPP Mapping	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0017	Regionally significant bike projects from the Metro Active Transportation Plan	Implement regionally significant active transportation projects adopted as part of the Metro Active Transportation Plan (over 40 projects throughout the study area). See Attachment A for more detail.	Multiple Jurisdictions	Metro ATSP, SPP Survey, SPP Mapping, CA-7	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0055	I-710 LA River Bike Path	Proposed walking/bicycling path along the LA River, specifically along I-710, which connects Maywood to Long Beach.	Multiple Jurisdictions	SHOPP, SPP Survey	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0066	Randolph Bike & Pedestrian Project	Randolph, from Bell western city limit to eastern city limit. Complete Phase 2 of the Randolph Metro Active Transportation (MAT) Corridor.	Bell	City of Bell/COG, SPP Mapping	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0111	West Santa Ana Branch Bike & Pedestrian Trail	Implement Phases 1-4 of Bike & Pedestrian Trail (Class I) along RR ROW between LA River and Sommerset. Includes lighting, fencing, landscaping, flashing beacons, decomposed granite, ADA curb ramps and street furniture.	Multiple Jurisdictions	City of Paramount/COG, SPP Mapping, PIPO	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0128	Randolph Street Bike and Pedestrian Facilities Project	This project would involve the construction of bike and pedestrian facilities on Randolph St from District Blvd to the Los Angeles River Trail System.	Maywood	PIPO (City of Maywood), SPP Mapping	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0162	City of Long Beach 8-to-80 Bikeways	Implement planned 8-to-80 bikeway projects adopted as part of the City of Long Beach Bicycle Master Plan within the LB-ELA Corridor, including gap closure projects, backbone facilities, and pipeline bikeways (over 40 projects within the study area). See Attachment A for more detail.	Long Beach	City of Long Beach Bicycle Master Plan, SPP Survey, CA-7	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0163	LB-ELA Corridor Bicycle Gap Closure Projects	Implement regionally significant bicycle projects in areas with insufficient existing and planned bicycle infrastructure within the LB-ELA Corridor (several projects within the study area). See Attachment A for more detail. Would include potential routes identified by the community, but which will require further planning and design in cooperation with the local jurisdictions (Cities, County of Los Angeles).	Multiple Jurisdictions	SPP Mapping, CA-7	Active Transportation / TDM	Bicycle Routes / Facilities
LB-ELA_0005	Rail to River Active Transportation Corridor Segment A	A 5.6-mile active transportation path connecting the Fairview Height Station of the soon-to-be-open Crenshaw Line in Inglewood to the Slauson A (Blue) Line station in South Los Angeles.	Multiple Jurisdictions	Metro LRTP, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0006	Rail to River Active Transportation Corridor Segment B	An approximate 4.5-mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.	Multiple Jurisdictions	Metro LRTP, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0008	Blue Line First Last Mile Plan Improvements	Implement projects identified in the Blue Line First/Last Mile Plan within the LB-ELA Corridor, with an emphasis on Del Amo Station. Projects to include ramp reconfigurations, sidewalk and bike lane improvements, and crossing improvements, among others. The First/Last Mile (FLM) Plan for the Blue Line was adopted in April 2018 and represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line. The Plan covered all 22 stations on the Metro A (Blue) Line and piloted an inclusive, equity focused community engagement process. The Plan included planning-level,	Multiple Jurisdictions	Metro LRTP, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each A Line station.				
LB-ELA_0070	Pedestrian Bridge	Construct Pedestrian Bridge (Connecting Asmus Park to planned West Santa Ana Branch LRT Station)	Bell Gardens	City of Bell Gardens/COG	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0076	Pedestrian and Bike Facilities	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Commerce)	Commerce	City of Commerce/COG, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0082	Enhanced Pedestrian Crosswalk (Rives Ave. & Adwen St.)	Enhance pedestrian cross walk at Rives Ave. & Adwen St.	Downey	City of Downey/COG	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0094	Hill Street Pedestrian Bridge Overcrossing	Construct bridge over the I-710 and Los Angeles River at Hill Street for pedestrians and bicyclists.	Long Beach	City of Long Beach/COG, I-710 Motion 5.1/5.2 Early Action Concept	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0102	Pedestrian and Bicycle Master Plan improvements	Provide pedestrian facility improvements. Provide safe routes for bike riders. (Various locations within the City of Maywood per the city's master plan)	Maywood	City of Maywood/COG, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0114	Walnut Pedestrian Pathway	Provide pedestrian pathway along 25 th Street, from west of Walnut Avenue to Gundry Avenue	Signal Hill	City of Signal Hill/COG, SPP Survey	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0138	Spring Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over the I-710 and Los Angeles River at Spring Street for pedestrians and bicyclists.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0139	Humphreys Avenue Pedestrian/Bicycle Overcrossing	Construct bridge over I-710 along Humphreys Avenue for pedestrians and bicyclists.	East LA	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0158	Del Amo Pedestrian Gap Closure Project	Provide sidewalks and lighting at Del Amo undercrossing at the I-710 freeway. Currently there are no existing sidewalks. Would also help those seeking walk access to Del Amo LRT Station.	Ranch Dominguez / Long Beach	SPP Mapping	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0159	Southern Ave. Pedestrian Connector Project	New pedestrian path along Southern Ave./East Frontage Rd./Miller Way/West Frontage Road to connect Garfield Ave. with Urban Orchard Park	South Gate	SPP Mapping	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0204	Pedestrian Gap Closure Projects	Close gaps within the pedestrian circulation network in communities within the LB-ELA Corridor through the implementation of new pedestrian facilities. A funding program would be made available to award financial resources to local jurisdictions (Cities, unincorporated areas of Los Angeles County) on a competitive basis to design and construct new pedestrian facilities in areas where this infrastructure is currently missing. Projects would include:	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Active Transportation / TDM	Pedestrian / First Last Mile

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		<ul style="list-style-type: none"> - New sidewalks and pedestrian paths - Extensions of existing pedestrian paths/trails - Pedestrian/bicycle overpasses - New Crosswalks/Signals for Pedestrians - Provision of connections and access to existing trails (for example, greater access to Los Angeles/Rio Hondo River Trail) - Provision of pedestrian access/connections to existing and planned Metro transit stations/stops - Implementation of Safe School Pedestrian/Biking Zones 				
LB-ELA_0211	City of Long Beach Mid-City Pedestrian and Bicycle Connections	Create an interconnected network of walking and bicycle routes including creation of bicycle boulevards along 8 th and 11 th Streets. Includes active transportation network south of Anaheim Street, north of 7 th Street, east of Long Beach Boulevard, and west of Cherry Avenue within the City of Long Beach.	Long Beach	PIPO	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0213	West Santa Ana Branch [WSAB] Light Rail Station First-Last Mile Bikeway Safety and Access Project	Install 0.3 miles of sidewalk, 1.5 miles of bicycle lanes (Class II), 2 miles of bike route sharrows (Class III), street lighting, center median islands, curb ramps, and a rest area near the LA River Bike Path. Located in the eastern quadrant of the City of South Gate, along the existing Union Pacific Railroad /future West Santa Ana Branch Transit Corridor.	Multiple Jurisdictions	PIPO	Active Transportation / TDM	Pedestrian / First Last Mile
LB-ELA_0220	Micromobility Pilot Project	<p>Develop a pilot project along Long Beach Boulevard/Pacific Boulevard between Ocean Boulevard [Long Beach] and East. 57th Street [Vernon] in order to evaluate the design and implementation of Micromobility features along this planned Complete Streets Corridor. Micromobility is defined as any small, low-speed, human or electric-powered device, including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility devices help to close first- and last-mile gaps to transit and can offer individuals greater access to jobs, health care, and other services. Powered and adaptive micromobility devices may also increase mobility for older adults or individuals with disabilities, as they are less strenuous to operate than traditional bicycles or scooters. The Micromobility Pilot Project would test and evaluate various concepts, including but not limited to:</p> <ul style="list-style-type: none"> - Protected Bicycle Lanes. These lanes physically separate micromobility users from vehicles and pedestrians. These should be designed to accommodate electric and non-electric modes. Streets with speed limits above 30 miles per hour should include a protected lane. - Speed Limits. For example, micromobility devices should self-regulate their speeds below 15 miles/hour to use the protected lane or should ride in the road. - Enforcement / Signage. Motorcycles and other high-speed devices not permitted in the protected lanes. - Designated Parking Stations. Provide designated parking areas for all types of micromobility devices and keep devices out of pedestrian rights of way. - Examine policies and regulations that would permit private companies to operate shared micromobility services, including e-scooters and e-bicycles, to the communities. 	Multiple Jurisdictions	Task Force	Active Transportation / TDM	First / Last Mile
LB-ELA_0090	Rectangular Rapid Flashing Beacons at Pedestrian Crossings	Install rectangular rapid flashing beacons (RRFBs) at Pedestrian Crossings at various locations within the City of Long Beach.	Long Beach	City of Long Beach/COG, SPP Survey	Active Transportation / TDM	Safety and Amenities
LB-ELA_0095	Pedestrian Crosswalk Improvements	Provide pedestrian crosswalk improvements (pedestrian buttons, signage, and electrical infrastructure) at Rosewood/Abbott, Mallison/Abbott, Long Beach/Tecumseh, Imperial/Ruth & Atlantic/Brewster intersections. (Phase 1)	Lynwood	City of Lynwood/COG, SPP Survey	Active Transportation / TDM	Safety and Amenities
LB-ELA_0165	Compton Creek Bike Underpasses	Along Compton Creek Bike Path, between 120 th Street and Greenleaf Blvd., construct bike path under-crossings at 120 th Street, El Segundo Ave., Rosecrans Ave., Compton Ave., and Alondra Ave. Add lighting, landscaping, benches, and shade to the existing path.	Compton	SPP Mapping, Community Leadership Committee (CLC)	Active Transportation / TDM	Safety and Amenities

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0170	Huntington Park Safe Routes for Seniors & Students	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. 61 st St., 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 linear feet of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins, and shade trees.	Huntington Park	PIPO (Huntington Park), SPP Survey	Active Transportation / TDM	Safety and Amenities
LB-ELA_0200	Bike Share Programs and Bicycle Amenities	This initiative would build upon Metro's existing Bike Share Program framework, focusing on the LB-ELA Corridor. This involves collaboration with local jurisdictions (Cities, County of Los Angeles), non-profit organizations, and/or creating public-private partnerships for purpose of expanding access to bike share programs and for the provision of key amenities for bicycle users within the LB-ELA Corridor Study Area. Financial support would be provided to help leverage local funding for small scale capital projects such as: bicycle parking and storage lockers; lighting for bike paths; bicycle repair/maintenance stations; signage and wayfinding; electric bicycle charging stations; and safety features.	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Active Transportation / TDM	Safety and Amenities
LB-ELA_0201	Pedestrian / Bicycle Enhancements and Safety Features	Work with the local jurisdictions (Cities, unincorporated areas of Los Angeles County) to improve safety and enhance the walking/biking environment throughout the LB-ELA Corridor. Active transportation measures and features would include items such as: <ul style="list-style-type: none"> - Shade structures, trees, benches, and trash cans; - Wider sidewalks, bulb outs, upgrades to crosswalks, and ADA accessibility improvements (including repositioning utility boxes on sidewalks); - Stop signs, traffic signals, pedestrian/bicycle signal phases, colored pavement markings, signage and striping; - Alternative traffic signal phasing options, such as "scramble" pedestrian crossings; - Flashing crosswalks, and other traffic controls such as pedestrian flashing beacons; - Lighting along pedestrian/bicycle paths, including under-crossings; - Landscaping, hardscaping, and other aesthetic features; - Protection buffers and barriers, improved fencing Provide technical and grant writing assistance to local jurisdictions, if requested, to define and develop potential projects. Provide financial support in order to help leverage local funds for project construction and implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.	Study Area Wide	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Active Transportation / TDM	Safety and Amenities
LB-ELA_0206	City of Bell Gardens Pedestrian and Bicycle Improvements	Citywide pedestrian, bike and traffic calming improvements to create a complete streets environment – cross walks, mini traffic circles, HAWK pedestrian signals, curb extensions, Class 3 bike routes, ADA ramps, Leading Pedestrian Interval [LBI] signal timing, and striping improvements. Would be applied to various locations within the City of Bell Gardens, including: Sprecht Ave., Live Oak St., Priority St., Purdy Ave., Gephart Ave., Perry Rd., and Hannon St.	Bell Gardens	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0207	City of Carson Citywide Community Safety Improvements	Improve bicycle and pedestrian infrastructure and safety with Class 2 bike lanes, bike racks, crosswalk improvements, Accessible Pedestrian Signal push buttons, countdown pedestrian signals, and curb ramps. Various locations within the City of Carson and Santa Fe Avenue between 218 th Place and Del Amo Boulevard.	Carson	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0208	Salt Lake Avenue Pedestrian Accessibility Project	East side of Salt Lake Avenue within the City of Cudahy. Widen sidewalk, install pedestrian lighting, signage, curb extensions, and ADA compliant wheelchair ramps.	Cudahy	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0209	South Downey Safe Routes to School Project (Phase 2)	Safety education and construction of sidewalks, crosswalks, and curb ramps. Various locations within South Downey: Brunache St., Laura St., Nada St., Pomeroy Rd, Quoit St., Lankin St., Orizaba Ave., Gneiss Ave., Devenir Ave., Blodgett Ave. and Premiere Ave.	Downey	PIPO	Active Transportation / TDM	Safety and Amenities

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0210	Greenway Traffic Circle Improvement Project	At the intersection of Rives Avenue / Phlox Street in the City of Downey, construct traffic circle, bulb outs with directional curb ramps, enhanced crosswalks, signage, landscaping, shade, and bioswales.	Downey	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0212	Tweedy Boulevard Active Transportation Improvements	Install improvements on Tweedy Boulevard to improve non-motorized user safety and promote walking, biking, and use of local transit. Tweedy Boulevard, between Alameda Street and Dearborn Avenue and between Dorothy Avenue and the Los Angeles River Bicycle Trail, within the City of South Gate.	South Gate	PIPO	Active Transportation / TDM	Safety and Amenities
LB-ELA_0214	I-710 Livability Initiative	A compendium of proposed projects and improvements as outlined in the I-710 Livability Initiative conceptual plan. Proposed projects include improvements such as: <ul style="list-style-type: none"> - Lighting for people walking/biking. - New/improved bike lanes and bike amenities. - New improved sidewalks and cross walks. - Landscaping and shade. Public art. - Improved bus stops. Improved curbs. Street furniture. - Traffic calming to slow speeds. - New connections and crossings. Improve under/overpasses. Proposals address improvements along a network of 21 east-west and 6 north-south roadway segments located within one-mile of I-710.	Multiple Jurisdictions	COG Ad Hoc Committee	Active Transportation / TDM	Safety and Amenities
LB-ELA_0216	Bicycle Safety and Education Program (BEST)	Expand Metro’s efforts to promote bicycle safety and improve roadway awareness for bicyclists, pedestrians, bus operators, and motorists within the Long Beach-East Los Angeles Corridor communities. This program includes: <ul style="list-style-type: none"> - Education and encouragement campaigns to promote a shift from driving to more walking, bicycling, and the use of public transit. - Bicycle skills and traffic safety classes. - Community rides. Safe Routes to Schools rides. - Collaboration with key stakeholders in the development of campaigns and printed materials such as safe riding kits for bicycle safety class participants. 	Study Area Wide	Task Force, Community Leadership Committee (CLC)	Active Transportation / TDM	Safety and Amenities
LB-ELA_0198	Carpool/Vanpool Programs	Extend Metro’s carpool and vanpool programs by focusing on the LB-ELA Study Area. Carpooling is an inexpensive and effective travel option that involves finding nearby commuters to share the ride. Provide access to ride-matching services to find nearby residents looking to carpool. In addition, promote vanpool services, including coordination, administration support, and financial subsidies for commuters especially in areas less served by transit operators.	Study Area Wide	SPP Survey	Active Transportation / TDM	Travel Demand Management (TDM) Strategies
LB-ELA_0199	Telecommuting Programs	Building upon “lessons learned” during the COVID pandemic, encourage employers to modify their work policies to retain hybrid work schedules, flexible work hours, and “work from home” options. Coordinate with public agencies and large employers. Share research/promote studies on the effectiveness of telecommuting. In addition, identify supportive infrastructure for telecommuting. Expand broadband capacity and internet service provider (ISP) capabilities within the LB-ELA Corridor by co-locating digital communications infrastructure (such as fiber optic cable) with major public works projects and infrastructure.	Study Area Wide	SPP Survey	Active Transportation / TDM	Travel Demand Management (TDM) Strategies
LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	I-710 Improvements/Shoemaker Bridge Replacement: Replace the Existing Shoemaker Bridge with a New Bridge. The New Bridge Will Be Reduced to Have Two Mixed-Flow Lanes in the NB and in the SB Directions to Tie the Flow into I-710. The New Bridge Will Also Include Pedestrian and Bicycle Access. Additionally, Bicycle, Pedestrian, and Street Enhancements Will Be Provided on Adjacent Thoroughfares.	Long Beach	SCAG RTP, PIPO, City of Long Beach/COG	Arterial Roadway	Complete Streets
LB-ELA_0056	Artesia Complete Street Corridor	Artesia Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Artesia Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		(aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.				
LB-ELA_0057	Atlantic Complete Street Corridor	Atlantic Ave./Blvd., between Ocean Blvd. and SR-60. Reconstruct Atlantic Ave./Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0058	Florence Complete Street Corridor	Florence Ave., between Alameda St. and Lakewood Blvd. Reconstruct Florence Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0059	Imperial Complete Street Corridor	Imperial Hwy., between Alameda St. and Lakewood Blvd. Reconstruct Imperial Hwy. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Lynwood/South Gate/Downey	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0060	Alondra Complete Street Corridor	Alondra Blvd., between Central Ave. and Lakewood Blvd. Reconstruct Alondra Blvd. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Compton/Paramount	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0061	Slauson Complete Street Corridor	Slauson Ave., between Alameda St. and Lakewood Blvd. Reconstruct Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0062	Long Beach Complete Street Corridor	Long Beach Blvd./Pacific Blvd. Reconstruct Long Beach Blvd./Pacific Blvd., between Ocean Blvd. and Slauson Ave. to establish a Complete Street Corridor, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Multiple Jurisdictions	COG/Cities/County, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0064	Gage Avenue Street Improvements	Gage Ave., from Bell western city limit to eastern city limit. Upgrade Gage Ave. to provide safety and aesthetic features (drought tolerant landscaping, hardscaping). Proposed improvements will include new pedestrian sidewalks, street lighting, street furniture, bus shelters, parkway landscaping, monument entry signs, and drainage enhancements with the installation of curb drains and drywells in the project site.	Bell	City of Bell/COG	Arterial Roadway	Complete Streets
LB-ELA_0086	Gage Avenue Operational and Safety Improvements	Between Alameda Street and Atlantic Blvd., upgrade Gage Avenue to provide operational and safety improvements.	Bell/Huntington Park	City of Huntington Park/COG	Arterial Roadway	Complete Streets
LB-ELA_0126	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements	Project focuses on pedestrian, bike, & transit safety improvements along the Slauson Avenue, between I-710 and I-5, as well as 10 other unsignalized intersections or midblock crossings citywide. The project location includes the 2.6-mile Slauson Avenue corridor between I-710 and I-5 freeways and 10 unsignalized intersections or midblock crossings citywide.	Commerce	PIPO (City of Commerce), SPP Survey	Arterial Roadway	Complete Streets

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0127	Lakewood Boulevard Improvement Project	Lakewood Blvd., between Del Amo Blvd. and Ashworth Street. The project would install a Class I Bike Path and pedestrian sidewalk in the parkway area and will construct minor roadway capacity enhancements on Lakewood Boulevard. Project includes 1.5 miles of new bicycle and pedestrian facilities, utility undergrounding, traffic signal improvements, LED street lighting, ADA enhancements, and green street improvements such as landscaped median islands, parkway trees, and stormwater retention.	Lakewood	PIPO (City of Lakewood), SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0129	Garfield Avenue Improvement Project	Garfield Avenue, between Century Boulevard and Firestone. The project would transform the corridor to a more attractive and pedestrian and bike friendly environment. Improvements include: (a) implementing new bicycle facilities including bike racks, Class II Bike Lanes and Class III Bike Routes, (b) pedestrian improvements including flashing beacons, curb extensions and sidewalks, (c) raised, landscape center road medians, (d) enhancing the bus shelters, and (e) adding roadway signing and striping.	South Gate	PIPO (City of South Gate), SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0117	Burnett Street/Skyline Drive Improvement Project	Improve Burnett Street/Skyline Drive, including the addition of Bike Lanes, between East Walnut Avenue and Dawson Avenue. Installation of sidewalks between Gaviota Avenue and Cherry Avenue, Class 2 bike lanes between Walnut Avenue and Dawson Avenue, and related roadway amenities/improvements.	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	Complete Streets
LB-ELA_0003	Integrated Corridor Management (ICM) Project	ICM is an Intelligent Transportation System (ITS) strategy to manage non-recurring congestion along a corridor by utilizing advanced technologies and systems. ICM components include active monitoring of all transportation modes and facilities within the corridor, on and off the freeway, including ramp metering, traffic signal coordination, incident traffic management, advanced traveler information system, and other advanced technologies and techniques. Would be applied on I-710 and a network of key connecting arterials, within the LB-ELA Corridor between SR-91 and SR-60.	Multiple Jurisdictions	Metro LRTP, PIPO, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0013	Tweedy Blvd Signal Sync	Tweedy Boulevard Signal Synchronization Project: (1) Interconnects 18 Traffic Signals Using Fiber Optic Cable And Wireless Communications (2) Synchronizes Signal Timing To Improve Traffic Flow, And Reduces Delays Along The 2.7-Mile Arterial and (3) Install A Closed Circuit Television Camera (CCTV) At The Intersection Of Long Beach Bl., to Support the Advance Transportation Management Systems (ATMS).	Lynwood/South Gate	SCAG RTP, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0020	Sports Park Transportation Performance Modeling Network	Traffic signal controller and cabinets upgrades and the installation of fiber optic communication infrastructure to provide redundant high bandwidth network in Long Beach within the LB-ELA Corridor. The purpose of these equipment upgrades is to improve traffic signal coordination and strengthen data connections among traffic management systems.	Long Beach	Metro 2028 Mobility Concept Plan	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0051		Route 1. In Los Angeles County, on various routes at various locations. Upgrade existing fiber communication system and rehabilitate Transportation Management System (TMS) elements, including video cameras, ramp meters, and Changeable Message Signs (CMS).	Multiple Jurisdictions	SHOPP, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0069	Traffic / Ped Signal Upgrades	Targeted upgrades to 38 intersections, citywide, in the City of Bell Gardens. Would replace outdated infrastructure such as signal poles, cabinets, pedestrian poles, and vehicle detection systems.	Bell Gardens	City of Bell Gardens/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0071	Mixmaster Traffic signal Improvements (Telegraph/ Eastern/ Atlantic)	Traffic signal upgrade at Telegraph / Eastern / Atlantic. Also consider improvements such as turning lane pavement markings, striping, and enhanced signage so that approaching traffic can get properly aligned well in advance of this intersection.	Commerce	City of Commerce/COG, Community Leadership Committee (CLC)	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0072	Traffic Signal Coordination Projects	Various arterials within the City of Commerce	Commerce	City of Commerce/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0074	Traffic Signal Upgrades	Upgrade various signals within the City of Commerce	Commerce	City of Commerce/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0075	Video Camera installation	Video Camera installation on all Signalized intersections within the City of Commerce	Commerce	City of Commerce/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0081	Firestone Blvd. Traffic Signal Upgrades & Safety Enhancements	Along Firestone Boulevard between Downey West City Limit and Lakewood Boulevard, provide traffic signal updates and safety enhancements.	Downey	City of Downey/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0083	Traffic Signal Upgrades	Along Florence Ave., between Downey Ave. & Brookshire Ave., upgrade traffic signals	Downey	City of Downey/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0084	Video Detection Upgrades	At 25 intersections in various locations within the City of Downey, provide video detection upgrades.	Downey	City of Downey/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0087	Traffic Signal Equipment Improvements	Upgrade traffic signal equipment at various locations within the City of Long Beach	Long Beach	City of Long Beach/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0089	Emergency Vehicle Pre-Emption	Install emergency vehicle pre-emption (EMVE) for traffic signals at various locations within the City of Long Beach.	Long Beach	City of Long Beach/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0096	Traffic Signal Improvements	Install new traffic signals and signage at the following locations: 1) Martin Luther King Jr. Blvd./Abbott Rd., 2) Arlington and Atlantic Ave., 3) El Segundo and State St., 4) Carlin and Bullis Rd., 5) Alameda St. and Industry Way, 6) Alameda St. and Lynwood Rd., 7) Martin Luther King Blvd/ Norton Ave., 8) Martin Luther King Blvd/Bullis Rd., 9) Martin Luther King Blvd/Ernestine St., 10) Martin Luther King Blvd and California, 11) State Street and Fernwood. (Phase 1)	Lynwood	City of Lynwood/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0097	Traffic Signal Improvements	Provide traffic signal upgrades at the following locations: 1) Long Beach Blvd/Carlin, 2) Long Beach Blvd/El Segundo, 3) Long Beach Blvd and Sanborn, 4) Long Beach Blvd./Euclid, 5) Long Beach Blvd/Imperial Hwy, 6) Atlantic Ave/Cortland, 7) Atlantic Ave./Abbott Rd, 8) Alameda/Deputy Blaire. (Phase 2)	Lynwood	City of Lynwood/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0099	Traffic Signal Synchronization Projects	Various arterials within the City of Maywood	Maywood	City of Maywood/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0100	Traffic Signal Upgrade Projects	Upgrade traffic signal equipment at various locations within the City of Maywood	Maywood	City of Maywood/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0101	Video Camera installation	Video Camera installation at all Signalized intersections within the City of Maywood	Maywood	City of Maywood/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0112	Signal Coordination/ITS Projects	Implement signal coordination and ITS projects at various locations within the City of Signal Hill.	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0116	Traffic Signal Operational Upgrade	Upgrade the traffic signal at Willow Street & Temple Avenue	Signal Hill	City of Signal Hill/COG	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0166	LB-ELA Corridor Vulnerable Road User Connected Vehicle Infrastructure Deployment	Design and Implementation of Connected Vehicle Infrastructure to improve vulnerable road user safety within the LB-ELA Corridor. This would allow units in vehicles to communicate with units built into transportation infrastructure. Additional technology applications would allow vehicles to communicate with other vehicles, data networks, or pedestrians. The main purpose of this technology is to share information related to items such as safety warnings, roadway hazards, routing information, truck route restrictions, and pedestrian safety zones.	Multiple Jurisdictions	Metro	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0167	I-710 Arterial Signal Performance Measurement	Deploy arterial signal performance measures at all signalized intersection within the LB-ELA Corridor to allow for the optimization of traffic signal operation to improve arterial corridor mobility.	Study Area Wide	Metro, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0215	I-710 Arterial Traffic Signal Control Communication Upgrades	Design and implement upgraded arterial traffic signal control interconnect and central traffic management communications to elevate subregional traffic system management and operations.	Multiple Jurisdictions	Metro, SPP Survey	Arterial Roadway	Signal Coordination / TSM / ITS
LB-ELA_0202	Traffic Calming	Implement Traffic Calming Features within the LB-ELA Corridor to slow traffic on local streets or near schools. Collaborate with local jurisdictions (Cities, unincorporated areas of Los Angeles County) to design, construct, and implement traffic calming features in areas that experience frequent speed violations and/or high levels of accident rates. Based on available funding, provide financial support in order to help leverage local funds for project construction and implementation. Traffic calming features could include: <ul style="list-style-type: none"> - Speed limit reductions, signage, variable speed signs, and enforcement devices - Speed bumps - Truck restrictions (trucks over a certain weight) on non-designated truck routes, including signage and geofencing alerts - Roundabouts - Trees, vegetation, landscaping features to help direct and slow traffic - Bulb outs - Stop signs, traffic signals, striping, raised decorative pavement, and other traffic controls - Road diets - Speed enforcement cameras - Enhanced use of signage, striping, flashing crosswalks, other pedestrian warning devices in school zones 	Study Area Wide	SPP Survey, SPP Mapping, Community Leadership Committee (CLC)	Arterial Roadway	Traffic Calming
LB-ELA_0012	Garfield Widening	Garfield Avenue Improvements, from 70th Street to Howery Street. Widen Street 1 to 4 Feet for 2 Miles to Accommodate a Third Lane in Each Direction during Peak Hours. Add Medians, Narrow Existing Medians, Add Second Left Turn Lane in All Directions at Two Intersections, (Rosecrans Ave. And Alondra Blvd.), Resurface Street, Concrete Intersections, and add Traffic Signal Improvements, Street Lights, Underground Utilities, Green Street Improvements, and Stormwater and Watershed BMPs.	Paramount	SCAG RTP, PIPO	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0040		Route 1, In the cities of Long Beach and Los Angeles, install stormwater treatment Best Management Practices (BMPs), including bioswales and Design Pollution Prevention Infiltration Areas (DPPIAs).	Wilmington/Long Beach	SHOPP	Arterial Roadway	General Local / Regional Roadway

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0041		Route 1. In Long Beach, from Temple Avenue to De Forest Avenue. Upgrade traffic signals, crosswalks, curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to Americans with Disabilities Act (ADA) standards.	Long Beach	SHOPP	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0044		Route 1, MP 7.0-7.2. In Long Beach, at Los Angeles River Bridge No. 53-0341 and De Forest Avenue Undercrossing No. 53-1047. Seismic retrofit, upgrade bridge rails, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Long Beach	SHOPP	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0063	Gage Ave. Bridge	Rehabilitate/replace Gage Avenue Bridge over the LA River	Bell	City of Bell/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0065	Slauson Ave. Bridge	Rehabilitate/replace Slauson Avenue Bridge over the LA River	Bell	City of Bell/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0067	Florence Ave. Bridges	Replace Florence Ave. Bridges over LA River & I-710	Bell	City of Bell/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0068	Systematic Safety Analysis Report Program (SSARP) Improvements	Targeted safety improvements to 38 intersections, citywide, in the City of Bell Gardens. Includes installing signs; changing pavement markings; adding protected turn phasing; installing channelization; parking restrictions; and signal timing adjustments.	City of Bell Gardens/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway	Same intersections as LB-ELA_0069
LB-ELA_0073	Telegraph Road Improvements	Improve Telegraph Road between Marianna Ave. and Atlantic Blvd (safety features and pedestrian circulation)	Commerce	City of Commerce/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0078	Randolph Street Gap Closure	Provide arterial roadway bridge over LA River and I-710 to connect Randolph Street west and east of the LA River/I-710	Commerce	City of Commerce/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0079	Florence Avenue Bridge Rehabilitation	Rehabilitate arterial bridge over the Rio Hondo River Channel	Downey	City of Downey/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0080	Florence Ave. & Paramount Blvd. Intersection Improvement	Improve the intersection at Florence Ave. & Paramount Blvd. by adding turn lanes to reduce congestion and enhance safety.	Downey	City of Downey/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0085	Intersection Improvements (Huntington Park)	Provide intersection improvements at various locations within the City of Huntington Park	Huntington Park	City of Huntington Park/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0088	Protected Left Turns at Signals	Implement protected left-turns along major arterials at various locations with the City of Long Beach.	Long Beach	City of Long Beach/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0098	City Re-Striping Projects	Replace striping on major arterials (lane striping, school zone striping) at various locations within the City of Lynwood.	Lynwood	City of Lynwood/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0104	Rosecrans Ave. Bridge	Replace/rehabilitate Rosecrans Ave. Bridge over the LA River	Paramount	City of Paramount/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0105	Garfield Avenue Improvement Project	Improve Garfield Avenue from South City Limit to North City Limit [City of Paramount]	Paramount	City of Paramount/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0107	Alondra Blvd. Bridges	Replace Alondra Blvd. Bridges over the LA River and I-710	Paramount	City of Paramount/COG	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0108	Garfield Ave. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Garfield Avenue: 1) Rosecrans, 2) Somerset, and 3) Alondra.	Paramount	City of Paramount/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0109	Alondra Blvd. Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Alondra Blvd: 1) Garfield, 2) Paramount, and 3) Downey.	Paramount	City of Paramount/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0110	Rosecrans Intersection Improvements	Provide dual left turn lanes on all approaches for the following intersections along Rosecrans Ave: 1) Garfield, 2) Paramount, and 3) Downey.	Paramount	City of Paramount/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0113	Orange Avenue Improvement Project	Improve Orange Avenue, including the addition of Bike Lanes, between 25 th Street and Spring Street	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0115	California Ave. Improvement Project	Improve California Avenue, including the addition of Bike Lanes, between Willow Street and Spring Street	Signal Hill	City of Signal Hill/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0119	Wright Road Improvement Project	Improve Wright Road, including the addition of Bike Lanes, between Imperial Hwy. and Atlantic Ave.	South Gate	City of South Gate/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0120	Safety-Related Road Improvement Projects	Within the East Rancho Dominguez (unincorporated LA County), implement safety-related improvement projects along the following roadways: Compton Boulevard, Atlantic Avenue, Rosecrans Avenue, and Alondra Boulevard	East Rancho Dominguez	East Rancho Domingo (County of LA)/COG, SPP Survey	Arterial Roadway	General Local / Regional Roadway
LB-ELA_0205	Arterial/General Roadway Improvements Program	Implement local roadway projects within the local jurisdictions and communities (cities, unincorporated areas of Los Angeles County) which comprise the LB-ELA Corridor. The objective of these projects will be to improve mobility, safety, and the travel experience for all users of the roadways (pedestrians, bicyclists, transit, and vehicles). This program would help fund projects such as: - Intersection improvements	Study Area Wide	Metro, Gateway Cities COG, SPP Survey, SPP Mapping	Arterial Roadway	General Local / Regional Roadway

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		<ul style="list-style-type: none"> - Bridge replacements - Street widenings and enhancements including lighting, safety features, landscaped medians, and parkways - Complete Streets projects and features, including active transportation (bicycle, pedestrian), and transit stop improvements - Traffic controls (traffic signals, stop signs), signal coordination, and Intelligent Transportation Systems 				
LB-ELA_0221	Atlantic Blvd. widening Over I-5 at Mixmaster Intersection	Would widen Atlantic Avenue bridge structure over I-5 at intersection of Telegraph Road, Eastern Avenue, and Atlantic Boulevard in the City of Commerce. Would help relieve traffic congestion and provide a safer roadway for all modes of transportation.	City of Commerce	Arterial Roadway	General Local / Regional Roadway	
LB-ELA_0133	LB-ELA Corridor Community Health Benefit Program	<p>Under this program, funding would be made available to implement air quality projects to reduce exposure to air pollution as well as health education and screening programs in areas adversely affected by existing and proposed transportation infrastructure projects. The LB-ELA Community Health Benefit Program would serve the communities within the LB-ELA Corridor Study Area. This program would provide subsidy funding to implement projects and outreach activities to improve air quality and public health, including but not limited to:</p> <ul style="list-style-type: none"> - Air Quality Projects for Schools and Community Facilities: air filtration, HVAC upgrades, replacement/sealing of windows and doors, vegetation barriers or buffer landscaping. - Health Education and Screening: community health screening and diagnosis, health education, training for community health workers, outreach programs. 	Study Area Wide	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Community Programs	Air Quality / Community Health
LB-ELA_0191	Zero Emission Infrastructure for Autos	Work with local jurisdictions (Cities, County of Los Angeles), public agencies, and private-public partners to develop and site additional charging stations for zero emissions vehicles within the LB-ELA Corridor. Provide grant writing assistance in order to help secure funding. In addition, provide technical support to share best practices such as: identification of incentives and/or policy requirements for new development.	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Community Programs	Air Quality / Community Health
LB-ELA_0192	Bus Electrification Projects	Seek incentives to accelerate the deployment of zero emissions vehicles within the LB-ELA Corridor. Projects could include bus electrification (public transit buses, school buses) as well as zero emissions charging infrastructure. Provide technical and grant writing assistance to define and develop potential projects.	Study Area Wide	Metro, SPP Survey, SPP Mapping, CA-7	Community Programs	Air Quality / Community Health
LB-ELA_0218	Air Quality Monitoring Stations	Add four, new air quality monitoring stations within the LB-ELA Study Area. Sites to be identified in cooperation with the South Coast Air Quality Management District.	Multiple Jurisdictions	I-710 Motion 5.1/5.2 Early Action Concept	Community Programs	Air Quality / Community Health
LB-ELA_0134	LB-ELA Corridor Energy Reduction / Greenhouse Gas Emissions Reduction Program	Under the Energy Reduction / Greenhouse Gas Reduction (GHG) Program, funding would be made available to implement energy reduction as well as greenhouse gas reduction projects in areas impacted by transportation projects within the LB-ELA Corridor. This program would be an important element of any major transportation initiative that takes place within the LB-ELA Corridor. The program would provide subsidy funding to implement projects and educational activities targeted to reducing greenhouse gas emissions. Examples of these projects include: renewable energy projects, solar-power generation, energy efficient lighting, and tree planting, among others.	Study Area Wide	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Community Programs	Environment
LB-ELA_0187	LB-ELA Corridor "Urban Greening" Initiative	Under this initiative, proposed projects implemented through the LB-ELA Corridor Investment Plan must consider context sensitive solutions as part of the project design as well as "urban greening" elements that foster environmental resilience. These "urban greening" elements may include items such as: provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure, among others. Through the LB-ELA Urban Greening Initiative, project proponents may also partner with other localities, non-profit organizations, or communities in order to plan, design, and implement "green" projects that demonstrate that they provide publicly	Study Area Wide	SPP Survey, SPP Mapping, CA-7, Equity Working Group	Community Programs	Environment

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		accessible open-space and ecosystem benefits such as urban heat island reduction within the LB-ELA Corridor.				
LB-ELA_0190	Public Art / Aesthetics	Policy initiative that would require that a percentage of transportation construction funds for major public work projects be earmarked for public art, landscaping, urban design elements, and other aesthetic features for the projects.	Study Area Wide	SPP Survey, SPP Mapping	Community Programs	Environment
LB-ELA_0009	West Santa Ana Branch Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)	The TOD SIP provides an overarching vision and strategic guidance for local West Santa Ana Branch (WSAB) jurisdictions to use as a resource as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 WSAB station areas along the alignment. Additionally, in 2019, the Metro Board approved a \$1M implementation program to fund WSAB jurisdictions to implement TOD SIP recommendations.	Multiple Jurisdictions	Metro LRTP	Community Programs	Housing Stabilization / Land Use
LB-ELA_0135	Housing Stabilization Policies	Applying an integrated approach, work with cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor, improve their resilience, and address the social determinants of health. Provide grant writing assistance to secure needed funding. Housing stabilization policies and incentives include measures such as: <ul style="list-style-type: none"> - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community benefits: establish a framework/menu/equitable development scorecard for new development projects; - Develop community land trusts/land banks: for new housing and/or to support naturally occurring affordable housing; - Local wealth creation: encourage production of local for sale affordable housing, down payment assistance programs, homeowner maintenance assistance programs; - Inclusionary housing policies with or without option of in lieu fees; - Housing Trust Fund to support and increase funding for affordable housing production; - Density bonus programs to incentivize affordable and mixed income housing production; - Affordable accessory dwelling unit (ADU) programs and ADU amnesty programs; - Policies to reduce housing costs, such as parking reduction/unbundling, innovative construction techniques, fee waivers, permit streamlining; - Anti-displacement programs for tenants: tenant rights programs including anti-harassment policies/ just cause eviction policies, legal assistance for tenants, no net loss housing policies for new development, limits on residential demolition & conversion, tenant right-to-return policies, local resident preference programs for new housing; - Rent stabilization policies; - Low-income rental assistance programs, low interest loan programs for maintenance and improvement in rent stabilized units; - Anti-displacement programs for homeowners: tax relief/loans/grants for maintenance/foreclosure assistance; - Basic Income Program 	Study Area Wide	COG Ad Hoc Committee, SPP Survey, SPP Mapping	Community Programs	Housing Stabilization / Land Use
LB-ELA_0193	Transit Oriented Communities /Land Use	Work with the local jurisdictions (Cities, County of Los Angeles) to apply best practices and design guidelines to encourage transit-oriented development near rail stations and heavily utilized bus routes within the LB-ELA Corridor. Provide technical resources such as grant writing assistance and technical assistance for community development and land use planning. Assist local jurisdictions in coordination with property owners and developers to ensure safe construction and strengthen connections to transit.	Study Area Wide	Metro, SPP Mapping	Community Programs	Housing Stabilization / Land Use

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0194	Homeless Programs	Support homeless initiatives within the LB-ELA Corridor and efforts and recommendations that have emerged from Metro’s Homeless Task Force, Reimagining Public Safety Initiatives, and other County initiatives and studies to address homelessness in and around the transit system including provisions to: enhance the customer experience; maintain a safe and secure system; and connect homeless persons in the transit system to services and resources.	Study Area Wide	SPP Survey, SPP Mapping	Community Programs	Housing Stabilization / Land Use
LB-ELA_0186	Economic Stabilization Policies	Work with Cities, County of Los Angeles, and public agencies to propose and pass community stabilization policies to support disadvantaged communities within the LB-ELA Corridor. Provide grant writing assistance to secure needed funding. Economic stabilization policies and incentives include measures such as: <ul style="list-style-type: none"> - Mandates for process improvement: Engaging the community/forming partnerships with Community Based Organizations; - Community financial empowerment programs: local hire agreements, workforce education & development, credit improvement programs; - Locally owned business support – small business interruption fund and loan funds during construction, guide for business support services, zoning to encourage small businesses, lease to own programs for businesses and housing; - Identify, protect and encourage legacy and culturally significant businesses, and historical and cultural landmarks, mandate inclusion of arts and culture spaces in new development 	Study Area Wide	COG Ad Hoc Committee	Community Programs	Job Creation / Work Opportunities
LB-ELA_0195	Targeted Hire Programs	Support the development of targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs for community residents within the LB-ELA Study Area. Include measures such as the establishment of Project Labor Agreements (PLAs) that specify local and targeted hire goals for specific construction projects as well as first source hire requirements. Collaborate with local jurisdictions and public agencies to align local and targeted hire policies, thresholds, and requirements.	Study Area Wide	I-710 Motion 5.1/5.2 Early Action Concept, SPP Survey, CA-7	Community Programs	Job Creation / Work Opportunities
LB-ELA_0196	Employment/Recruitment Initiatives	Partner with public agencies, large employers, and local businesses to conduct recruitment drives at locations within the LB-ELA Corridor (both virtual and in person.) This initiative would also include job fairs and workshops at community facilities and community colleges to provide information to local residents regarding work opportunities as well as networking resources. Conduct promotional campaigns to actively publicize these events within the LB-ELA Corridor communities.	Study Area Wide	SPP Survey	Community Programs	Job Creation / Work Opportunities
LB-ELA_0197	Vocational Educational Programs	Partner with public agencies, private-sector employers, community colleges, labor organizations and non-profit organizations to expand vocational and educational programs for community residents within the LB-ELA Corridor. Examples could include training for mechanics who work for small businesses that service zero emissions vehicles. These programs would provide opportunities to establish a career pathway to work in key economic sectors and move up through the ranks by focusing on workforce development and skills training.	Study Area Wide	SPP Survey	Community Programs	Job Creation / Work Opportunities
LB-ELA_0004	Long Beach-East Los Angeles Corridor Clean Truck Program	In January 2021, the Metro Board approved the 2021 Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority. At its October 2021 meeting, the Metro Board acted to recommit \$50 million from Measure R I-710 South Corridor funds as seed funding for the 710 South Clean Truck Program, which has been subsequently renamed the LB-ELA Zero Emissions Truck Program. The objective of this program is to turn over diesel trucks in favor of zero emissions trucks in the LB-ELA Corridor. The program would contribute subsidy funding to deploy a number of zero emissions trucks on I-710 as well as seed funding to develop electric charging/refueling stations for zero emissions trucks.	Study Area Wide	Metro LRTP, SPP Survey, SPP Mapping, CA-7	Goods Movement	Truck Programs/ITS
LB-ELA_0023	Clean Truck Infrastructure	Install charging infrastructure for zero emissions trucks.	Multiple Jurisdictions	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Goods Movement	Truck Programs/ITS

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0184	Empty Container Management	Provide a mix of incentives/fee penalties to encourage shippers/marine terminals to clear empty containers from docks/near dock facilities at the Ports to reduce congestion and unnecessary truck trip movements. Extend use of off-peak hours for empty returns.	Ports	Ports	Goods Movement	Truck Programs/ITS
LB-ELA_0185	Freight Advanced Traveler Information Systems	Application of advanced technologies to manage drayage truck movements to and from the Ports. The system integrates real-time roadway traffic data, vessel/container tracking, real-time container terminal visit times, and GPS-based information to optimize the sequencing of container delivery and pick-up. The purpose is to improve cargo handling and efficiencies and reduce congestion near intermodal yards and Port facilities.	Multiple Jurisdictions	Ports, SPP Survey	Goods Movement	Truck Programs/ITS
LB-ELA_0024	Pier 400 On Dock Rail Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Port of LA	Metro 2028 Mobility Concept Plan	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0025	Terminal Island Transfer Facility Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Port of LA	Metro 2028 Mobility Concept Plan	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0026	West Basin Container Terminal Railyard Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Port of LA	Metro 2028 Mobility Concept Plan	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0124	Port of Los Angeles National Multimodal Freight Network Improvement Program: Rail System Improvement Projects	Additional rail tracks in POLA to improve overall rail operations, including supporting on-dock railyards	Port of LA	Port of Los Angeles/COG, SPP Survey	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0151	Goods Movement Freight Rail Study	Conduct an assessment to evaluate options for deriving greater utilization of the Alameda Corridor as a potential means for reducing truck trips within the Southern California subregion. This assessment would include options such as: opportunities to increase on-dock freight rail mode share; implementation of short-haul, freight rail shuttle service to new inland rail facilities; and increased use/improved operational efficiencies of existing near dock and off dock intermodal facilities. This evaluation would take into account updated cargo forecasts, economic factors and projections, current trends associated with the goods movement logistics chain including transload truck trips, and railroad and intermodal capacity constraints in the Southern California region. The Goods Movement Freight Rail Study would assess options from a systemwide perspective and would include factors such as changes in truck trip travel patterns, land use implications, and the potential for environmental impacts as well as institutional constraints.	Barstow	SPP Survey	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0217	Freight Rail Electrification Pilot Project	Work with the Union Pacific (UP) and BNSF railroads to develop and test battery electric locomotives for operation on the Pacific Harbor Line and in the Alameda Corridor with an ultimate goal of advancing a zero-emissions technology capable of entering commercial, revenue service operation.	Multiple Jurisdictions	Task Force, Equity Working Group	Goods Movement	Freight Rail / Goods Movement TDM
LB-ELA_0011	SR-47 Navy Way Interchange	SR 47/Navy Way Interchange: Construction of Interchange At SR-47 / Navy Way, between SR-47 Vincent Thomas Bridge and Pier S Avenue Interchange, to eliminate traffic signal and movement conflicts. This Project was a S. Cal Trade Corridor Tier II TCIF Project as submitted to the CTC In 2008. This project would remove the last signal on SR 47 between Desmond and V. Thomas Bridges; NHS Intermodal Connector Route	Port of Los Angeles	SCAG RTP, PIPO, Ports	Goods Movement	Ports
LB-ELA_0021	Alameda Corridor Terminus Enhancements	New Cerritos channel rail bridge and supporting connections throughout Port of LA.	Port of Los Angeles	Metro 2028 Mobility Concept Plan	Goods Movement	Ports

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0022	Terminal Way Grade Separation	New grade separation to replace at-grade crossing to improve freight traffic flow.	Port of Los Angeles	Metro 2028 Mobility Concept Plan	Goods Movement	Ports
LB-ELA_0121	Pier D Street Realignment	Realign Pier D Street, from Middle Harbor Exit gate to Pico Avenue. Currently Pier D Street has sight distance issues, inadequate curve radii, and drainage/flooding issues at the low point. The Pier D Realignment project will provide redundancy through Pier D thereby improving safety and traffic flows. The scope of the project is to widen & reconstruct Pier D Street between the Middle Harbor Exit Gate and Pico Avenue and to reconfigure West Broadway. Additional scope items includes construction of a new pump station, retaining walls, utility upgrades, striping, signage and traffic signal work.	Port of Long Beach	Port of Long Beach/COG, SPP Mapping	Goods Movement	Ports
LB-ELA_0122	Harbor Scenic Drive Roadway & Infrastructure Improvements	Improve Harbor Scenic Drive, from Harbor Plaza to Ocean Boulevard. The project would: increase the roadway pavement structural section to replace the existing aged pavement; provide horizontal and vertical alignments improvements for enhanced safety; improve striping, traffic signage and way-finding signage; improve highway lighting; enhance drainage facilities (including the introduction of permanent water quality enhancements such as bio-swales and catch basin inlet/pipe screens); revamp the parkway and median landscaping and irrigation; and provide utility improvements and enhancements.	Port of Long Beach	Port of Long Beach/COG, SPP Survey	Goods Movement	Ports
LB-ELA_0123	Pico Avenue Street Improvement	Improve Pico Avenue, between Pier D Street and Pier E Street. This roadway improvement project would: widen a short segment of roadway; improve truck congestion and truck safety; reconstruct the pavement, improve the existing surface drainage and upgrade the storm drain inlets; upsize the sewer line; provide continuous sidewalks with ADA accessible features; upgrade street lighting; and extend landscaping and hardscape features.	Port of Long Beach	Port of Long Beach/COG, SPP Survey	Goods Movement	Ports
LB-ELA_0131	Port of Los Angeles National Multimodal Freight Network (NMFN) Improvement Program: Maritime Support Facility Access/Terminal Island Rail System Grade Separation	The project consists of constructing a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB).	Port of Los Angeles	PIPO (Port of Los Angeles)	Goods Movement	Ports
LB-ELA_0132	Pier 300 Wharf Expansion/Vessel Emission Reduction Project	Pier 300 Wharf Expansion/Vessel Emission Reduction Project. This project constructs 1,250 lineal feet of container terminal wharf and supporting backland for Pier 300. It includes electrical infrastructure to operate ship-to-shore cranes and shore-side power to operate all necessary vessel systems, which will reduce about 80 percent of emissions while at berth.	Port of Los Angeles	PIPO (Port of Los Angeles)	Goods Movement	Ports
LB-ELA_0001	West Santa Ana Branch Transit Corridor (LRT)	The Project consists of 12 stations and is a 19-mile light rail transit corridor that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community of LA County and downtown Los Angeles. Complete 4.5-mile section between Slauson A Line and Union Station.	Multiple Jurisdictions	Metro LRTP, SPP Survey, SPP Mapping	Transit	High Capacity Transit (Rail & BRT)
LB-ELA_0002	C Line (Green) Eastern Extension (Norwalk) (LRT)	Extends the C Line (Green) 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Norwalk	Metro LRTP	Transit	High Capacity Transit (Rail & BRT)
LB-ELA_0019	Atlantic Bus Only Lane and Transit Signal Prioritization (Next Gen Improvements)	BRT project along Atlantic to provide improved speed, reliability, and frequency.	Multiple Jurisdictions	Metro 2028 Mobility Concept Plan, SPP Survey, SPP Mapping	Transit	High Capacity Transit (Rail & BRT)
LB-ELA_0219	Metrolink Regional Rail Line between Union Station and Long Beach	Construct a new Metrolink regional rail line between Union Station and downtown Long Beach. Trains would be powered using electrical multiple unit (EMU) traction motors, which are anticipated to be required by the California Air Resources Board after 2030. Specific EMU technology has yet to be determined, but could be powered by overhead catenary, hydrogen fuel cell, or catenary/battery electric. Trains would operate along the existing SCRRA Metrolink line between Los Angeles and Commerce and then transition into Union Pacific (UP) railroad right of way (potentially along the San	Multiple Jurisdictions	Task Force (SCRRA)	Transit	High Capacity Transit (Rail & BRT)

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		Pedro Subdivision Corridor) for the segment between Commerce and Lakewood. However, sections of a second track would likely need to be constructed in this middle section in order to operate up to four trains per hour in each direction in the peak period. In addition, substantial portions of the southern section of the alignment, between Lakewood and downtown Long Beach, would require new right-of way to provide needed trackage to connect to the downtown Long Beach area. New stations would be constructed and spaced every 1 to 3 miles depending upon the location. It is anticipated that these Metrolink trains would interline through Link US (at Union Station) with the Antelope Valley Line to the north.				
LB-ELA_0160	Line A (Blue Line) Transit Priority/Signal Synchronization	Enhanced signal prioritization/synchronization so that the A Line (Blue Line) has higher priority in areas where the LRT trains operate in mixed flow traffic	Multiple Jurisdictions	SPP Mapping, SPP Survey	Transit	Rail Line / Station Improvements
LB-ELA_0171	Commuter Rail Maintenance, Repair, and Safety Projects	Implement planned repair, maintenance, and safety projects to Metro-owned railroad infrastructure along the Los Angeles/Orange County commuter rail line within the LB-ELA Corridor study area.	Multiple Jurisdictions	Annual Commuter Rail State of Good Repair (SOGR) Program	Transit	Rail Line / Station Improvements
LB-ELA_0172	Commerce Metrolink Station Improvements	Improve train platforms, shift tracks, install pedestrian barriers and pedestrian crossing safety features, extend and widen sidewalks and walkways, add lighting, install new ADA accessibility features, replace equipment, provide bike path striping, add wayfinding signage, and provide new landscaping.	Commerce	LA County Metrolink Station Assessment & Improvement Plan	Transit	Rail Line / Station Improvements
LB-ELA_0173	Grade Separation(s) of the A Line [Blue Line] at Washington Street	Provide grade separation of the A Line [Blue Line] at the Washington St./Flower St. junction and at Washington Street.	Los Angeles	Metro, SPP Survey, SPP Mapping	Transit	Rail Line / Station Improvements
LB-ELA_0174	New Metrolink Station at planned Commerce/Citadel Station	Construct a new Metrolink Station on the Los Angeles – Riverside Metrolink Commuter Rail Line at the planned Eastside Transit Corridor station at Commerce/Citadel.	Commerce	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0175	Install Quad Safety Gates at all A Line [Blue Line] Crossings	Install Quad Safety Gates at all A Line [Blue Line] Crossings for safety and increased speed/safety zones	Multiple Jurisdictions	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0176	Install Supervisory Control and Data Acquisition System for A Line [Blue Line]	Install Supervisory Control and Data Acquisition System [SCADA] along the A Line {Blue Line} in the downtown area of Long Beach. This technology would allow Metro to better operate and manage the rail transit line to improve train reliability	Long Beach	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0177	Add Second Elevator to Firestone and Slauson A Line [Blue Line] Stations	Add second elevator to Firestone and Slauson A Line [Blue Line] Stations for improved access and reliability	Florence-Graham	Metro	Transit	Rail Line / Station Improvements
LB-ELA_0016	Connecting C Line (Green) and Metrolink Norwalk Station	New express shuttle service between C Line Norwalk Station and Metrolink Norwalk Station to close existing transit gap. Near term solution until C Line is extended eastward.	Norwalk	Metro 2028 Mobility Concept Plan	Transit	Bus Transit
LB-ELA_0130	Long Beach Transit (LBT) Solar Charging Electrification Project	The project would convert the current bus parking area, at the agency’s main operating base, into a facility for charging Battery Electric Buses (BEBs) through the erection of solar-powered parking canopies, to enable Long Beach Transit to transition to 100% emission bus fleet by 2030.	Long Beach	PIPO (Long Beach Transit), SPP Mapping	Transit	Bus Transit

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0140	Metro Micro Transit Zone(s)	Implementation of new Metro on-demand, flexible transit service for the northern section of the I-710 Study Area between Lynwood and Commerce. - Rides can be booked online, by app, or by phone. Rides are prescheduled, same day/multiple days. - Uses small capacity vans (seats 7-10 riders). - Pick-up/drop-off where safe (virtual stops). Targeted maximum wait time is 15 minutes.	Multiple Jurisdictions	COG Ad Hoc Committee, SPP Mapping	Transit	Bus Transit
LB-ELA_0141	Metro Bus Priority Lane Corridor along Line 60 (Long Beach Blvd.)	Improve bus times, speeds, and reliability along Line 60 (Long Beach Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0142	Metro Bus Priority Lane Corridor along Line 108 (Slauson)	Improve bus times, speeds, and reliability along Line 108 (Slauson). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0143	Metro Bus Priority Lane Corridor along Line 110 (Gage)	Improve bus times, speeds, and reliability along Line 110 (Gage). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0144	Metro Bus Priority Lane Corridor along Line 111 (Florence)	Improve bus times, speeds, and reliability along Line 111 (Florence). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0145	Metro Bus Priority Lane Corridor along Line 115 (Firestone)	Improve bus times, speeds, and reliability along Line 115 (Firestone). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	South Gate / Downey	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0146	Metro Bus Priority Lane Corridor along Line 260 (Atlantic Blvd.)	Improve bus times, speeds, and reliability along Line 260 (Atlantic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Transit	Bus Transit
LB-ELA_0164	Improved Frequency of Metro Buses in the LB-ELA Study Area	Provide a 50 percent improvement on all Metro fixed bus routes greater than 10 minutes in the AM and PM peak periods. And, provide a 50 percent improvement on all Metro fixed bus routes greater than 15 minutes in the Midday and Evening periods. [For example, a bus route that has as frequency of a bus every 30 minutes would improve to a bus arriving every 15 minutes.]	Study Area Wide	SPP Survey, SPP Mapping, CA-7	Transit	Bus Transit
LB-ELA_0178	Metro Bus Priority Lane Corridor along Line 18 (Whittier Blvd.)	Improve bus times, speeds, and reliability along Line 18 (Whittier Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Los Angeles / East LA	SPP Survey	Transit	Bus Transit
LB-ELA_0179	Metro Bus Priority Lane Corridor along Line 66 (Olympic Blvd.)	Improve bus times, speeds, and reliability along Line 66 (Olympic Blvd.). Proposed improvements would include: transit signal prioritization, bus priority lanes and bus stop bulb outs, all door boarding, bus stop and layover improvements.	Los Angeles / East LA	SPP Survey	Transit	Bus Transit
LB-ELA_0077	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Commerce Transit Stop (Various locations within the City of Commerce)	Commerce	City of Commerce/COG, SPP Survey	Transit	Transit Amenities
LB-ELA_0103	Bus Stop Improvements	Installation of Bus shelters and benches at Metro and City of Maywood Transit Stop (Various locations within the City of Maywood)	Maywood	City of Maywood/COG, SPP Survey	Transit	Transit Amenities

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Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0118	Bus Shelter Upgrades	Upgrade bus shelters at various locations within the City of Signal Hill.	Signal Hill	City of Signal Hill/COG, SPP Survey	Transit	Transit Amenities
LB-ELA_0136	Enhanced Transit Security	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, improved incident response, and additional security officers and/or plainclothes staff.	Multiple Jurisdictions	SPP Mapping	Transit	Transit Amenities
LB-ELA_0147	Transit Traveler Information System Application (ITS)	Integrated system and web-based application to provide real-time information to users on optimal transit routes and transit options based on time of day as well as estimated arrival times of buses under real time travel conditions.	Study Area Wide	SPP Survey	Transit	Transit Amenities
LB-ELA_0148	Transit Fare Discount Program	Expand Metro's program to provide increased transit fare discounts for low-income riders, students, and seniors. Target low income or disadvantaged communities within the LB-ELA Corridor Study Area.	Study Area Wide	SPP Survey	Transit	Transit Amenities
LB-ELA_0149	Increased Security Features at Metro's Existing and Planned Light Rail Stations	Lighting, security cameras, improved line of sight, incident/emergency response plans, and other safety features at Metro stations/parking structures.	Multiple Jurisdictions	SPP Survey	Transit	Transit Amenities
LB-ELA_0152	Transit Marketing and Education Program	Expansion of Metro's collaborative effort with Metrolink, Long Beach Transit, and city municipal bus lines to promote transit and alternative modes of transportation to the single occupant vehicle. Include features such as "free transit" day and transit passes to employees or students to encourage transit use.	Multiple Jurisdictions	SPP Survey	Transit	Transit Amenities
LB-ELA_0161	Transit Ambassador Program	Enhance Metro's Transit Ambassador Program within the LB-ELA Corridor to bring non-law enforcement representatives to improve the customer experience, reinforce public safety, and increase ridership on the transit system.	Study Area Wide	SPP Mapping	Transit	Transit Amenities
LB-ELA_0168	Compton Transit Management Operations Center Enhancements	Project improvements would include: beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths (Phases 1 -5). Location: Compton Transit Management Operations Center: 275 N. Willowbrook Ave., Compton.	Compton	Task Force	Transit	Transit Amenities
LB-ELA_0169	Southeast LA Transit Improvement Program	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 an 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-Emissions Bus charging masts.	Multiple Jurisdictions	PIPO (Southeast LA), SPP Survey	Transit	Transit Amenities
LB-ELA_0189	Transit System Cleanliness/Maintenance	Strengthen policies committing Metro to regular cleaning and maintenance activities on all transit vehicles and at bus and rail stations within the LB-ELA Corridor. These activities consist of cleaning and disinfection of high touchpoint surfaces, graffiti removal, cleanup of spills and biohazards, and trash removal. Maintain station landscaping. Provide high-efficiency air filters on bus and rail transit vehicles. Ensure that the agency dedicates sufficient resources for this effort.	Study Area Wide	SPP Survey, SPP Mapping	Transit	Transit Amenities
LB-ELA_0203	Bus Stop Improvements	Collaborate with the local jurisdictions (cities, unincorporated areas of Los Angeles County) to implement bus stop improvements within the LB-ELA Corridor. Bus stop improvements would include items such as: <ul style="list-style-type: none"> - Lighting - Security Features - Benches - Shade and shelters 	Study Area Wide	SPP Survey, SPP Mapping, CA-7, Community Leadership Committee (CLC)	Transit	Transit Amenities

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
		<ul style="list-style-type: none"> - Drinking Fountains - Solar-powered arrival displays - Trashcans - Landscaping - Signage - Crosswalks - Improved ADA accessibility, including repositioning of utility boxes on the sidewalk Provide financial support in order to help leverage local funds for project implementation. Funds would be made available based on criteria such as: project need, project readiness, and project benefits relative to costs, among other factors.				
LB-ELA_0028	I-710/Willow Interchange Improvements	Reconfiguration of I-710/Willow Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0029	I-710/Del Amo Interchange Improvements	Reconfiguration of I-710/Del Amo Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Long Beach/Carson	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping, City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0030	I-710/Long Beach Blvd. Interchange Improvements	Upgrade of I-710/Long Beach Blvd. Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0031	I-710/Alondra Interchange Improvements & Modification of SB I-710 to SR-91 Connectors	Reconfiguration of I-710/Alondra Interchange to improve operations, and safety for traffic entering and exiting the freeway. Improve, relocate SB I-710 to SR-91 Connectors to reduce weaving movements. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Compton	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0032	I-710/Imperial Interchange Improvements	Reconfiguration of I-710/Imperial Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Downey/Lynwood	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0033	I-710/Firestone Interchange Improvements	Upgrade of I-710/Firestone Blvd. Interchange to improve operations and safety for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	South Gate	I-710 Motion 5.1/5.2 Early Action Concept, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0034	I-710/Florence Interchange Improvements	Reconfiguration of I-710/Florence Interchange to improve operations, safety, and sight distance for traffic entering and exiting the freeway. Improve traffic controls to address safety concerns of bicyclists, pedestrians at ramp termini. Upgrade bridge structures to allow space for bicycle/pedestrian connections across I-710 and LA River Channel.	Bell / Bell Gardens	I-710 Motion 5.1/5.2 Early Action Concept, City of Bell Gardens/COG	Freeway	Freeway Improvements
LB-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow)	Provide auxiliary lanes in the NB and SB directions of I-710, between Willow St. and I-405 Connectors at Wardlow Road to better manage traffic weaving conflicts and related congestion.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0036	I-710 / I-405 Connector Project Improvements	Modify SB I-710 Collector Distributor Road/Eliminate SB I-710 to EB Wardlow Boulevard exit at Wardlow Road. Modify NB I-710 to SB I-405 Connector/Eliminate WB Wardlow Boulevard on ramp to NB I-710/I-405 Connectors.	Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0037	I-710/I-105 Connector Project Improvements	Modify and relocate I-710 / I-105 Connectors along I-710 between I-105 and Imperial Highway in both directions to resolve weaving issues and related congestion on I-710 between I-105 and Imperial Highway.	Lynwood / Paramount	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	Provide auxiliary lanes in the NB and SB directions of I-710, between Del Amo Boulevard and Long Beach Boulevard to better manage traffic weaving conflicts and related congestion.	Rancho Dominguez/Long Beach	I-710 Motion 5.1/5.2 Early Action Concept	Freeway	Freeway Improvements
LB-ELA_0043		I-710, MP 22.2. In Commerce and Vernon, at Hobart Rail Yard Overhead No. 53-0840. Rehabilitate, clean, and paint bridge.	Commerce/Vernon	SHOPP	Freeway	Freeway Improvements
LB-ELA_0045		Route 91, MP R11.7. In Long Beach, at LA River (W91 -N710 & S710) Bridge No. 53-2143F. Replace portions of the bridge deck and apply polyester concrete overlay.	Long Beach	SHOPP	Freeway	Freeway Improvements
LB-ELA_0053		I-405, MP 7.2. In Long Beach, at the Pacific Place Maintenance Station at 3725 Pacific Place. Replace a deteriorated building with a new building at the maintenance station.	Long Beach	SHOPP	Freeway	Freeway Improvements
LB-ELA_0091	I-710/Anaheim Interchange Improvement	Reconstruct I-710/Anaheim Interchange to provide operational and safety improvements.	Long Beach	City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0092	I-710/PCH Interchange Improvement	Reconstruct I-710/Pacific Coast Highway (PCH) Interchange to provide operational and safety improvements.	Long Beach	City of Long Beach/COG, SPP Mapping	Freeway	Freeway Improvements
LB-ELA_0093	I-710/Wardlow Interchange Improvement	Reconstruct I-710/Wardlow Interchange to provide operational and safety improvements.	Long Beach	City of Long Beach/COG	Freeway	Freeway Improvements
LB-ELA_0156	Traffic Controls at I-710 Freeway Ramps	Add traffic signals with protected pedestrian/bicycle phase(s), crosswalks, lighting, landscaping, signing and striping, and other safety-related pedestrian features at the ramp termini of I-710.	Multiple Jurisdictions	SPP Survey	Freeway	Freeway Improvements
LB-ELA_0180	I-710 Truck Bypass Lanes	Construct truck bypass lanes on I-710 between Willow Street and Del Amo Boulevard. The purpose of the improvement would be to separate cars from trucks through the congested I-710/I-405 interchange for purposes of safety and mobility.	Long Beach	SPP Survey	Freeway	Freeway Improvements
LB-ELA_0181	Freeway Lids, Caps, and Widened Bridge Decks	Widen arterial bridge decks at key locations over the I-710 Freeway/LA River Channel to provide "land islands," "urban parklets," and "green belt" connections over I-710 and the LA River. Include pedestrian / bicycle pathways.	Multiple Jurisdictions	SPP Survey	Freeway	Freeway Improvements
LB-ELA_0039		I-710, MP R6.0-14.1. In Long Beach and Compton, from Shoreline Drive to north of Alondra Boulevard. 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.	Long Beach/Compton	SHOPP	Freeway	Freeway Amenities / ITS

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0046		I-405. In and near the cities of Long Beach, Signal Hill, Los Angeles, and Carson, rehabilitate pavement, upgrade signs, rehabilitate bridge, upgrade lighting, improve safety, rehabilitate Transportation Management System (TMS) elements and replace copper cabling with fiber, rehabilitate culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Multiple Jurisdictions	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0048		I-105, MP R14.3. In Paramount, at Grove Street at the Garfield Avenue Pump Station. Replace pumps, add lighting, construct Maintenance Vehicle Pullouts (MVPs), and provide a fiber optic connection to the pump house.	Paramount	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0049		I-710, MP 18.7-19.6. In South Gate and Bell Gardens, at the South Gate Pump Plant and the Florence Avenue Pump Plant; also in Downey on Route 105 at the Ardis Avenue Pump Plant (PM R16.48). Upgrade pump plants.	South Gate/Bell Gardens/Downey	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0050		Route 91. In the cities of Carson, Compton, Long Beach, and Bellflower. Upgrade overhead signs and sign structures, rehabilitate landscaping, and enhance highway worker safety.	Multiple Jurisdictions	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0052		Route 47. In Long Beach from Route 710 to north of Route 710 (PM 3.497/3.58). Upgrade Transportation Management System (TMS) elements, replace fiber optic cable, and connect upgraded equipment to communication hubs.	Wilmington	SHOPP	Freeway	Freeway Amenities / ITS
LB-ELA_0054		I-710, MP 24.7. Near the neighborhood of East Los Angeles, at Humphrey Maintenance Station at 102 South Humphreys Avenue. Construct a new office building, an equipment storage building, and a Zero Emission Vehicle (ZEV) charging station and demolish an existing building.	East Los Angeles	SHOPP, SPP Survey	Freeway	Freeway Amenities / ITS
LB-ELA_0137	Freeway Soundwalls	Build higher soundwalls to protect residents from air pollution, noise, and other impacts (Design Package 2, Design Package 3). Perform noise studies for all remaining walls along I-710 that are less than 16 feet high to identify additional, feasible soundwall projects that would realize the greatest benefits for impacted residents and other sensitive receivers.	Multiple Jurisdictions	SPP Survey	Freeway	Freeway Amenities / ITS
LB-ELA_0155	Drought Tolerant Landscaping, Hardscaping and Aesthetic Features along I-710	Provide drought tolerant landscaping within existing, available right-of-way along I-710. Where needed, add context sensitive lighting features and additional signage to improve safety. Include hardscaping and other aesthetic features to improve the attractiveness of the freeway for users and for adjacent land uses/communities.	Multiple Jurisdictions	SPP Survey, Task Force, Equity Working Group	Freeway	Freeway Amenities / ITS
LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project	Implement a pilot project on I-710 to deploy and evaluate measures to reduce exposure of nearby populations to particulate matter, specifically localized sources of entrained/fugitive dust, tire wear, and brake wear associated with traffic on the freeway. These measures may include roadside vegetation barriers within available Caltrans' right-of-way, air filters for nearby schools or community facilities, pavement materials, frequent street-sweeping, and deployment of air quality monitoring systems, among others. In addition, include options to examine the effectiveness of "cool pavement" applications to reduce heat island effects. As part of the work plan, the pilot project would include a study element to assess and document the efficacy of the various measures.	Multiple Jurisdictions	SPP Survey, Task Force	Freeway	Freeway Amenities / ITS
LB-ELA_0188	Freeway Landscaping / Maintenance	Ongoing Caltrans Program that ensures that maintenance projects and activities such as trash removal, landscaping, provision of drought-resistant vegetation, and graffiti removal take place on a regular basis within state, public rights of way in the LB-ELA Corridor. Ensure that the agency dedicates sufficient resources for this effort.	Study Area Wide	SPP Survey	Freeway	Freeway Amenities / ITS
LB-ELA_0154	I-710 Zero-Emission Truck Travel Zone Restriction	Establish a zero-emission truck-only travel zone on I-710. Only zero emissions trucks would be able to travel on I-710, while diesel and near-zero emissions heavy duty trucks would be excluded. No new lanes would be added to the existing footprint of I-710. No restrictions would be placed on autos.	Multiple Jurisdictions	SPP Survey, COG Ad Hoc Committee	Freeway	Zero Emissions Lanes on I-710

Indicates Umbrella Program of Multiple Projects and/or Initiatives

Project ID	Name (if applicable)	Short Description	Location	Source	Type	Subtype
LB-ELA_0183	Zero Emissions Truck Lane	Explore options and assess the feasibility of converting the right-hand lane on I-710 to create a Zero Emissions Truck Lane. Only zero emissions trucks would be able to travel in this lane, while fossil fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710.	Multiple Jurisdictions	Metro, SPP Survey	Freeway	Zero Emissions Lanes on I-710
LB-ELA_0153	Congestion Pricing	Implement congestion pricing strategy for the I-710 freeway. No new lanes would be added to the existing footprint of I-710. Rather single occupant vehicles and trucks entering and exiting the freeway would be tolled by deploying an automated readers and electronic toll collection system that allows users to conveniently pay tolls using a toll tag that is mounted on the interior of their vehicle. Carpools, zero emission trucks, and zero emission autos would travel for free.	Multiple Jurisdictions	SPP Survey	Freeway	Congestion Pricing
LB-ELA_0182	Express Lanes Strategic Initiative	Advance planning studies to implement express lanes on key freeways in the study area, including I-405, I-105, and SR-91.	Multiple Jurisdictions	Metro, SPP Survey	Freeway	Congestion Pricing

Sources:

SPP Survey: Metro Task Force Social Pinpoint Survey Comments
 SPP Mapping: Metro Task Force Social Pinpoint Mapping Comments
 PIPO: Metro Task Force 2022/2023 Pre-Investment Plan Opportunity Projects
 COG/Cities/County: Gateway Cities COG Complete Streets Master Plans
 COG Ad Hoc Committee: Summary of Recommended Projects and Program
 Community Leadership Committee (CLC)

Metro ATSP: Metro Active Transportation Strategic Plan
 LB Bicycle Master Plan: City of Long Beach Bicycle Master Plan
 SHOPP: Caltrans State Highway Operation and Protection Program
 I-710 Motion 5.1/5.2 Early Action Concepts
 CA-7: Community Alternative 7
 Equity Working Group

Metro LRTP: Metro Long Range Transportation Plan
 SCAG RTP: Southern California Association of Governments Regional Transportation Plan
 Metro 2028 Mobility Concept Plan
 City Name/COG: Projects Submitted by Local Jurisdictions
 Task Force

Attachment A - Proposed Bike Routes in the LB-ELA Corridor

Ref. #	Corridor / Alignment	Project Limits	Dir.	Type	Source
Bike-1	Whittier Blvd	Lorena St to Garfield Ave	W/E	Class II or IV	Metro ATP
Bike-2	Telegraph Rd	Garfield Ave to Rosemead Blvd	W/E	Class II or IV	Metro ATP
Bike-3	Firestone Blvd	Alameda St to Pacific Blvd and LA River Bike Path to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-4	Imperial Hwy	Alameda St to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-5	El Segundo Blvd	Central Ave to Alameda St	W/E	Class II or IV	Metro ATP
Bike-6	Compton Blvd	Central Ave to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-7	Artesia Blvd	Central Ave to Orange Ave and Downey Ave to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-8	Del Amo Blvd	Wilmington Ave to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-9	Carson St.	Long Beach Blvd to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-10	E 223rd St / Wardlow Rd	Wilmington Ave to Hesperian Ave	W/E	Class II or IV	Metro ATP
Bike-11	E Sepulveda Blvd / Willow St	Wilmington Ave to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-12	Pacific Coast Highway (PCH)	I-110 to SR 103	W/E	Class II or IV	Metro ATP
Bike-13	Anaheim St.	I-110 to 9th St and Magnolia Ave to Lakewood Blvd	W/E	Class II or IV	Metro ATP
Bike-14	3rd St./Broadway	LA River Bike Path to Cherry Ave	W/E	Class IV	Metro ATP
Bike-15	Ocean Blvd	Gaffey St to SR 47	W/E	Class IV	Metro ATP
Bike-16	SPRR ROW/BNSF ROW (Slauson)	Alameda St to Rio Hondo Bike Path	W/E	Class I	Metro ATP
Bike-17	PE ROW (WSAB)	LA River Bike Path (Vernon) to Lakewood Blvd	W/E	Class I	Metro ATP
Bike-19	S. Alameda St	San Pedro to Downtown LA	S/N	Class II or IV	Metro ATP
Bike-20	Long Beach Blvd/Atlantic Blvd	E. Broadway Blvd to LA River Bike Path	S/N	Class II or IV	Metro ATP
Bike-21	Garfield Ave./Cherry Ave.	Ocean Blvd to Whittier Blvd	S/N	Class II or IV	Metro ATP
Bike-22	Lakewood Blvd./Rosemead Blvd.	Del Amo Blvd to SR-60	S/N	Class IV	Metro ATP
Bike-24	UPRR ROW	PCH to Washington Blvd	S/N	Class I	Metro ATP
Bike-25	Compton Creek	Artesia Blvd to El Segundo Blvd	S/N	Class I	Metro ATP

Attachment A - Proposed Bike Routes in the LB-ELA Corridor

Ref. #	Corridor / Alignment	Project Limits	Dir.	Type	Source
Bike-26	PE ROW	Willow St to LA River Bike Path	S/N	Class I	Metro ATP
Bike-27	Laguna Dominguez Channel	PCH to Wilmington Ave	S/N	Class I	Metro ATP
Bike-28	LA River Bike Path	Atlantic Ave to I-10	S/N	Class I	Metro ATP
Bike-29	Olympic Blvd	S Ditman Ave to Garfield Ave and S Central Ave to S Lorena St	W/E	Class II	Metro ATP
Bike-30	E Slauson Ave	Slauson A (Blue) Line Station to Rosemead Blvd	W/E	Class II	Metro ATP
Bike-31	Firestone Blvd	Pacific St to Atlantic Ave	W/E	Class II	Metro ATP
Bike-32	Tweedy Blvd	S Alameda St to Atlantic Ave	W/E	Class II	Metro ATP
Bike-33	Abbott Rd	S Alameda St to Atlantic Ave	W/E	Class II	Metro ATP
Bike-34	Gardendale St/Foster Rd	LA River Bike Path to Lakewood Blvd	W/E	Class II	Metro ATP
Bike-35	Alondra Blvd	LA River Bike Path to Lakewood Blvd	W/E	Class II	Metro ATP
Bike-36	E South St	LA River Bike Path to Lakewood Blvd	W/E	Class II	Metro ATP
Bike-37	Carson St	Wilmington Ave to Santa Fe Ave	W/E	Class II	Metro ATP
Bike-39	SR-47	I-710 to Willow St	S/N	Class II	Metro ATP
Bike-40	S Wilmington Ave	223rd St to Alondra Blvd	S/N	Class II	Metro ATP
Bike-41	Long Beach Blvd	LA River Bike Path to Firestone Blvd	S/N	Class II	Metro ATP
Bike-42	Paramount Blvd	Artesia Blvd to W Beverly Rd	S/N	Class II	Metro ATP
Bike-43	Arizona Ave	Whittier Blvd to SR-60	S/N	Class II	Metro ATP
Bike-44	14th St	Magnolia Ave to Linden Ave	W/E	Class IV	Long Beach MP
Bike-45	Del Mar Ave	Long Beach Blvd to Bixby Rd	W/E	Class IIIA	Long Beach MP
Bike-46	Delta Ave	Hill St to Wardlow Rd	W/E	Class IIIA	Long Beach MP
Bike-47	15th St/E New York St/ Lewis Ave	Linden Ave to PCH	W/E	Class IV	Long Beach MP
Bike-48	20th St	Orange Ave to Walnut Ave	W/E	Class IV	Long Beach MP
Bike-49	52nd St	Linden Ave to Atlantic Ave	W/E	Class IIIA	Long Beach MP

Attachment A - Proposed Bike Routes in the LB-ELA Corridor

Ref. #	Corridor / Alignment	Project Limits	Dir.	Type	Source
Bike-51	W 10th St/Harbor Ave./W 20th St/Delta Ave.	W 9th St to Hill St	S/N	Class IIIA	Long Beach MP
Bike-52	Harbor Plaza	Harbor Scenic Dr to Queens Wy	S/N	Class IV	Long Beach MP
Bike-53	Linden Ave	Bixby Rd to San Antonio Dr	S/N	Class IV	Long Beach MP
Bike-54	Linden Ave	52nd St to Harding St	S/N	Class IV	Long Beach MP
Bike-55	Daisy Ave	Hill St to Spring St	S/N	Class IV	Long Beach MP
Bike-56	Daisy Ave / Loma Vista Dr / Magnolia Ave	3rd St to 20th St	S/N	Class IV	Long Beach MP
Bike-58	Myrtle Ave	Harding St to 72nd St	S/N	Class IIIA	Long Beach MP
Bike-59	Pacific Ave	Del Mar Ave to Wardlow Rd	S/N	Class IV	Long Beach MP
Bike-60	Pier J / South Waterfront Path	Harbor Scenic Dr to Harbor Plaza	S/N	Class IV	Long Beach MP
Bike-61	Spring St	DeForest Ave to Long Beach Blvd	W/E	Class IV	Long Beach MP
Bike-62	Alamitos Ave	Ocean Blvd to 17th St	S/N	Class IV	Long Beach MP
Bike-63	Spring St	Long Beach Blvd to Lakewood Blvd.	W/E	Class IV	Long Beach MP
Bike-64	Orange Ave	10th St to E Harding St	S/N	Class IV	Long Beach MP
Bike-65	34th St	De Forest Ave to Maine Ave	W/E	Class IV	Long Beach MP
Bike-66	6th Street	Orange Ave to San Francisco Ave	W/E	Class IV	Long Beach MP
Bike-67	Cover St	Cherry Ave to Heinemann Ave	W/E	Class IV	Long Beach MP
Bike-68	Dairy Ave	Market St to South St	S/N	Class IV	Long Beach MP
Bike-70	South St	De Forest Ave to Orange Ave	W/E	Class IV	Long Beach MP
Bike-72	Market St	Pacific Ave to Atlantic Ave	W/E	Class IV	Long Beach MP
Bike-75	Pine Ave	Shoreline Dr to Willow St	S/N	Class IV	Long Beach MP
Bike-76	San Francisco Ave/W 3rd St/Fairbanks Ave/De Forest Ave	3rd St to Anaheim St	S/N	Class IV	Long Beach MP
Bike-77	6th St	San Francisco Ave to Topaz Ct	W/E	Class IV	Long Beach MP
Bike-78	9th St/W I St	Southern Pacific RR Right-of-Way to W City Limits (LB)	W/E	Class IV	Long Beach MP

Attachment A - Proposed Bike Routes in the LB-ELA Corridor

Ref. #	Corridor / Alignment	Project Limits	Dir.	Type	Source
Bike-79	Ximeno Ave/E Rosada St	PCH to Lakewood Blvd	S/N	Class IIIA	Long Beach MP
Bike-80	Artesia Blvd	Orange Ave to Downey Ave	W/E	Class IV	Long Beach MP
Bike-81	Wardlow Rd	Hesperian Ave to Long Beach Blvd	W/E	Class IV	Long Beach MP
Bike-82	PCH	SR 103 to Lakewood Blvd	W/E	Class IV	Long Beach MP
Bike-83	Anaheim St.	9th St to Magnolia Ave	W/E	Class IV	Long Beach MP
Bike-84	3rd St./Broadway	LA River Bike Path to Cherry Ave	W/E	Class IV	Metro ATP
Bike-85	Ocean Blvd	SR 47 to LA River Bike Path	W/E	Class IV	Metro ATP
Bike-86	Lakewood Blvd	Jacinto Way to Del Amo Blvd	S/N	Class IV	Metro ATP
Bike-87	Santa Fe Ave	9th St to Wardlow Rd	S/N	Class IV	Metro ATP
Bike-88	Greenleaf-Long Beach-Artesia or Greenleaf-Santa Fe-Alondra	Compton Creek Bike Path (at Greenleaf) to LA River Bike Path	W/E	Class II or IV	SPP Mapping
Bike-89	Obispo Ave	Pacific Coast Hwy to Willow St	S/N	Class II or IV	SPP Mapping
Bike-90	Beverly Blvd	Pomona Blvd to Sadler Ave	W/E	Class II or IV	SPP Mapping
Bike-91	Atlantic Blvd/Eastern Ave	Firestone Blvd to SR-60	S/N	Class IV	SPP Mapping
Bike-92	Wardlow Road	Pacific Ave to Cherry Ave	W/E	Class IV	SPP Mapping
Bike-93	Atlantic Ave	Tweedy Blvd to Randolph St/SP RR	S/N	Class IV	SPP Mapping
Bike-94	Washington Blvd	Ransom St. to Garfield Ave	W/E	Class IV	SPP Mapping
Bike-95	Southern Ave/E. Frontage Rd/Miller Wy/W. Frontage Rd	Urban Orchard Park to Garfield Ave.	W/E	Class I	SPP Mapping
Bike-96	Randolph St	Maywood Ave to LA River Bike Path	W/E	Class II or IV	City of Bell/COG
Bike-97	West Santa Ana Branch RR ROW	Somerset Blvd to LA River Bike Path	S/N	Class I	City of Paramount/COG
Bike-98	LA River Path - Central LA	Maywood to Elysian Valley	S/N	Class I	Metro LRTP
Bike-99	I-710 LA River Bike Path	Long Beach to Maywood	S/N	Class I	SHOPP
Bike-100	Artesia Blvd	Central to Lakewood	W/E	Complete Street	COG/Cities/County
Bike-101	Atlantic Ave	Ocean to SR-60	S/N	Complete Street	COG/Cities/County

Attachment A - Proposed Bike Routes in the LB-ELA Corridor

Ref. #	Corridor / Alignment	Project Limits	Dir.	Type	Source
Bike-102	Florence Blvd	Alameda to Lakewood	W/E	Complete Street	COG/Cities/County
Bike-103	Imperial Hwy	Alameda to Lakewood	W/E	Complete Street	COG/Cities/County
Bike-104	Alondra Blvd	Central to Lakewood	W/E	Complete Street	COG/Cities/County
Bike-105	Slauson Ave	Alameda to Lakewood	W/E	Complete Street	COG/Cities/County
Bike-106	Long Beach Blvd/Pacific Blvd	Ocean to Slauson	S/N	Complete Street	COG/Cities/County

Note Regarding Sources:

Several Sources Overlap. For example, many SPP Mapping Commenters identified routes that were already included in Local Jurisdiction/Regional master plans.

- Metro ATP: Metro Active Transportation Plan
- Long Beach MP: Long Beach Master Plan
- SPP Mapping: Social Pinpoint Tool Mapping Comments

Note Regarding Bike Route Classifications:

- Class I: Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians away from the roadway.
- Class II: Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of roadway for bicycle travel.
- Class III: Class III bikeways designate a preferred route for bicyclists on streets shared with motor vehicle traffic. Routes are designated by bike route signs and/or sharrows.
- Class IV: A Class IV separated bikeway is for the exclusive use of bicycles, physically separated from the roadway by a buffer or vertical feature.



Metro

ATTACHMENT F

We're developing a new vision for the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Initial List of Projects & Programs: Categories

Projects are organized by “improvement category”:

All projects and programs should support a multimodal future for the Corridor.

Project categories represent different modes:

Active Transportation

Freeway

Arterial Roadways

Goods Movement

Community Programs

Transit

Initial List of Projects & Programs: Sub-Categories

Active Transportation

Arterial Roadways

Community Programs

Freeway

Goods Movement

Transit

Active Transportation Sub-Categories:

- 1. Pedestrian & First/Last Mile Improvements*
- 2. Bike Routes & Facilities*
- 3. Safety & Amenities*
- 4. Travel Demand Management*

Initial List of Projects & Programs: Active Transportation

Project Types Include:

Pedestrian & First/Last Mile Improvements

- New pedestrian/bike overcrossings
- New pedestrian/bike pathways
- New pedestrian/bike connections to rail, transit, LA River
- New Crosswalks, sidewalks

Bike Routes & Facilities

- New Bike Paths/Trails
- New Buffer/Barrier-Protected Bike Routes
- New Bike Lanes
- New, Signed Bike Routes

Safety & Amenities

- High visibility crosswalks
- Wider sidewalks
- Pedestrian/bike crossing enhancements
- Bike parking, lighting, repair stations
- Bike share programs
- Traffic controls for pedestrians/bikes
- ADA improvements
- Shade structures, trees, landscaping
- Security & lighting

Travel Demand Management

- Vanpools/carpool programs
- Telecommuting programs
- Promotional Campaigns to encourage Alternative Modes of Travel

Bicycle and Pedestrian Improvements



Bike Lanes



New bicycle lane on existing roadways, indicated by striping, signage, and physical barriers.

Shared-Use Path



New bicycle paths just for bicyclists and pedestrians.

Pedestrian Safety and Amenities



Wider sidewalks, lighting, benches, shade trees, landscaping, and trash receptacles to improve the safety and comfort of the pedestrian experience.

Crossing Safety Enhancements



High Visibility Paint, Flashing Signals, Pedestrian Safety Island, Curb Extensions, or Bulb-outs to create short crossing distances and increased awareness of crossing locations.

Bike Share Programs



Low-cost, short-term bike rental from strategically placed docks or stations.

Bike/Ped Traffic Controls



Leading Pedestrian Interval, Bike crossing signals, No turn on red signals, signals and controls to reduce conflicts between pedestrians, bicyclists, and drivers.

Initial List of Projects & Programs: Arterial Roadway

Active Transportation

Arterial Roadways

Community Programs

Freeway

Goods Movement

Transit

Arterial Roadways Sub-Categories:

- 1. Complete Streets*
- 2. General Local / Regional Roadway*
- 3. Signal Coordination / TSM / ITS*
- 4. Traffic Calming*

Initial List of Projects & Programs: Arterial Roadway

Project Types Include:

Complete Streets

- New green spaces, trees, bioswales
- Bike and pedestrian improvements
- Public art
- Signage
- Transit stop amenities (furniture, shelters)
- Operational / safety improvements
- ADA upgrades
- LED street lighting
- Stormwater retention

Traffic Calming

- Speed Reductions
- Speed Bumps
- Truck Restrictions in Neighborhoods
- Roundabouts
- Road Diets
- Stop Signs, Traffic Signals
- Speed Enforcement Cameras
- Flashing Crosswalks
- School Zone Warning Devices

General Local / Regional Roadway

- Stormwater treatment
- Upgrade traffic signals, crosswalks, sidewalks, driveways, curb ramps, etc.
- New/improved bridges
- ADA upgrades
- Intersection Improvements
- Pedestrian circulation and safety
- Streetscape improvements
- Bike and pedestrian improvements
- Roadway widening/realignment

Signal Coordination / TSM / ITS

- Traffic / Ped signal upgrades
- Video camera installation
- Equipment upgrades
- Emergency vehicle priority
- Signage
- Signal Synchronization
- Advanced technologies to manage traffic and to inform traveling public



Intersection Improvements



Turn lanes and other design features to reduce traffic queues at congested intersections.

Traffic Calming Features



Roundabouts, speed humps, and other design features or signage to slow traffic on local streets or near schools.

Traffic Management Features



Traffic signal coordination on major arterial corridors to maximize "green time" based on actual traffic conditions.

Added Roadway Lanes



Roadway reconfiguration to add travel lanes, designate parking lanes for peak hour travel lanes, or establish bus only lanes

Visual Improvements



Landscaping, hardscaping, public art, and other design features to improve the appearance of the roadway.

Initial List of Projects & Programs: Community Programs

Active Transportation

Arterial Roadways

Community Programs

Freeway

Goods Movement

Transit

Community Programs Sub-Categories:

- 1. Job Creation / Work Opportunities*
- 2. Air Quality / Community Health*
- 3. Environment*
- 4. Housing Stabilization / Land Use*

Initial List of Projects & Programs: Community Programs & Policies

Program Types Include:

Job Creation / Work Opportunities

- Targeted Local Hire
- Employment Recruitment Initiatives
- Vocational Educational Programs
- Economic Stabilization Policies
- Workforce Education & Development
- Partnerships with Employers
- Partnerships with Academic Institutions

Environment

- Greenhouse Gas Emissions Reduction
- Renewable Energy / Solar Power Project
- Urban Greening, Tree Canopy, Green Space
- Greenbelts, Drought Tolerant Planting Parklets
- Habitat Restoration and Connectivity
- Public Art / Aesthetics
- Zero Emissions Infrastructure for Autos

Air Quality / Community Health

- Zero Emission Infrastructure for Autos
- Bus Electrification
- Community Health Benefit Programs
- Air Filters for Schools & Community Facilities
- Environmental Building Improvements
- Health Education / Outreach
- Community Health Screening
- Vegetation Barriers/Buffer Landscaping

Housing Stabilization / Land Use

- Housing / Rent Stabilization Policies
- Anti-Displacement Programs
- Rental Assistance Programs
- Inclusionary Housing
- Transit Oriented Communities
- Homeless Programs
- Partnership with Community Orgs
- Density Bonus Programs
- Community Land Trusts
- Grant Writing Assistance



Health Benefits Program



Air filters for schools or vegetation buffers to reduce the harmful effects of air pollution.

EV Car-Share & Charging



Programs to provide short-term rental of electric vehicles and charging infrastructure for Zero-emission personal vehicles and trucks.

Local Hire and Workforce Development



Targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs in the communities, and education/training of the local workforce.

Anti-displacement Strategies



Affordable housing policies, low-income rental assistance programs, tenants' rights education and legal representation to prevent unjust evictions.

Community Development Programs



Incentive programs to build affordable and mixed income housing, development of local parks, and other community resources

Initial List of Projects & Programs: Freeway

Active Transportation

Arterial Roadways

Community Programs

Freeway

Goods Movement

Transit

Freeway Sub-Categories:

- 1. Congestion Pricing Option*
- 2. Freeway Amenities / ITS*
- 3. Freeway Improvements*
- 4. Zero Emissions Lanes on I-710*

Initial List of Projects & Programs: Freeway

Project Types Include:

Congestion Pricing Option

- Congestion Pricing to charge single occupant vehicles while carpools, buses, zero emissions trucks and zero emissions autos would travel free.

Freeway Improvements

- Interchange Improvements
- Ramp Safety & Redesign
- Auxiliary & Operational Lanes
- Traffic Controls to Protect Bikes / Peds at Freeway Ramps
- Truck Bypass Lanes
- Freeway Lids, Caps, and Widened Bridge Decks to Provide "Greenbelt" Connections over I-710/LA River

Freeway Amenities / ITS

- Particulate Matter Reduction Pilot Project
- Freeway Repair & Safety projects
- Soundwalls
- Drought Tolerant Landscaping

Zero Emissions Lanes on the I-710

- Zero Emission Truck Travel Zone Restrictions
- Zero Emissions Truck Lanes

Project & Program Summary

Freeway Improvements



Interchange Improvements



Introduce improvements that make it safer and easier for vehicles to get on and off the freeway.

Landscaping Features



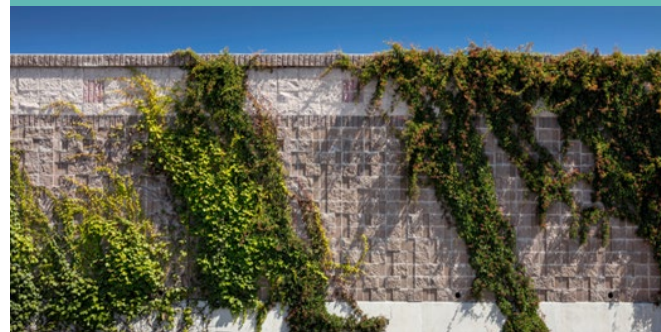
Incorporate landscaping, hardscaping, and other design features along the freeway to improve visual experience.

Zero-emission Truck Lane



Create a dedicated lane on the freeway just for zero emissions trucks.

Sound Wall Improvements



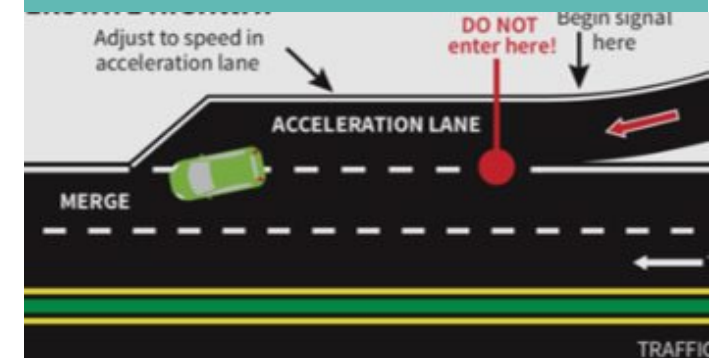
Higher sound walls along the freeway to reduce noise.

Traffic Signals



Control features, such as traffic signals, to protect bicyclists and pedestrians at the freeway ramps.

Design Improvements



Spot improvements, such as acceleration/deceleration lanes near interchanges, to relieve congestion bottlenecks.

Initial List of Projects & Programs: Goods Movement

Active Transportation

Arterial Roadways

Community Programs

Freeway

Goods Movement

Transit

Goods Movement Sub-Categories:

- 1. Freight Rail / Goods Movement TDM*
- 2. Ports*
- 3. Truck Programs / ITS*

Initial List of Projects & Programs: Goods Movement

Project Types Include:

Freight Rail / Goods Movement Travel Demand Mgmt.

- On Dock Rail Expansion
- New Inland Port, Greater Use of Freight Rail
- Port Railyard Expansion & Modernization
- Freight Rail Grade Separations

Ports

- Interchange Improvements
- Grade Separations
- Roadway Realignment, Safety, and Landscape Improvements
- Wharf Expansions & Vessel Emission Reductions
- Cargo Operational Efficiencies

Truck Programs / Intelligent Transportation Systems

- Zero Emissions Truck Programs
- Zero Emissions Infrastructure
- Empty Container Management
- Use of Advanced Technologies to Optimize Sequencing of Container Delivery and Pick-Ups to Reduce Congestion near Railyards & Ports



On-Dock Freight Rail Facilities



Freight rail infrastructure in port facilities to reduce truck trips associated with goods movement.

Short-haul Freight Rail



Inland port/implement short-haul freight rail service to encourage greater use of freight rail.

Zero Emissions Trucks



Program to reduce diesel trucks in favor of zero emissions trucks

Initial List of Projects & Programs: Transit

Active Transportation

Arterial Roadways

Community Programs

Freeway

Goods Movement

Transit

Transit Sub-Categories:

- 1. High-Capacity Transit (Rail/BRT)*
- 2. Transit Amenities*
- 3. Bus Transit*
- 4. Rail Line / Station Improvements*

Initial List of Projects & Programs: Transit

Project Types Include:

High-Capacity Transit (Rail/BRT)

- New light-rail stations/lines
- Light Rail line Extensions
- Bus Rapid Transit project

Transit Amenities

- Bus shelters and lighting
- Transit security features
- Web app for transit times
- Transit discounts / free passes
- Transit education program
- Customer experience program
- Real time displays
- Transit Cleaning & Maintenance
- Station furniture and shade
- ADA improvements
- Traffic control for pedestrians and bikes

Bus Transit

- Express Service
- Shuttles
- Electric bus charging
- On-demand bus (Micro-Transit)
- Improve bus speeds
- Increased bus frequencies
- Bus Priority Lanes
- Bus electrification projects

Rail Line / Station Improvements

- Station improvements
- Signal prioritization for trains
- Station maintenance
- Pedestrian safety improvements at stations
- Improved bike/ped connections
- Train reliability improvements
- Grade separations for trains

Transit (Bus or Rail) Improvements



Transit Service Improvements



Additional transit routes or increase in frequency of existing services to reduce waiting times at bus stop and train stations.

Bus Priority Lanes



Bus priority lanes on local streets to improve bus travel times and reliability.

Improved Transit Amenities



Improved amenities such as lighting, security cameras, shelters at bus stops and at train stations.

Transit Fare Discounts



Increased transit fare discounts for low-income riders, students, and seniors.

Shuttle Services



On-demand transit shuttles (shuttle rides by appointment) in more communities.

Bus Boarding Improvements



Improvements for more efficient bus stopping and boarding such as all-door boarding, and/or design features such as bus bulb-outs or boarding islands

ATTACHMENT G

Evaluation Criteria – Long Beach-East Los Angeles Corridor Mobility Investment Plan

Categories	Evaluation Performance Metrics	Type
Air Quality Benefits	AQ1: Reduce Emissions (NOx, PM2.5)	Quantitative
	AQ2: Facilitates clean technologies & lower emissions vehicles	Qualitative
	AQ3: Mode Shift to cleaner modes	Quantitative
Community Benefits (including Health)	CH1*: Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5)	Quantitative
	CH2*: Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)	Qualitative
	CH3*: Mode Shift to active transportation, transit	Quantitative
	CH4: Improve the User Experience (may be different metrics for different modes)	Qualitative/Quantitative
	CH5*: Bike/Ped Access to parks, recreational areas, or open spaces	Qualitative
Mobility Benefits	MB1: Ridership	Quantitative
	MB2: Speeds / Travel Times (people, goods)	Quantitative
	MB3: Reduce Congestion (hours of delay for people & goods)	Quantitative
	MB4: Modal Accessibility (by zone)	Quantitative
	MB5: Reliability (transit, roadway, goods movement)	Quantitative
	MB6: Gap Closures	Quantitative
	MB7: Increase in travel options	Qualitative
Safety Benefits	SF1*: Protections for Bike / Users (bike class)	Qualitative
	SF2*: Traffic Protections (bike/ped)	Qualitative
	SF3: Personal Security	Qualitative
	SF4*: Includes Safety Features	Qualitative
	SF5: Reducing conflict points (vehicle safety)	Qualitative
	SF6*: Traffic Calming Features	Qualitative
	SF7: Improves / rehabilitates existing infrastructure	Qualitative
Environment Benefits	EN1: Improved Environment from Mode Shifts	Qualitative
	EN2: GHG Reduction Potential	Qualitative/Quantitative
	EN3: Protects natural habitat (Greening Features)	Qualitative
	EN4: Water Quality, Water Capture, Drainage, and Flood Management features	Qualitative
	EN5: Reducing energy use	Qualitative
	EN6*: Reduce Heat Island Effect; Provide Cooling Features for Users	Qualitative
	EN7: Potential for Noise Reduction	Qualitative
	EN8: Supports transportation efficient land use principles	Qualitative

Categories	Evaluation Performance Metrics	Type
Opportunity/Prosperity Benefits	OP1*: Access to jobs	Quantitative
	OP2: Accessibility (improving mobility challenges for all ages and abilities)	Qualitative
	OP3: Increases Regional Competitiveness	Qualitative
	OP4*: Work Force Development	Qualitative
	OP5*: Potential Targeted Hire, New Construction Jobs	Qualitative
	OP6*: Access to QoL amenities (grocery stores, healthcare services, schools)	Quantitative
	OP7*: Access to open space, recreation and parks, LA river, etc.	Quantitative
Equity	AQ1: Reduce Emissions (NOx, PM2.5)	Quantitative – EFC
	AQ3: Mode Shift to cleaner modes	Quantitative – EFC
	CH1: Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5)	Quantitative – EFC
	EQ-CH2: Reduces exposure to air pollution in communities facing high pollution burden and asthma rates	Qualitative – EQ
	CH3: Mode Shift to active transportation, transit	Quantitative – EFC
	EQ-CH5: Increases access to high quality recreational facilities in areas lacking active transportation infrastructure and parks	Qualitative – EQ
	MB1: Ridership	Quantitative – EFC
	MB2: Speeds / Travel Times (people, goods)	Quantitative – EFC
	MB3: Reduce Congestion (hours of delay for people & goods)	Quantitative – EFC
	MB4: Modal Accessibility (by zone)	Quantitative – EFC
	MB5: Reliability (Transit, Roadway, Goods Movement)	Quantitative – EFC
	MB6: Gap Closures	Quantitative – EFC
	EQ-MB7: Increases reliable and accessible transportation options for those who cannot or prefer not to drive	Qualitative – EQ
	EQ-SF1: Improves physical safety for people, walking, biking, and rolling	Qualitative – EQ
	EQ-SF3: Improves perceptions of personal security for people walking, biking, rolling, and taking transit	Qualitative – EQ
	EQ-EN3: Contributes to remediation of environmental damage or loss of natural features	Qualitative – EQ
	EQ-EN6: Includes urban greening and cooling for areas of low tree canopy and high heat island burden	Qualitative – EQ
	EN7: Potential for Noise Reduction	Quantitative – EFC
OP1: Access to jobs	Quantitative – EFC	

Categories	Evaluation Performance Metrics	Type
	OP6: Access to Quality-of-Life amenities (grocery stores, healthcare services, schools)	Quantitative – EFC
	OP7: Access to open space, recreation and parks, LA river, etc.	Quantitative – EFC
	EQ-OP8: Increases quantity and quality of employment opportunities for underemployed and low-income workforce	Qualitative – EQ
	EQ-OP9: Reduces housing or transportation costs for low-income households	Qualitative – EQ
	EQ-OP10: Reduces residential or commercial displacement risk	Qualitative – EQ
Sustainability	SA1*: Reduces reliance on polluting and energy-intensive modes of travel and goods movement	Qualitative
	SA2*: Promotes physical activity and health through active transportation and recreation	Qualitative
	SA3*: Improves climate resilience through mitigation of flooding and extreme heat impacts	Qualitative
	SA4*: Supports job creation in, and workforce transitions to green technology and infrastructure sectors	Qualitative/Quantitative
	SA5*: Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity	Qualitative/Quantitative
Concerns**	Potential for Displacements	Qualitative
	Potential for Physical Impacts (ROW)	Qualitative
	Potential for Increased Commute Times	Quantitative/Qualitative
	*Potential for Traffic Diversion / Emission Shifting	Quantitative
	*Potential for New Hot Spots (Congestion, AQ, Ped/Bike Safety)	Quantitative/Qualitative
	Potential Construction Impacts	Qualitative
	*Potential for VMT Increases	Quantitative

*Criteria being used as a proxy for health outcomes

** During the evaluation process for specific projects, if there are found to be negative impacts that are not captured by these concerns, the project team will add new categories of concerns or document the impacts in some other way.

Project Considerations

Flags	Community Input Considerations (Flags)	Qualitative
	Equity Considerations (Flags)	Qualitative



Via Email

KeAndra Cylear Dodds
Executive Officer, Equity and Race
Los Angeles Metro
One Gateway Plaza
Los Angeles, CA 90012
Via email: cyleardoddsk@metro.net

Michael Cano
Deputy Executive Officer
Countywide Planning & Development
Los Angeles Metro
One Gateway Plaza
Los Angeles, CA 90012
Via email: canom@metro.net

April 10, 2023

Re: LB-ELA Mobility Investment Plan Evaluation and Screening Process - Health Criteria and Data

Dear Metro staff:

The undersigned members of the Coalition for Environmental Health & Justice ("CEHAJ") appreciate the opportunity to provide feedback on Metro's proposed evaluation criteria for the Long Beach-East LA Corridor Mobility Investment Plan ("Investment Plan"). We believe health is still missing and urge Metro to explicitly integrate health criteria into its evaluation and screening process. We have raised health repeatedly throughout this process and will continue to do so because we know this Plan will not succeed unless it takes on health directly.

The fact that I-710 corridor residents face health inequities is well-documented. For example, the diesel emissions from trucks, trains, ships, cargo-handling equipment, and other vehicles to move cargo next to and through the I-710 corridor causes severe and widespread health impacts, which disproportionately fall on low-income communities of color.¹ Corridor communities experience higher rates of respiratory illness and cancer than those living in well-resourced communities in Los Angeles County.² Publicly accessible tools like the [California Healthy Places Index](#) contain data on the life expectancy and general health of various communities across the state and highlights health disparities. Metro should use this qualitative and quantitative data to develop a health baseline from which to evaluate how proposed projects can improve health outcomes for corridor residents.

¹ See the California Air Resource Board, 2022 Scoping Plan, Appendix G: Public Health (Nov. 2022), at pp. 10-15, available at

<https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-g-public-health.pdf>.

² Colin Caprara, Community Health in the I-710 Corridor

<https://la.myneighborhooddata.org/2019/09/community-health-in-the-710-corridor/>

The proposed project evaluation process has not yet directly incorporated health by establishing health criteria. Metro should compile and effectively utilize existing health data to fully and accurately assess the potential positive and negative impacts from proposed projects. While health makes sense as part of the Community goal, health criteria should also be folded into the others goals (especially Air Quality), as well as through the Equity and Sustainability Guiding Principles, which both commit to uplifting health. Failing to weave health into this evaluation framework runs the risk of not fully analyzing health impacts and potentially developing an Investment Plan made up of projects that could be rejected by agency regulators like the former I-710 expansion project.

We acknowledge this is not easy work, but we know taking the time to do center health will enhance the LB-ELA Investment Plan by ensuring that our investment of public money will tangibly improve health outcomes and ultimately yield long-term savings through reduced healthcare costs.

I. The Equity Tool Supports Establishing Health Criteria and Analyzing Health Data

Metro's Equity Planning & Evaluation Tool ("Equity Tool")³ creates a framework for how Metro should develop health criteria. Step 1 (Connecting Community Results to Project Outcomes) requires identifying the issues the project intends to address and that the project will have the ability to impact. As part of Step 1, the Metro Board of Directors approved a Vision Statement that looks toward a "[a]n equitable, shared I-710 South Corridor transportation system that ... will foster clean air (zero emissions), **healthy and sustainable** communities, and economic empowerment for all residents, communities and users in the corridor." It also approved a Sustainability Guiding Principle that includes "[a] commitment to sustainability to satisfy and improve basic social, **health**, and economic needs/conditions, both present and future..." and a Community goal to "support thriving communities by enhancing the **health** and quality of life of residents."

Step 2 (Analyze Data) then asks, in part, what data are available, what data are missing, and what data tell us about existing community disparities. While Metro staff have gathered, reviewed and presented a lot of useful data to the CLC, the Equity Working Group, and the Task Force, much of this data has not directly looked at health impacts and outcomes. For example, Metro has provided data on indicators such as diesel PM emissions and tree canopy concentration, but not on health data such as asthma or cancer rates, hospitalizations, or children's health and development.

Finally, Step 4 (Plan for Equitable Outcomes) calls on Metro to ask how the project will ensure equitable outcomes, address root causes, and what performance metrics will help measure and track impacts. Unfortunately, the proposed evaluation criteria are not enough to fully carry out Step 4 because without explicit health component they can only provide a partial picture of a

³ While community engagement is not the primary focus of this letter, Step 3 of the Equity Tool (Engage the Community) is essential and should inform all the other Equity Tool Steps. We continue to encourage Metro to meaningfully engage the CLC and other community members in an accessible way.

project's impacts. Currently health is associated with the "Community" goals and criteria, but none of those criteria measure or track health directly. The project evaluation criteria should include health criteria components that effectively assess the risks and benefits projects may have on communities in the corridor.

II. Metro should establish a health baseline and use health data to analyze the health impacts from proposed projects

Health data must be gathered and analyzed to provide Metro, the CLC, the Task Force, and other stakeholders with a complete picture of the health of corridor communities and the health outcomes that this Investment Plan will help achieve. Metro should consider using Health Impact Assessments⁴ and Health Risk Assessments⁵ to establish a health baseline and support evaluation of potential health impacts and existing health risks.

There are various resources and tools that can aid Metro in this work. For example, [CalEnviroScreen](#) uses census tract data as the basis for its calculations and assessments of environmental hazards present in communities throughout the state of California. To determine the effects of air pollution in a community, it uses data gathered by air monitoring stations set up by the California Air Resources Board (CARB)⁶ as well as information from the Emergency Department and Patient Discharge Datasets from the State of California, Office of Statewide Health Planning and Development (OSHPD) regarding hospital visits to determine how many people in communities throughout the state suffer from asthma.⁷ As exemplified by CalEnviroScreen, using census tract data in conjunction with health and air emissions data from publicly available resources can provide an accurate assessment of the health baseline experienced by a community. Lastly, data concerning life expectancy, risk of cancer and respiratory illness, and other existing health disparities can also aid Metro in assessing how proposed projects can mitigate or worsen cumulative impacts in corridor communities.⁸ CalEPA and OEHHA have studied how exposure to pollutants has disproportionately affected communities of color⁹, and this type of analysis could help inform the development of a health baseline as well as health criteria.

⁴ See the LA County Department of Health, "Introduction to Health Impact Assessments", <http://publichealth.lacounty.gov/chie/HIA.htm>.

⁵ See the California Air Resources Board, "What is a health risk assessment?", <https://ww2.arb.ca.gov/resources/documents/health-risk-assessment> and the California Office of Environmental Health Hazard Assessment, "Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessment", <https://oehha.ca.gov/air/cmr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>.

⁶ Jared Blumenfeld, Lauren Zeise, et. al. CalEnviroScreen 4.0 <https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf> at 31.

⁷ *Id.*

⁸ California EPA (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) asserted that, "understanding cumulative impacts means comprehending how ... relationships, including the distribution and properties of environmental pollution, combines to create the potential for adverse health or environmental outcomes." Linda S. Adams & Joan E. Denton, Cumulative Impacts: Building a Scientific Foundation <https://oehha.ca.gov/media/downloads/calenviroscreen/report/cireport123110.pdf> at 5.

⁹ *Id.* at 7.

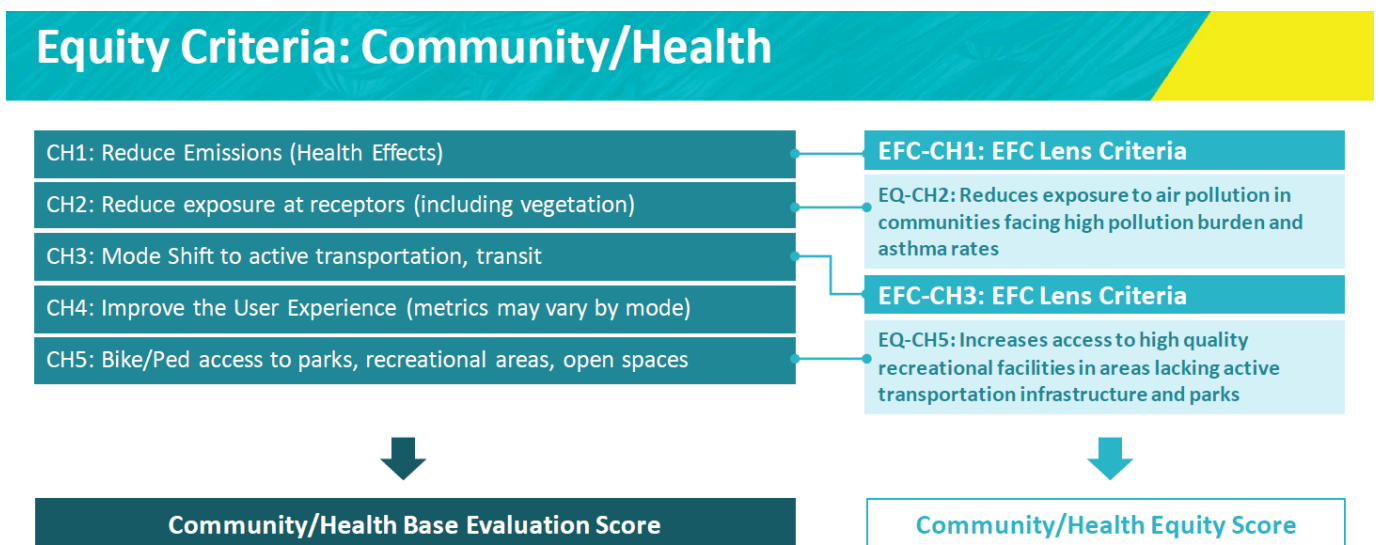
III. Health criteria will make the evaluation criteria and performance metrics more effective

Metro must use health criteria to evaluate proposed projects to be in full accordance with its Guiding Principles, which charge Metro with the responsibility to “satisfy and improve basic social, health, and economic needs/conditions, both present and future.” In order for the LB-ELA Mobility Investment Plan to achieve Metro’s stated commitment to rectify past harm and eliminate disparities while providing fair and just access to opportunity, projects best suited to address disparate health harms should be elevated as a result of the evaluation process. Projects that will exacerbate existing health burdens should be deprioritized or screened out.

Health evaluation criteria will allow Metro to assess the possible negative and positive health impacts of proposed projects and safeguard the communities these projects will be located in. Potential projects that increase traffic, use construction vehicles and equipment that emit diesel exhaust, and create dust and other pollution threaten to exacerbate the compounding health issues experienced by the underserved communities these projects aim to benefit. In the inverse, assessing the positive health benefits of a project, such as reduced rates of asthma and other respiratory conditions and less hospitalizations will give Metro and members of the community empirical evidence about which projects could mitigate and/or improve health disparities.

A. Community Goal Criteria

Metro developed six criteria goals and two guiding principles to measure whether a proposed project will advance those goals and principles. Five criteria were developed for the Community goal:











While the proposed Community criteria provide helpful insights into how a project may indirectly impact health, these should not stand in entirely for health criteria that directly measure and model health impacts. Metro should incorporate health criteria that can quantitatively and qualitatively analyze and measure whether a project will “enhance health” as required by this goal. This could include analyzing health indicators such as:

- Child and adult asthma rates
- Cancer rates (which a health risk assessment would identify)
- Adverse and improved birth outcomes
- Premature deaths
- Rates of cardiovascular, respiratory, and chronic illness
- Mental and brain health
- Respiratory emergency department visits
- Hospital admissions for respiratory and cardiovascular causes
- School absenteeism due to health emergencies

B. Air Quality Goal Criteria

Health is especially relevant in setting air quality evaluation criteria, as exposure to air pollution has a profound correlation to disparate health outcomes. Unfortunately, the evaluation of air quality misses the mark when it comes to health impacts as the three criteria fail to capture the same categories of information or metrics. For example, the summary for the Air Quality Goal describes three criteria to measure how a project might foster local and regional air quality improvements:

	Goal	Equity	Sustainability
AQ1: Reduce Emissions / [EQ - EFCs]			
AQ2: Facilitate clean technologies & lower emissions vehicles			
AQ3: Mode shift to cleaner modes / [EQ - EFCs]			



Quantitative:

TDM: Transportation Demand Management Model



EFC Lens: Equity Focus Community Lens



Qualitative:

QUAL: General qualitative analysis








SA QUAL: Sustainability analysis

While AQ1 (Reduce Emissions) and AQ3 (Mode Shift to Cleaner Modes) use the same qualitative and quantitative metrics to measure equity and sustainability, that is not the case for criteria AQ2 (Facilitate Clean Technologies & Lower Emissions Vehicles) which only focuses on general quantitative metrics that are yet to be defined. This could lead to incongruent results when it comes to comparing projects that purport to champion clean air initiatives. While it will be difficult to discern without more detail how AQ3 (mode shifting to cleaner modes) and AQ2

(facilitating clean technologies) do not overlap, the inconsistency in applying equity and quantitative criteria may result in one project scoring higher than other by promoting new transportation modes without truly assessing health impacts. It should be made clear that proposals alleging “clean technologies and lower emissions vehicles” are also evaluated on the basis of potential health impacts and not automatically scored higher. The distinction can be significant. For example, a proposal for low-NOx trucks which may purport to be lower emissions may still have greater health impacts than battery electric zero-emissions vehicles currently on the market.

C. Sustainability Principle Criteria

The Sustainability evaluation criteria unfortunately also fail to explicitly measure the mitigation of health impacts and instead focuses on infrastructure. While CEHAJ has supported investments in active transportation (including infrastructure) to promote physical activity with corollary health benefits, the Sustainability Guiding Principle, especially as applied to the Air Quality criteria, lacks a true health impact component. Without health impact as an element for evaluation for technology-driven proposals, the evaluation for air quality is incomplete.

- SA1: Provides infrastructure and technology to reduce reliance on polluting and energy-intensive modes of travel and goods movement 
- SA2: Provides infrastructure to promote physical activity and health through active transportation and recreation 
- SA3: Improves climate resilience through infrastructure that addresses the impacts of flooding and increased heat 
- SA4: Supports job creation in, and workforce transitions to, green technology and infrastructure sectors 
- SA5: Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity 

IV. Ignoring calls from community to address health impacts led U.S. EPA to reject the I-710 freeway expansion project

The analysis offered by the United States Environmental Protection Agency (“EPA) in its March 25, 2021 letter to Metro and Caltrans (“EPA Letter”) is helpful in this context as it highlights the need to engage in a wider scope analysis when it comes to project-specific health impacts. EPA stood with community in recognizing that the I-710 Corridor is an area populated with residents already overburdened by freight and industrial activity and located in a region that has among the worst air quality in the United States.¹⁰ It further recognized that a large percentage of impacted communities are low-income and communities of color that have historically voiced concerns about air quality and health impacts from freight projects and yet continue experiencing a legacy of harm in the form of health disparities and asthma burdens and remain

¹⁰ See Letter from U.S. EPA to California Department of Transportation, District 7 and Los Angeles County Metropolitan Transportation Authority (March 25, 2021), pp.1-2.

vulnerable to increases in particulate matter pollution.¹¹ As part of its conformity analysis, EPA determined that even with air quality mitigation proposals like the former 710 Clean Truck Program, it is essential for a project to demonstrate reduction of polluting sources to a point where they would no longer be an air quality concern.¹²

EPA's analysis may be instructive to this process. CEHAJ has consistently supported investments into zero-emissions technology along the corridor and making its broad deployment a priority for achieving air quality, environment, and economic opportunity goals. Yet, not all purported "clean" technology is created equal when it comes to protecting health. There must be a consistent application of criteria used to evaluate community impacts, air quality, safety, etc. to ensure that the most health-protecting measures are elevated during the initial screening process. It is unclear, for example, whether a project that scores well under AQ2, but does not have the quantitative analysis of Transportation Demand Modelling and the Equity Focus Community Lens, will receive an advantage or a handicap during the evaluation process. Without a qualitative sustainability and equity analysis that explicitly examines health impacts, the evaluation may result in an incomplete picture of the project's benefits or potential harms.

In conclusion, we ask Metro staff and its consultants to develop health criteria to apply as part of the project evaluation process with input from the Community Leadership Community. Developing health criteria alongside community members will help us create a stronger Investment Plan and achieve our shared Goals and Vision for this corridor.

Sincerely,

Laura Cortez
East Yard Communities for Environmental Justice

Dilia Ortega
Ambar Rivera
Communities for a Better Environment

Natalia Ospina
Najah Louis
Natural Resources Defense Council

Sylvia Betancourt
Long Beach Alliance for Children with Asthma

Fernando Gaytan
Earthjustice

Cc:

Metro Board of Directors
Metro CEO, Stephanie Wiggins
California Department of Transportation, District 7, Acting Director Gloria Roberts

¹¹ *Id.*, p. 2.

¹² *Id.*, p. 6.

Summary of Health Considerations in LB-ELA Corridor Plan Evaluation Criteria

Context

Communities within the Long Beach-East Los Angeles (LB-ELA) Corridor face significant health disparities (such as high asthma and cardiovascular disease rates) and experience disproportionate pollution burdens (such as PM2.5 and Diesel PM emissions) compared with other communities in Los Angeles County, as was documented through health and environmental justice screening tools such as CalEnviroScreen, CA Healthy Places Index, the Center for Disease Control and Prevention (CDC) Environmental Justice Index Explorer, and a number of studies related to vehicular pollution and health outcomes surrounding the I-710 freeway and throughout the region.^{1,2,3,4} In addition to the high overall health burdens facing the LB-ELA Corridor relative to the County and State as a whole, health burdens within the corridor disproportionately impact people of color and low-income populations.

These health disparities have been consistently elevated by Task Force, Working Group, Community Leadership Committee (CLC), and community members throughout the Task Force's planning process, and have guided staff's technical work in conducting existing conditions research and developing the Initial List of Projects and Programs and Evaluation Criteria. While health criteria have been discussed and incorporated in the context of every goal, "health" is mentioned by name specifically within the Task Force's *Community* goal and *Sustainability* guiding principle as follows:

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

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."*

In developing the evaluation criteria, staff carefully considered the most effective way to evaluate Project Outcomes that would support the Task Force's desired Community Results as identified in the Vision, Goals, and Guiding Principles. A **Community Result**, as defined in Metro's Pilot Equity Planning and Evaluation Tool (EPET), is "the community level condition of well-being we would like to achieve. It lacks disparities based on race, income, ability, or other social demographic." A **Project Outcome** is "a clearly defined future state of being at the program, local, or agency level resulting from the proposed action that ultimately supports the community result.

¹ [HIA-I710-Air-Quality-Plan.pdf \(humanimpact.org\)](#)

² [Community Health in the I-710 Corridor – Neighborhood Data for Social Change \(myneighborhooddata.org\)](#)

³ [PSR-20-19 Boeing Final-report.pdf \(metrans.org\)](#)

⁴ [Improving Environmental Justice and Mobility in Southeast Los Angeles \(metrans.org\)](#)

Literature and Research

The CDC and World Health Organization (WHO) recommend the Social Determinants of Health Framework as an approach to understand public health holistically. They recognize that many overlapping factors (including genetics, behavior, environmental and physical influences, medical care and social factors) contribute to community health outcomes.⁵ It is therefore challenging to quantify, for instance, how a transportation project, or group of projects (as in the case of those being evaluated as part of the investment plan), will directly improve or worsen these outcomes, such as rates of asthma or cardiovascular disease.

The Government Alliance on Race and Equity (GARE) developed a Results Based Accountability framework to support “thinking and taking action that communities and government can use to achieve meaningful improvements, eliminate racial inequities and lift up outcomes for all”⁶. They emphasize the need to clearly delineate between desired end conditions (Community Results) and direct achievements through an action (Project Outcomes). The EPET’s distinction between Community Results and Project Outcomes is based on this guidance.

The [CDC Recommendations for Improving Health through Transportation Policy](#) highlight health-related objectives that can be achieved through transportation policy and design (Project Outcomes), based in research that ties these objectives to public health outcomes (Community Results). According to the CDC, transportation policy has the opportunity to:

- Reduce injuries associated with motor vehicle crashes
- Encourage healthy community design
- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure
- Reduce human exposure to air pollution and adverse health impacts associated with these pollutants
- Ensure that all people have access to safe, healthy, convenient, and affordable transportation⁷

The US Department of Transportation (US DOT) provides [Literature and Resources](#) detailing the connections between transportation and public health through these five primary pathways:

- Active transportation — Transportation agencies and their partners can help people lead more active lifestyles by giving them options for getting to places they need to go without driving. They can also reduce the distance between destinations people travel to satisfy daily needs.
- Safety — Motor vehicle crashes are one of the leading causes of death in the United States. By providing transportation options and improving roadway facilities, transportation agencies can reduce the incidence of motor vehicle crashes.

⁵ [Social Determinants of Health at CDC | About | CDC](#)

⁶ [Racial Equity Action Plans - A How to Manual \(ca.gov\)](#)

⁷ [CDC - CDC Transportation Recommendations](#)

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- Cleaner air — Air pollution has been linked with heart disease and respiratory illnesses, including asthma. Improving transportation system efficiency and supporting cleaner vehicles and fuels can improve air quality.
- Connectivity — Providing a well-connected, multi-modal transportation network increases people’s ability to access destinations that can influence their health and well-being, such as jobs, health care services, and parks.
- Equity — Negative health effects related to the transportation system often fall hardest on more vulnerable members of the community, such as low-income residents, communities of color, children, and older adults.⁸

Given existing disparities and associated concerns around air quality and pollution-related health impacts with the LB-ELA corridor, staff also consulted recent research from the South Coast Air Quality Management District (SCAQMD) to develop evaluation criteria and performance metrics to measure primary health impact pollutants.

[SCAQMD’s 2021 MATES V report](#) identifies Diesel Particulate Matter (DPM) as the lead evaluation indicator for air toxic impacts, stating: “While there has been substantial improvement in air quality regarding air toxics emissions and exposures, the health risks continue to be high, especially near sources of toxic emissions such as the ports and transportation corridors. Diesel PM, while also substantially reduced from past MATES, continues to dominate the overall cancer risk from air toxics.” (2021 MATES V Final Report)⁹

[SCAQMD’s 2022 AQMP Appendix I](#) identifies Particulate Matter 2.5 (PM2.5) as the lead evaluation indicator for criteria pollutant mortality and sickness (including asthma) impacts, stating: “Several studies have found correlations between elevated ambient particulate matter levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, COPD exacerbation, combined respiratory-diseases and number of hospital admissions in different parts of the United States and in various areas around the world. Higher levels of PM2.5 have also been related to increased mortality due to cardiovascular or respiratory diseases, hospital admissions for acute respiratory conditions, school absences, lost workdays, a decrease in respiratory function in children, and increased medication use in children and adults with asthma.”¹⁰ The LB-ELA corridor area is also a non-attainment area for PM2.5. Mobile sources are major sources of direct PM2.5 emissions (exhaust, as well as brake/tire wear and entrained road dust).

Together, the literature and research discussed above informed the development of health-related criteria for the LB-ELA Corridor Investment Plan evaluation, including the identification of a broad range of social, economic, and environmental factors that are known to improve community health; and using specific indicators known to measure changes in air quality, which is directly tied to cardiovascular and respiratory disease.

⁸ [Literature and Resources | US Department of Transportation](#)

⁹ <http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6>

¹⁰ <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/appendix-i.pdf?sfvrsn=6>

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Health-Related Evaluation Criteria Approach

The evaluation criteria are primarily categorized under the Task Force’s identified Goals and Guiding Principles. However, criteria related to each goal also relate to one or more of the following health-related project outcomes (“Project Health Outcomes”), which contribute to a variety of health-related community results as discussed in literature from the CDC, U.S. DOT, and SCAQMD (see Figure 1).

- 1) Exposure to Health Impact Pollutants
- 2) Conditions for Physical Activity
- 3) Conditions for Roadway Safety
- 4) Exposure to Extreme Heat
- 5) Access to Healthcare, Healthy Food, & Opportunities

Summary of Health-Related Evaluation Criteria

Below is a summary health-related evaluation criteria, organized by categories based on the LB-ELA Corridor Investment Plan adopted Goals (air quality, community benefits, mobility, safety, environment, opportunity and prosperity) and Guiding Principles (equity and sustainability).

Air Quality Benefits

See CH1, CH2 - Health-related emissions and exposure criteria are listed under ‘Community Benefits (includes Health)’ to account for distinction between primary regional non-attainment pollutants (AQ1) and primary health impact pollutants (CH1).

Community Benefits (includes health)

CH1: Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5)

CH2: Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)

CH3: Mode Shift to active transportation, transit

CH5: Bike/Ped Access to parks, recreational areas, or open spaces

Mobility Benefits

See CH3, CH5 - Health-related mobility criteria are included under Community Benefits to account for distinction between overall mobility conditions and conditions for health-supportive travel modes.

Safety Benefits

SF1: Protections for Bike / Users (bike class)

SF2: Traffic Protections (bike/ped)

SF4: Includes Safety Features

SF6: Traffic Calming Features

Environment Benefits

EN6: Reduce Heat Island Effect; Provide Cooling Features for Users

Opportunity/Prosperity Benefits

OP1: Access to jobs

OP4: Work Force Development

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OP5: Potential Targeted Hire, New Construction Jobs

OP6: Access to Quality of Life amenities (grocery stores, healthcare services, schools)

OP7: Access to open space, recreation and parks, LA river, etc.

Equity Benefits

See associated criteria from Goal categories

Sustainability Benefits

SA1: Reduces reliance on polluting and energy-intensive modes of travel and goods movement

SA2: Promotes physical activity and health through active transportation and recreation

SA3: Improves climate resilience through mitigation of flooding and extreme heat impacts

SA4: Supports job creation in, and workforce transitions to green technology and infrastructure sectors

SA5: Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity

Project Concerns

CON4: Potential for Traffic Diversion / Emission Shifting

CON5: Potential for New Hot Spots (Congestion, AQ, Ped/Bike Safety)

CON7: Potential for VMT Increases

Consideration of Health Impact Assessments

Health Impact Assessments (HIAs) are sometimes used by planning agencies to conduct a more precise evaluation of health impacts from projects or programs that fall outside traditional public health arenas, such as transportation and land use.¹¹ Some members of the Task Force have encouraged Metro to conduct an HIA for the Initial List of Projects and Programs to establish criteria and analyze potential impacts for direct health outcomes (such as rates of asthma, cardiovascular disease, cancer, premature deaths, birth outcomes). In consideration of this recommendation, staff has reviewed HIA guidance from the CDC and County of LA, along with prior HIA documents produced for comparable transportation planning efforts such as the [City of LA's Mobility Plan 2035](#) and the initial [I-710 Corridor Project Health Impact Assessment](#) prepared as part of the Gateway Cities Air Quality Action Plan.

Review of guidance and prior HIA documentation supported staff's conclusion that an HIA-level evaluation is inappropriate for this early stage of the LB-ELA Corridor Plan process, requiring a much more detailed project definition to achieve meaningful outputs given the complexity of overlapping risk exposures, and social, economic, and environmental risk modifiers. Furthermore, the evaluation criteria list currently integrates many of the health-related indicators (project outcomes) that an HIA uses to predict health outcomes. Individual projects and programs that continue into the investment plan will eventually be subject to environmental review with more detailed analyses as part of their planning and design processes.

Staff will continue to elevate health in the Task Force process and commits to incorporating health in future phases of the Investment Plan development and implementation. Staff has presented the Task

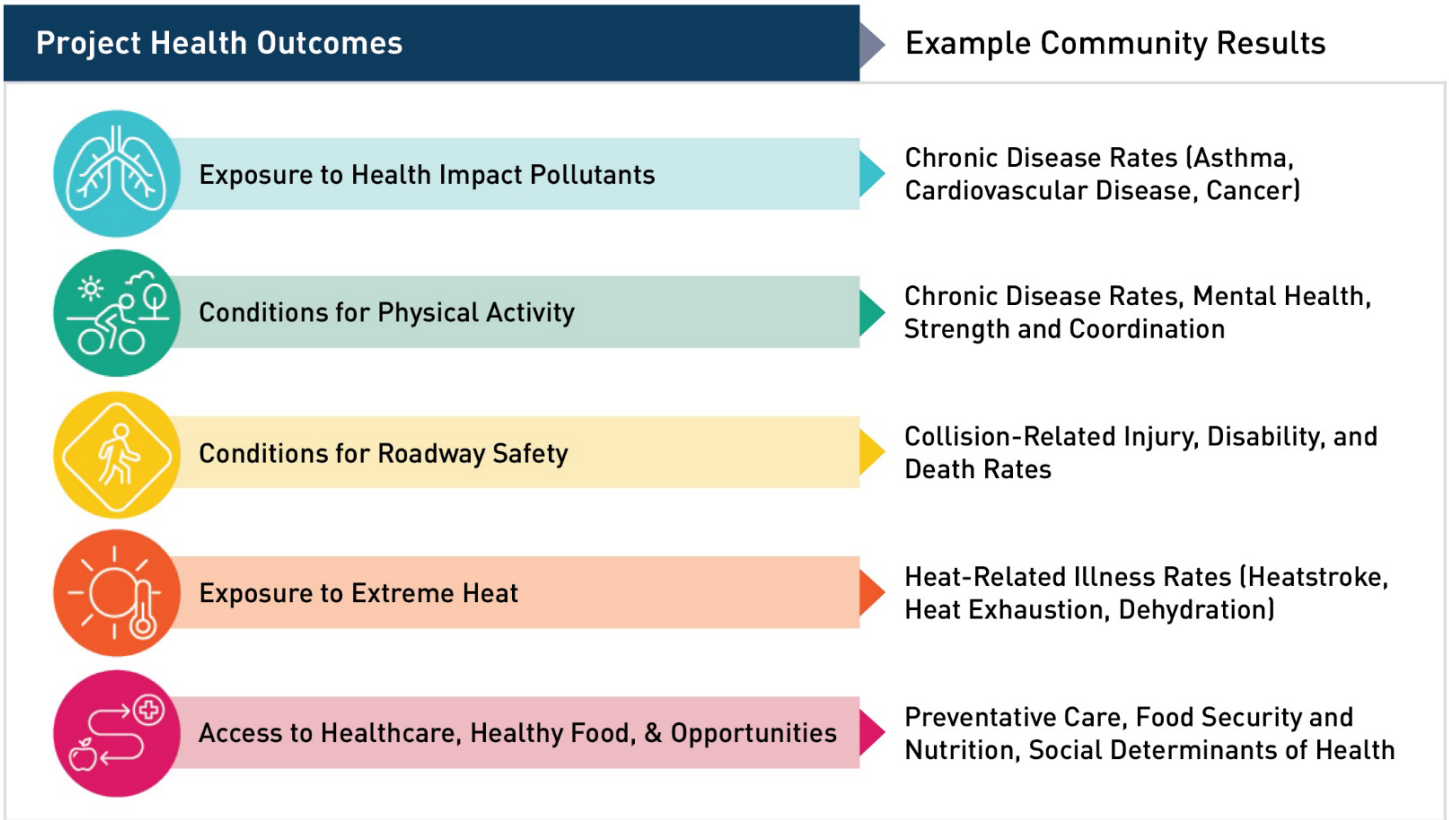
¹¹ [CDC - Healthy Places - Health impact assessment \(HIA\)](#)

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

















Force with the following proposals for ongoing health-related efforts to be developed in partnership with Task Force, Working Group, and CLC members:

- Development of a Health Equity Dashboard to provide ongoing health-related data in the LB-ELA Corridor (Example: [Marin County Health Equity and Social Justice Dashboard](#)).
- Development of community health-focused project design and implementation guidelines to be incorporated in the Investment Plan (Example: [Riverside Healthy Development Checklist](#))
- Collaboration with other departments, agencies, and organizations who are working on evaluating and improving health equity in the LB-ELA Corridor area

Figure 1



Evaluation Criteria with Associated Project Health Outcomes

CH1	Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5)		OP6	Access to Quality of Life amenities (grocery stores, healthcare services, schools)	
CH2	Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)		OP7	Access to open space, recreation and parks, LA river, etc.	
CH3	Mode Shift to active transportation, transit	 	SA1	Reduces reliance on polluting and energy-intensive modes of travel and goods movement	 
CH5	Bike/Ped Access to parks, recreational areas, or open spaces		SA2	Promotes physical activity and health through active transportation and recreation	
SF1	Protections for Bike / Users (bike class)	 	SA3	Improves climate resilience through mitigation of flooding and extreme heat impacts	
SF2	Traffic Protections (bike/ped)	 	SA4	Supports job creation in, and workforce transitions to green technology and infrastructure sectors	
SF4	Includes Safety Features		SA5	Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity	
SF6	Traffic Calming Features		CON4	Potential for Traffic Diversion / Emission Shifting	 
EN6	Reduce Heat Island Effect; Provide Cooling Features for Users		CON5	Potential for New Hot Spots (Congestion, AQ, Ped/Bike Safety)	 
OP1	Access to jobs		CON7	Potential for VMT Increases	 
OP4	Work Force Development				
OP5	Potential Targeted Hire, New Construction Jobs				

Grant Awards and Activities for LB-ELA Corridor Projects

While the Task Force is developing the draft Investment Plan for Board consideration in November 2023, staff have been working with local jurisdictions and partner agencies to support grant activities for projects within the LB-ELA Corridor to take advantage of the unprecedented levels of funding generated through the passage of the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) layered on top of existing, ongoing discretionary grant programs offered by the state through the Senate Bill 1 programs administered by the California Transportation Commission (CTC) and by other agencies focused on advancing zero emission energy and technology.

At the May 2022 Board meeting, the Metro Board, recognizing these funding opportunities could yield potential investment in the LB-ELA Corridor in 2022 and early 2023, approved Motion #9 by Directors Hahn, Solis, Mitchell, and Dutra (Attachment C) to initiate what ultimately became the Pre-Investment Plan Opportunity (PIPO) that was developed by staff through the Task Force process. Staff also worked with other LB-ELA Corridor agencies to support their grant applications submitted in the same timeframe.

Since May 2022, thanks to the leadership of the Board and the many Task Force stakeholders, \$116.24 million has been awarded to projects within the LB-ELA Corridor. An additional \$ 202.344 million in a multimodal array of projects is recommended for state Senate Bill (SB) 1 funding by the CTC at its June 28-29, 2023, meeting. Included in these recommended awards are three PIPO projects, two of which were provided local funding by the Board through Motion #9 (Attachment C) and the third of which was provided technical assistance and grant support by Metro staff.

Staff will continue to evaluate opportunities to seek grant funding for projects that arise through the remainder of 2023, and report to the Board with such opportunities when timely.

Grant Awards for LB-ELA Corridor Projects

Outside of the PIPO and overall Metro grant program, several projects within the LB-ELA Corridor have successfully obtained grant funding in 2022 and early 2023 from highly competitive federal grant programs.

- In February 2023, the **City of Long Beach** secured a \$30 million USDOT Reconnecting Communities Pilot (RCP) Grant Program award to reconfigure West Shoreline Drive (the initial phase of the Shoemaker Bridge replacement project). The award represented 20% of all funds available nationally for capital projects from the first cycle of this program. This \$69 million project will remove a roadway barrier and improve access and connectivity between Downtown Long Beach and public open space, create a new bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major roads. The

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federal grant will fund planning, design, demolition, and reconstruction of street grids, parks, and other infrastructure to reconnect communities divided by transportation infrastructure. This project shares scope with the SCCP application submitted by Metro.

- In October 2022, the **Port of Long Beach** received a \$30.14 million grant from the USDOT Maritime Administration's FY2022 Port Infrastructure Development Program for the Middle Harbor Terminal Zero Emission Conversion Project. This project will replace diesel yard tractors with approximately 60 electric yard tractors and construct electric equipment charging infrastructure with software to enhance energy efficiency.

Additionally, \$56.1 million in State Active Transportation Program Grants were awarded to the following LB-ELA Corridor jurisdictions:

- **Bell Gardens** – Bell Gardens Complete Streets Project Phase 2 (\$3.0M)
- **Commerce** – Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements (\$2.1M)
- **Long Beach** – Mid-City Bicycle and Pedestrian Connections (\$8.8M)
- **City of Los Angeles** – Wilmington Safe Streets: A People-First Approach (\$32.3M)
- **Los Angeles County** – Metro A Line Connections for Unincorporated Los Angeles County (\$9.9M)

Grant Award Recommendations

In addition to these projects awarded funding at the state level, an additional 17 LB-ELA Corridor projects are recommended for **\$202.344 million** in funding by the CTC and will be considered at the Commission's June 28-29, 2023, meeting.

The Regional/MPO portion of the State Active Transportation Program has recommended 13 LB-ELA Corridor projects (11 for Implementation and two [2] for Planning) for a total of **\$74.626 million** in CTC grant awards. These projects are in Carson (2), Cudahy, Downey, Huntington Park (the PIPO project), Los Angeles, Maywood, Paramount, Signal Hill, South Gate (2) and unincorporated LA County (2).

On June 8, 2023, CTC staff released its recommendations for grant awards for three major SB 1 program – the Trade Corridor Enhancement Program (TCEP), the Solutions for Congested Corridors Program (SCCP), and the Local Partnership Program-Competitive (LPP-C). An additional four projects from the LB-ELA Corridor were recommended for a total of **\$127.718 million** in funding from these programs. These recommended projects include two from Metro's PIPO – the I-710 Integrated Corridor Management project and the Southeast Los Angeles Transit Improvements Project – that are recommended for a \$27.84 million award from TCEP and a \$14.50 million award from SCCP, respectively. Additionally, CTC staff is recommending \$70.442 million for the Port of Long Beach's America's *Green Port Gateway: Pier B Early Rail*

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project and \$14.936 million for the Port of Los Angeles' *Maritime Support Facility Access – Terminal Island* project.

Collectively, these grant awards recommended for CTC approval would support projects that advance the LB-ELA Task Force's Vision, Goals, and Guiding Principles, making investments in local ATP projects to support greater pedestrian and bicycle travel, cleaner technology and greater use of rail at the Ports, improvements for local transit usage, and more efficient and safer travel on I-710 with fewer impacts on local communities due to accidents and freeway closures.

Pending Grant Awards

The Ports of Long Beach and Los Angeles are also awaiting results from the state's Port and Freight Infrastructure Program, which is a one-time funding source to help ease supply chain congestion and increase the capacity to move goods in California. The Port of Long Beach submitted a \$914.9 million request for its System-Wide Investment in Freight Transport (SWIFT) to help support its \$2.1 billion comprehensive approach to modernizing the movement of goods through the port complex. The Port of Los Angeles submitted five projects totaling \$433.5 million that are designed to reduce emissions, improve vital road and rail access, enhance community access to pedestrian and bicycling infrastructure, and provide greater operational efficiencies. Awards are expected to be announced in June 2023.

PIPO Update

With local match funding secured through Board action in September 2022 (Attachment A), staff submitted three grants and provided technical assistance for a fourth grant for projects identified through the PIPO process that had broad Task Force support.

These grants, and their respective status, are as follows:

- In October 2022, Metro submitted an application for the Humphreys Avenue I-710 Bicycle / Pedestrian Overpass Project for the highly competitive federal Reconnecting Communities Pilot grant program. Metro requested \$8.7 million for the project. Unfortunately, the project was not selected for funding in this program's first cycle, although another Metro-endorsed project, the City of Long Beach's Shoreline Drive Realignment project, was selected and received a major award from this program's first cycle. Staff is reviewing a potential resubmission of this project (potentially augmented in scope) for the same funding program in 2023.
- In November 2022, Metro submitted an application for the I-710 Integrated Corridor Management (ICM) project for SB 1 TCEP funding. Metro requested \$27.84 million for this project which has a total cost estimated at \$40.20 million. **CTC staff have recommended this project receive a full award.**

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- In November 2022, Metro submitted an application for the Southeast LA Transit Improvements Project for the SB 1 LPP-C program. Metro requested \$14.50 million for the overall project which has a total cost estimated at \$31.13 million. **CTC staff have recommended this project receive a full award.**
- In June 2022, the City of Huntington Park submitted an application for the Safe Routes for Seniors and Students project for the CTC's Active Transportation Program (ATP). Huntington Park requested \$4.26 million for the project which has a total cost estimated at \$4.76 million. Metro provided grant assistance to Huntington Park to help the city develop a competitive application. **SCAG has recommended this project receive a full award from the CTC.**

Thanks to support from the Board, the PIPO is in position to receive grant awards totaling **\$46.60 million** for three projects in the LB-ELA Corridor.

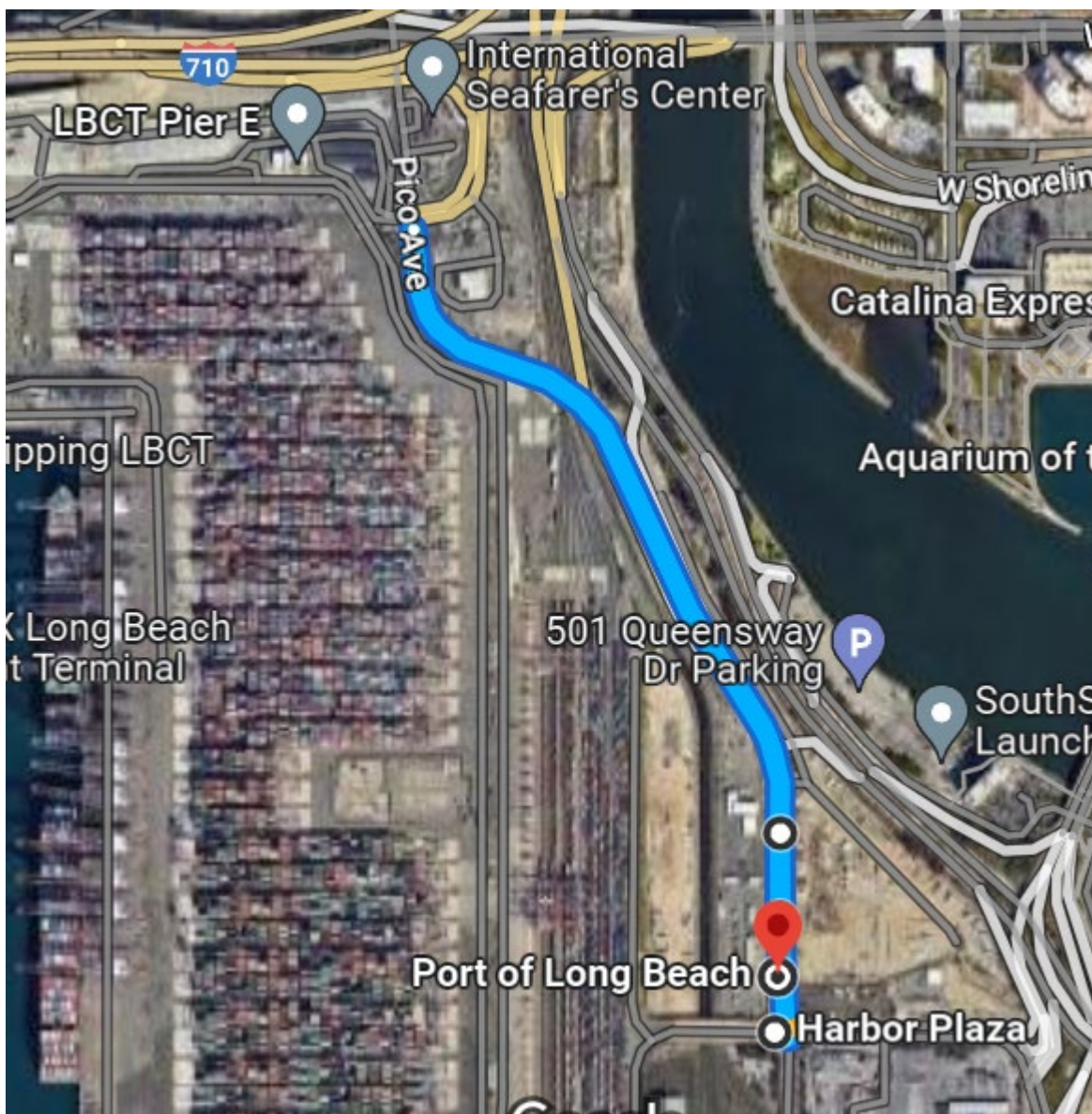
Additional Metro grant activities for LB-ELA Corridor Projects

Following Board action in September 2022, staff also finalized its priority applications for the SB 1 SCCP after board approval of Metro's first Comprehensive Multimodal Corridor Plan (CMCP) developed for the I-405 corridor. One of the three projects identified by staff from the CMCP that would be competitive for the SCCP was the Shoreline Drive Gateway: Corridor Realignment & Community Connections Program, located in and to be implemented by the City of Long Beach. Metro requested \$60 million for the project which has a total cost estimated at \$69.2 million. This project was not recommended for funding by CTC staff, although it did receive a \$30 million award from the federal RCP grant program that will implement much of the SCCP application's scope.

Directions to LBCT

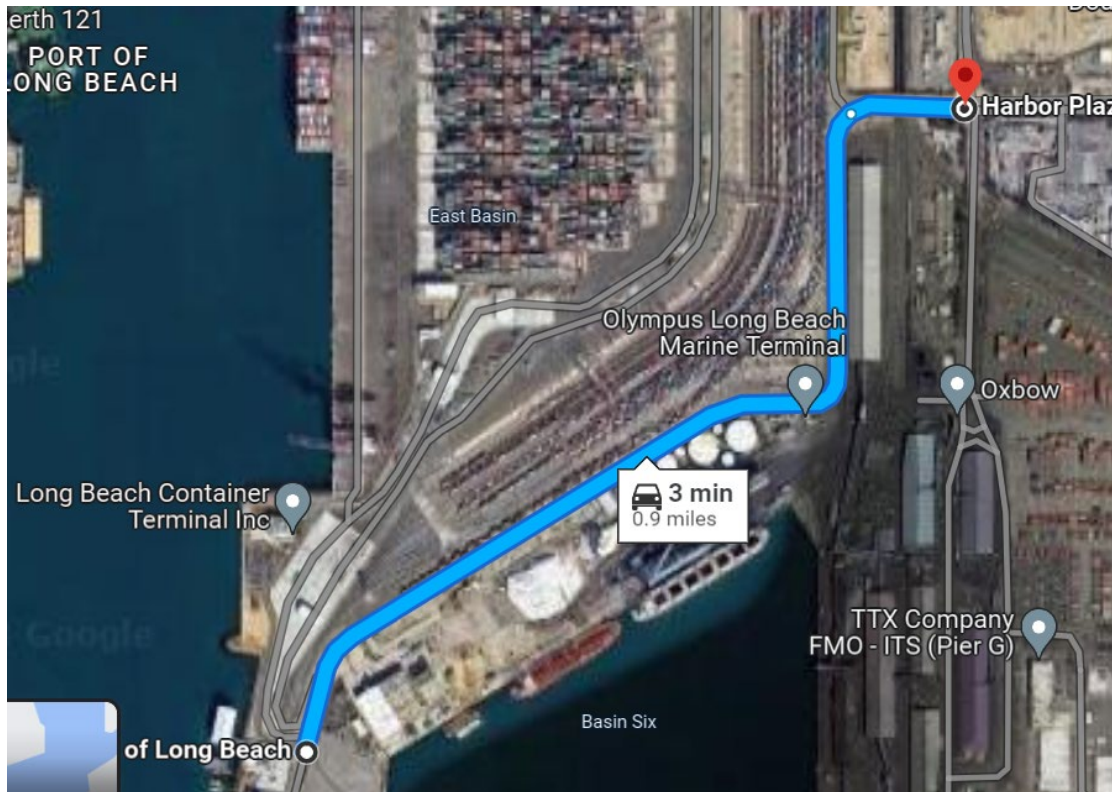
The April 18 I-710 bus tour begins with an 11 a.m. meeting and lunch at Long Beach Container Terminal, 1171 Pier F Ave., Long Beach, CA. To get there, use these directions.

Exit I-710 South at PICO AVE., in Long Beach. Drive south on PICO AVE. to HARBOR PLAZA.

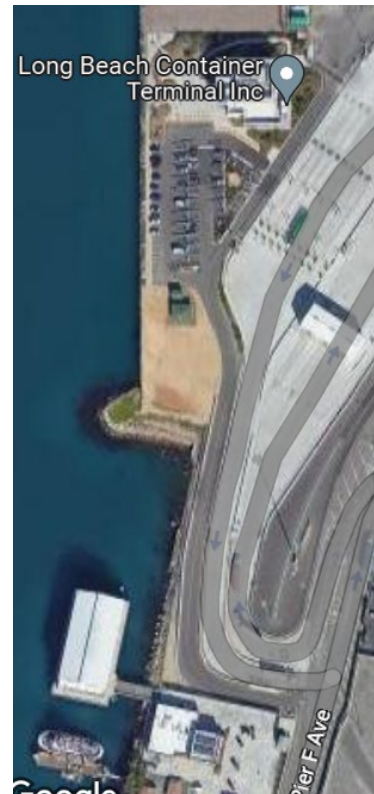


Turn RIGHT on HARBOR PLAZA. Turn LEFT at PIER F AVE.

Stay on PIER F AVE. for 0.8 miles until you see the sign for the Long Beach Container Terminal Administration Building.



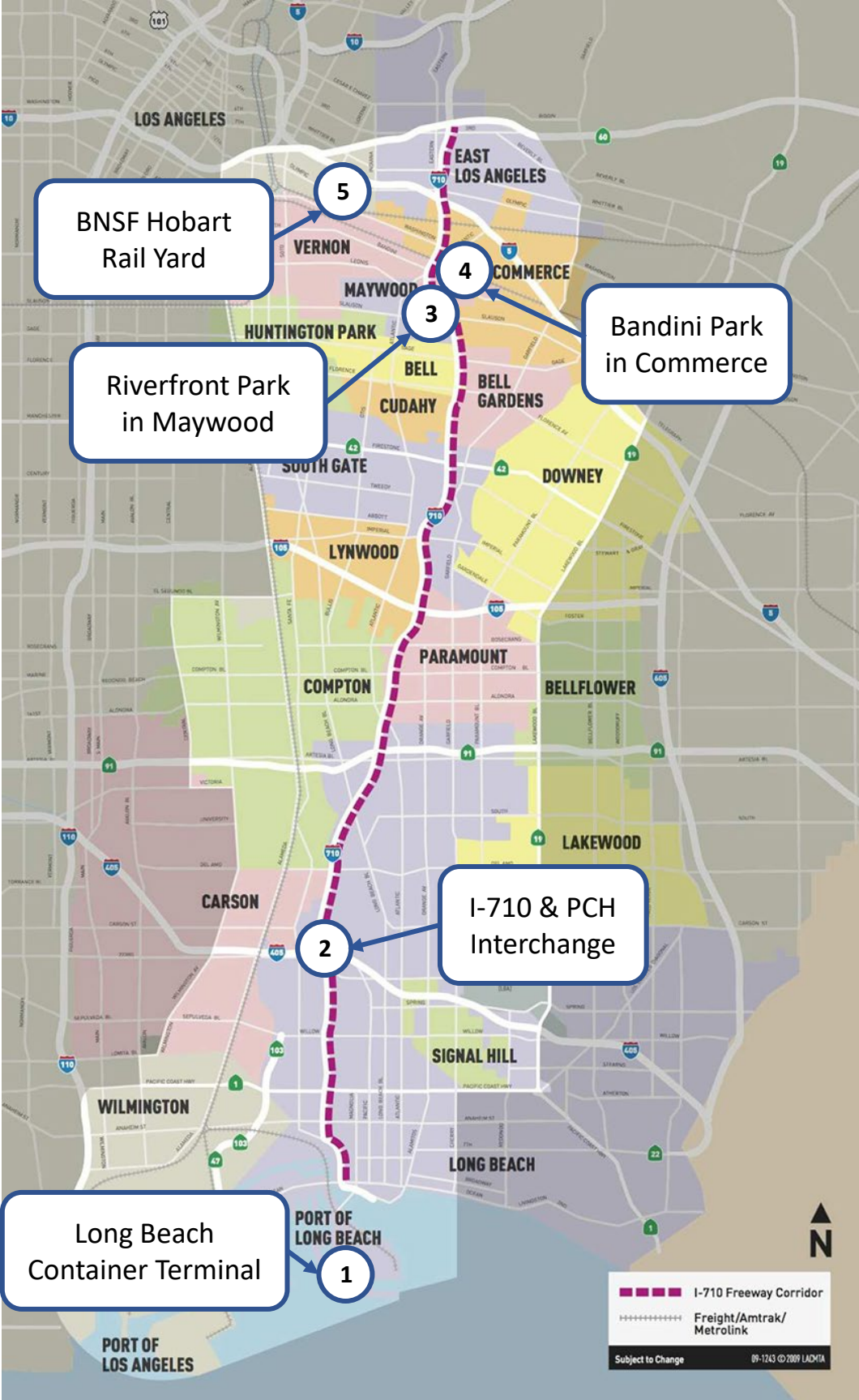
Turn RIGHT into the LBCT Administration Building parking lot.



Tour Itinerary

- 11:00 a.m. Long Beach Container Terminal: Welcome, introductions, pre-tour briefing, and lunch
- 12:15 p.m. Board bus and drive through downtown Long Beach
- 12:35 p.m. Pacific Coast Highway & I-710 Interchange: Long Beach Alliance for Children With Asthma, Communities for a Better Environment, and Coalition for a Safe Future
- 1:05 p.m. Drive north on I-710
- 1:25 p.m. Riverfront Park: Comité Pro Uno and USC Environmental Health
- 1:45 p.m. Drive to Bandini Park
- 2:00 p.m. Bandini Park: Angelo Logan, East Yard Communities for Environmental Justice and Liberty Hill Foundation
- 2:20 p.m. Drive to Hobart Rail Yard
- 2:30 p.m. Hobart Rail Yard
- 2:45 p.m. Drive to Long Beach Container Terminal: Discuss themes, lessons, issues, and action items.
- 3:15 p.m. Long Beach Container Terminal: Post-tour debrief
- 4:00 p.m. Tour of Long Beach Container Terminal (~1 hour, optional)

710 Freeway Corridor Tour Map



Ground Rules

Chatham House Rule

- You can use what you learn.
- You cannot tell others who said it or their affiliation.

Kindergarten Rules

- Be nice. Have fun. Enjoy our time together.
- Make friends. Meet people. Network.
- Learn. Listen. Share.

Tour Participants

Name	Title	Affiliation
Betancourt, Silvia	Project Manager	Long Beach Alliance for Children With Asthma
Cano, Michael	Deputy Executive Officer	L.A. Metro
Chaves, Ernesto	Director, Highway Program	L.A. Metro
Chavez, Chris	Deputy Policy Director	Coalition for Clean Air
Cisco, Oscar	Field Representative	Office of Senator Lena Gonzalez
Contreras, Charlene	Branch Director	Los Angeles County Department of Public Health
Cylear Dodds, KeAndra	Executive Officer, Equity and Race	L.A. Metro
Dau-Ngo, Theresa	Director of Port Planning	Port of Long Beach
De La Loza, Jim	Chief Planning Officer	L.A. Metro
Dutra, Fernando	Councilmember	City of Whittier
Eager, Lee Ann	Chair	California Transportation Commission
Ganata, Jennifer	Senior Staff Attorney	Communities for a Better Environment
Gaytan, Fernando	Senior Attorney	Earthjustice
Gomez, Viviana	Transportation Deputy	Office of Supervisor Janice Hahn
Johnston, Jill	Associate Professor	USC Environmental Health
Kamai, Elizabeth	Postdoctoral Research Associate	USC Environmental Health
Katzenstein, Aaron	Deputy Executive Officer	South Coast Air Quality Management District
Klipp, Luke	Senior Transportation Deputy	Office of Supervisor Janice Hahn
Logan, Angelo	Senior Director of Environmental Justice	Liberty Hill Foundation
Louis, Najah	Legal Fellow	Natural Resources Defense Council
Lugo, Adonia	Commissioner	California Transportation Commission
Lyou, Joe	Commissioner	California Transportation Commission
Macias, Karina	Senior Deputy, Transportation & Infrastructure	Office of Supervisor Hilda Solis
Marquez, Jesse	Executive Director	Coalition for a Safe Environment
Marquez, Paul	Deputy District Director	Caltrans District 7
Martinez, Michele	Commissioner	California Transportation Commission
Newman, Jeff	Chief of Staff	Caltrans District 7
Norton, Hilary	Commissioner	California Transportation Commission
Omishakin, Toks	Secretary	California State Transportation Agency
Ortega, Dilia	Youth Program Coordinator	Communities for a Better Environment
Ospina, Natalia	Staff Attorney	Natural Resources Defense Council
Peralta, Elda	Community Organizer	Comite Pro Uno
Pfeffer, Nancy	Executive Director	Gateway Cities Council of Governments
Pulido, Ricardo	Volunteer	Coalition for a Safe Environment
Rees, Sarah	Deputy Executive Officer	South Coast Air Quality Management District
Ritter, Kimberly	Manager of Economics & Funding	Port of Long Beach
Roberts, Gloria	Acting Director	Caltrans District 7
Tavares, Tony	Director	Caltrans
Taylor, Tanisha	Interim Executive Director	California Transportation Commission
Weissman, Sharon	President	Port of Long Beach Board of Harbor Commissioners

Community and Environmental Organizations Participating in the I-710 Bus Tour

April 18, 2023

Coalition for a Safe Environment (CFASE)

The Coalition for A Safe Environment (CFASE) is a non-profit community-based environmental justice, public health, public safety and community sustainability advocacy organization. CFASE was established in in April 2001 in the City of Los Angeles Latino community of Wilmington, CA. CFASE is involved in community organizing, family assistance, public education, public health care, public safety, leadership development, community empowerment, urban planning, community sustainability, economic development and public policy participation. CFASE conducts public health surveys, distributes public information, prepares research reports, evaluates environmental impact reports, investigates environmental incidents, prepares public comment documents, attends governmental agency public hearings, private business and community organization meetings. CFASE researches, supports and recommends the use of the zero emission transportation technologies, maximum achievable pollution control technologies, clean fuels, renewable energy sources, efficiency technologies, waste management and recycling programs. CFASE believes that we must plan and invest in a future sustainable community environment and balance the need for economic growth and the public's best interests.

Coalition for Clean Air (CCA)

The Coalition for Clean Air (CCA) believes everyone has the right to breathe clean air. Established in 1971, CCA is California's only statewide organization exclusively dedicated to protecting public health, improving air quality, and preventing climate change. CCA advocates for innovative policies and engages in outreach and educational activities. CCA priorities include reducing air pollution from California's freight industry, ensuring that climate investments benefit disadvantaged communities, and promoting new clean air technologies. CCA's annual Clean Air Day event gives every Californian an opportunity to take specific actions to fight air pollution and participate in regional community-based events. CCA works to make sure every breath you take is a breath of clean air.

Coalition for Environmental Health and Justice (CEHAJ)

The Coalition for Environmental Health and Justice (CEHAJ) is a coalition of organizations, associations, and community groups working to achieve environmental justice, improving air quality, community health and overall quality of life for residents living in the I-710 corridor in Southern California. CEHAJ is committed to ensuring the right of community residents to be part of the decision-making process as it relates to proposed expansion projects for the I-710 freeway. CEHAJ members include Communities for a Better Environment, East Yard Communities for Environmental Justice, Earthjustice, Legal Aid Foundation of Los Angeles, Long Beach Alliance for Children with Asthma, Long Beach Residents Empowered, Natural Resources Defense Council, and the Urban & Environmental Policy Institute (UEPI) at Occidental College.

Comité Pro Uno

Comité Pro Uno (CPU) was founded in 1997 by Felipe Aguirre, as a community-based non-profit organization located in Maywood, California. CPU developed out of a grassroots effort lead by Aguirre focused on immigrant rights and environmental justice issues in the City of Maywood, and surrounding communities of Southeastern Los Angeles, California.

Communities for a Better Environment (CBE)

Founded in 1978, Communities for a Better Environment (CBE) is one of the preeminent environmental justice organizations in the nation. The mission of CBE is to build people's power in California's communities of color and low income communities to achieve environmental health and justice by preventing and reducing pollution and building green, healthy and sustainable communities and environments. CBE provides residents in heavily polluted urban communities in California with organizing skills, leadership training and legal, scientific and technical assistance, so that they can successfully confront threats to their health and well-being.

Earthjustice

Earthjustice is the premier nonprofit public interest environmental law organization. Earthjustice wields the power of law and the strength of partnership to protect people's health, to preserve magnificent places and wildlife, to advance clean energy, and to combat climate change. Earthjustice is here because the earth needs a good lawyer.

East Yard Communities for Environmental Justice

East Yard Communities for Environmental Justice (EYCEJ) is a community-based organization that works to facilitate self-advocates in East Los Angeles, Southeast Los Angeles and Long Beach. By providing workshops and trainings, EYCEJ prepares community members to engage in the decision-making processes that directly impact their health and quality of life.

Liberty Hill Foundation

Liberty Hill Foundation is a laboratory for social change philanthropy. Liberty Hill Foundation leverages the power of community organizers, donor activists, and allies to advance social justice through strategic investment in grants, leadership training, and campaigns.

Long Beach Alliance for Children with Asthma (LBACA)

The Long Beach Alliance for Children with Asthma (LBACA) is focused on raising community awareness and reducing hospitalizations and school absenteeism due to asthma. LBACA uses a coalition approach to include perspectives from parents, doctors, and school nurses, working with the Miller Children's Hospital, the Long Beach Department of Health and Human Services, the Long Beach Unified School District, legal aid, and managed care organizations. The program is funded through grants from the Robert Wood Johnson Foundation's Allies Against Asthma program, the California Endowment's Community Action to Fight Asthma Program, and the South Coast Air Quality Management District's British Petroleum Settlement fund.

Natural Resources Defense Council

NRDC works to safeguard the earth—its people, its plants and animals, and the natural systems on which all life depends. NRDC combines the power of more than 3 million members and online activists with the expertise of some 700 scientists, lawyers, and other environmental specialists to protect the planet's wildlife and wild places and to ensure the rights of all people to clean air, clean water, and healthy communities.

Long Beach-East Los Angeles Corridor Task Force Update

Planning and Programming Committee

Item #11

File #2023-0019

Timeline / Grant Awards and Activities



Awards: To date, **\$116.24 M** awarded to LB-ELA projects since May 2022

- \$30.0 M – Reconnecting Communities – W. Shoreline Drive (Long Beach)
- \$30.14 M – Port Infrastructure Development Prog. – Mid. Harbor Terminal ZE Conversion Project
- \$56.1 M – State Active Transportation Program (ATP) – Five projects awarded

Recommended Awards: **\$202.344 M** recommended for CTC approval (June 28-29, 2023)

- \$74.626 M – State ATP (MPO) – 12 projects (11 Implementation / 2 Planning)*
- \$127.718 M – CTC SB-1 Programs (TCEP/LPP-C) – I-710 ICM*/SELATIP*/POLB Pier B/POLA Terminal Island

POLB/POLA seeking state Port & Freight Infrastructure Program funds – **\$840 M for Southern California**

Online Public Engagement: Social Pinpoint and Survey

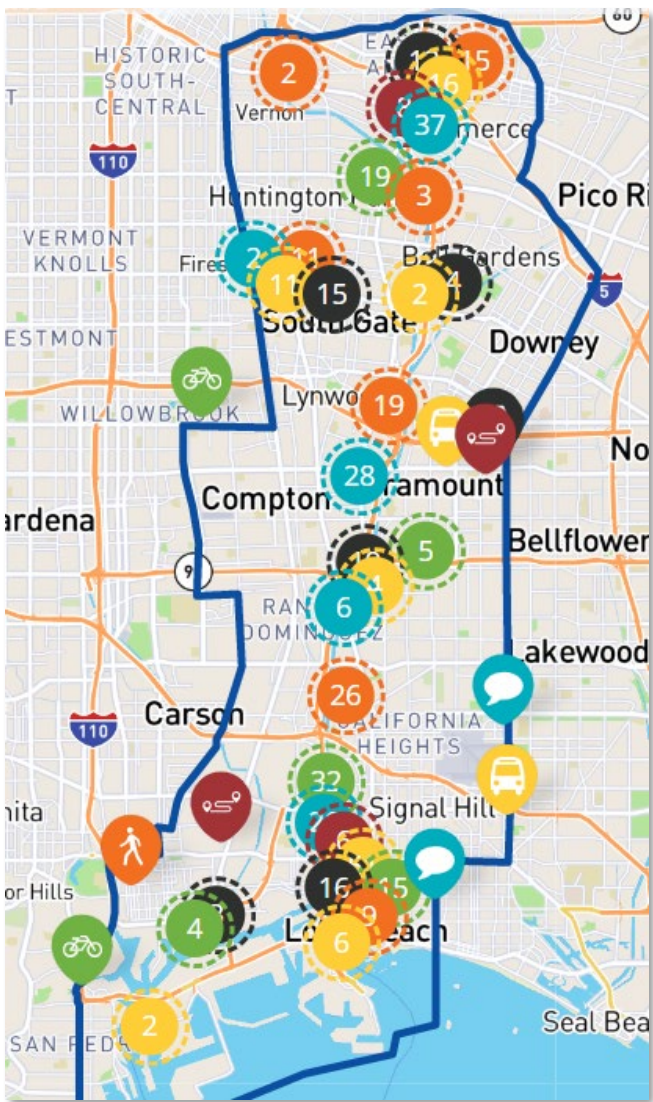
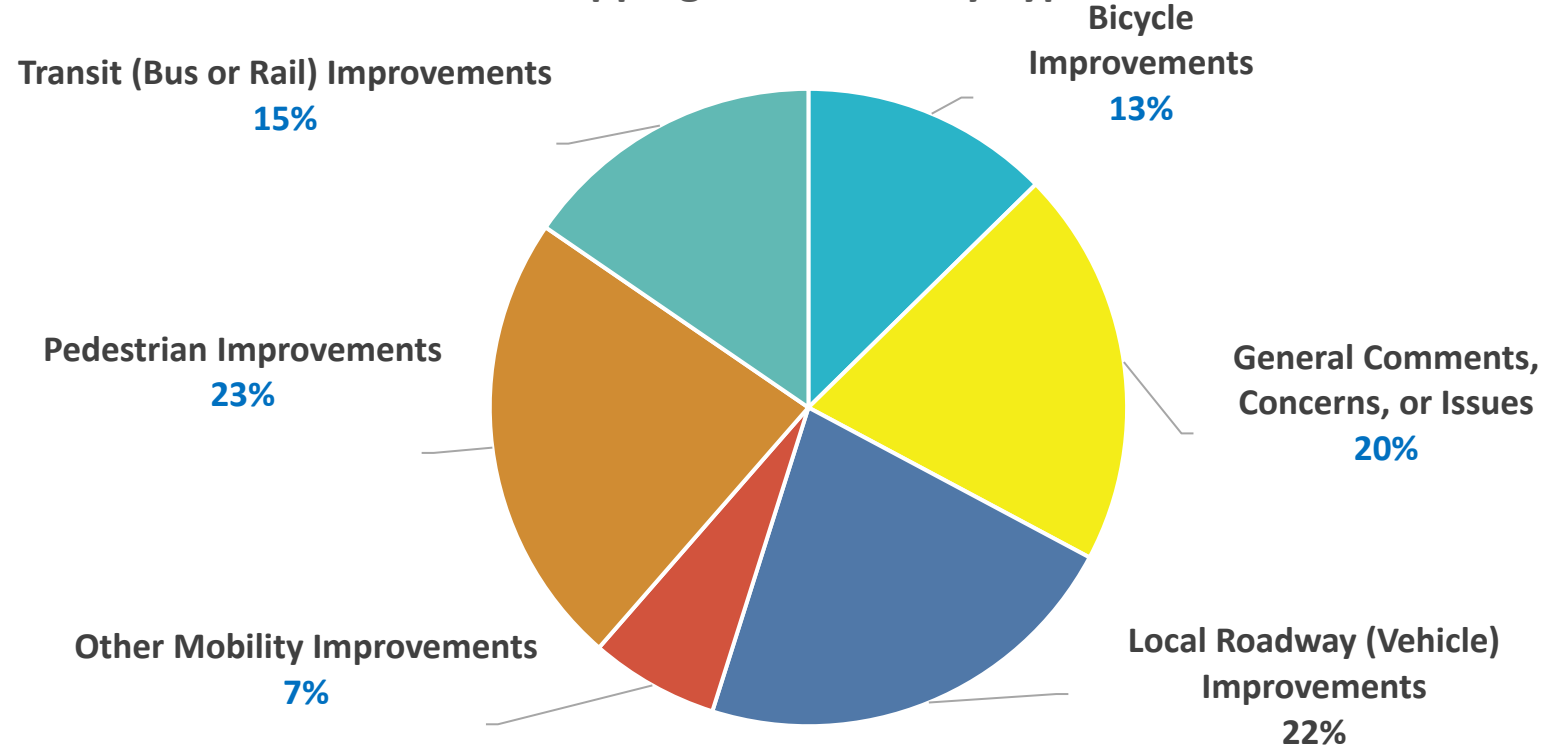
955

Map Comments

1739

Survey Responses

Mapping Comments by Type



Community-based Organization (CBO) & Public Engagement/ *Participación de las organizaciones comunitarias y del público*

11

CBO partners
socios de la CBO



5,466



stakeholders engaged so far at events
partes interesadas involucradas hasta ahora en eventos



2,495+

survey/map responses collected
encuestas/mapas de respuestas recopiladas



8,638

collateral pieces distributed at events in
English, Spanish, Khmer and Tagalog
piezas colaterales distribuidas en eventos en inglés, español, jemer y tagalo

2

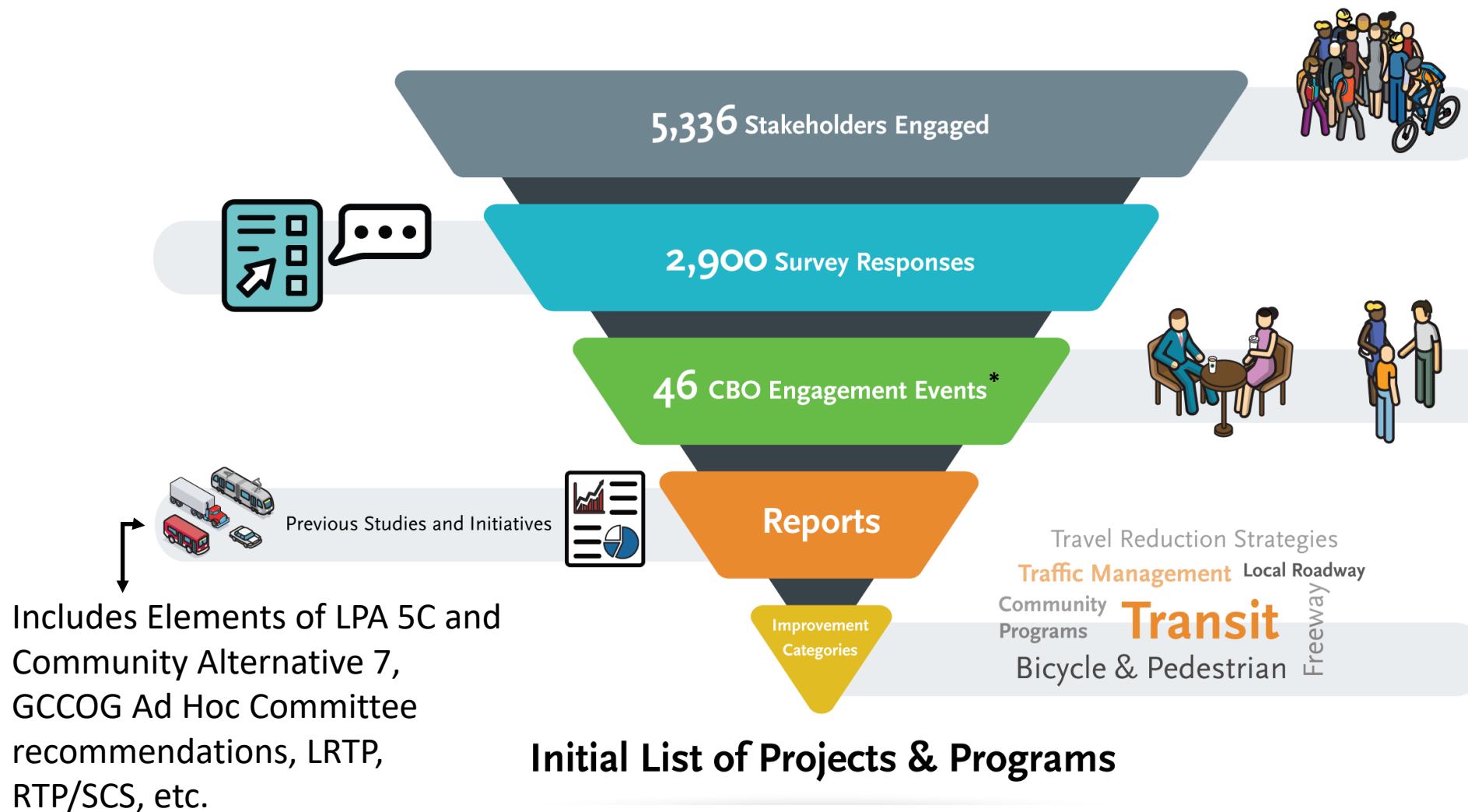
digital stakeholder survey campaigns
prepared with a combined total of
campañas digitales de encuestas a las partes interesadas preparadas con un total combinado de



1,464,381

impressions
impresiones

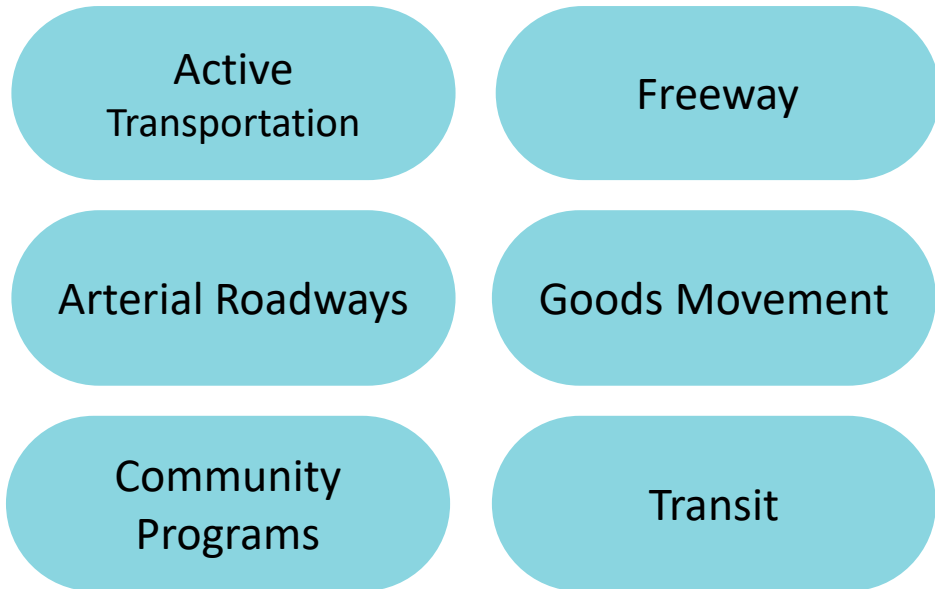
Initial List of Projects & Programs: Sources



Initial List of Projects & Programs: Categories

Over 300 identified projects and programs are organized by “improvement category”

All projects and programs should support a multimodal future for the Corridor. Project categories represent different modes, and each mode has sub-categories:



73 Approved Evaluation Criteria:
Four Categories that apply Vision, Goals, and Guiding Principles to the Identified Projects and Programs

ALIGNMENT WITH GOALS

Gauge how well projects / programs align with LB-ELA goals and vision

EQUITY

Determine how well the project advances equity in the corridor

PROJECT CONCERNS

Identify potential concerns and negative impacts that should be highlighted

SUSTAINABILITY

Determine how well the project advances sustainability in the corridor



FLAGS FOR ADDITIONAL CONSIDERATION

Add 'Flags' following evaluation that capture other project considerations

Inclusion of Public Health in Evaluation Criteria

Project Health Outcomes



Exposure to Health Impact Pollutants

Example Community Results

Chronic Disease Rates (Asthma, Cardiovascular Disease, Cancer)



Conditions for Physical Activity

Chronic Disease Rates, Mental Health, Strength and Coordination



Conditions for Roadway Safety

Collision-Related Injury, Disability, and Death Rates



Exposure to Extreme Heat

Heat-Related Illness Rates (Heatstroke, Heat Exhaustion, Dehydration)



Access to Healthcare, Healthy Food, & Opportunities

Preventative Care, Food Security and Nutrition, Social Determinants of Health

Evaluation Criteria with Associated Project Health Outcomes

CH1	Reduce Emissions (Health Effects metrics: Diesel Particulate Matter, PM2.5)		OP6	Access to Quality of Life amenities (grocery stores, healthcare services, schools)	
CH2	Reduce exposure at receptors (HVAC/HEPA, near-roadway vegetation)		OP7	Access to open space, recreation and parks, LA river, etc.	
CH3	Mode Shift to active transportation, transit		SA1	Reduces reliance on polluting and energy-intensive modes of travel and goods movement	
CH5	Bike/Ped Access to parks, recreational areas, or open spaces		SA2	Promotes physical activity and health through active transportation and recreation	
SF1	Protections for Bike / Users (bike class)		SA3	Improves climate resilience through mitigation of flooding and extreme heat impacts	
SF2	Traffic Protections (bike/ped)		SA4	Supports job creation in, and workforce transitions to green technology and infrastructure sectors	
SF4	Includes Safety Features		SA5	Improves cargo efficiencies to minimize trip volumes and emissions from goods movement activity	
SF6	Traffic Calming Features		CON4	Potential for Traffic Diversion / Emission Shifting	
EN6	Reduce Heat Island Effect; Provide Cooling Features for Users		CON5	Potential for New Hot Spots (Congestion, AQ, Ped/Bike Safety)	
OP1	Access to jobs		CON7	Potential for VMT Increases	
OP4	Work Force Development				
OP5	Potential Targeted Hire, New Construction Jobs				

Additional Items / Next Steps

- Staff will support CTC adoption of grant award recommendations at its June 28-29, 2023, meeting – will also review opportunities to apply for additional grants in 2023.
- Caltrans will complete closeout of “No Build” document by fall/early winter 2023
- Staff will continue outreach for the LB-ELA Task Force, including meeting with local jurisdictions and community groups, and consider hosting special engagement events
- Staff will conduct qualitative and quantitative approaches to evaluating all projects and determine which projects make sense to be in the Investment Plan and which ones should be handed off to external partners.
- Staff will continue to meet with public health experts and community groups to identify additional ways to incorporate public health into the Investment Plan.
- Staff supported Caltrans-led Corridor Tour on April 18th featuring Secretary Omishakin, Caltrans Director Tavares, CTC Commissioners Lyou and Martinez, CTC interim Director Taylor, etc.
- Staff will lead Corridor Tours for Task Force/CLC members on Sat., June 24th & Weds., June 28th
- Staff will present the Draft Investment Plan to the Board in November 2023.