

# California Freight Mobility Plan (CFMP) 2027 Update

**Kalin Pacheco**

California Freight Mobility Plan  
Chief, Office of Strategic Freight Planning  
Division of Transportation Planning



# Background / History

2013 AB 14  
(Lowenthal -  
GC 13978.8)

- State Freight Plan Requirement
- State Freight Advisory Committee (CFAC) Requirement
- California Freight Mobility Plan (CFMP) 2014 (Federal and State)

2015 Fast ACT

- Established the National Highway Freight Network (NHFN) and National Highway Freight Program (NHFP)
- Required all States to create a Freight Plan every 5 years
- 10 elements
- Fiscally Constrained Freight Investment Plan

2017 Senate Bill 1  
– Road Repair  
and  
Accountability  
Act

- TCEP established (TCEA and NHFP funds)
- TCEP Cycle 1 adopted by Commission in May 2018
- CFMP 2018 Addendum (Federal)
- CFMP 2020 (State)

2021  
Infrastructure  
Investment and  
Jobs Act

- Requires all States to create a Freight Plan every 4 years
- 7 new elements (on top of existing 10)
- CFMP 2023 (Federal and State)
- CFMP 2027 (underway)



# State Freight Plan content requirements

1. An identification of significant freight system trends, needs, and issues
2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the state.
3. Listings of multimodal critical rural freight facilities and corridors designated within the state under section 70103 of Title 49: National Multimodal Freight Network (NMFN) and critical rural and urban freight corridors designated within the state under.
4. A description of how the plan will improve the ability of the state to meet the national multimodal policy goals described in Section 70101(b) of Title 49, and U.S. Code and the NHFP goals described in Section 167 of Title 23 relating to intermodal goods movement.
5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems (ITS), that improve the safety and efficiency of the freight movement, were considered.
6. A description of improvements that may be required to reduce or impede the deterioration from freight movements.
7. An inventory of facilities with freight mobility issues, such as bottlenecks.
8. Significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay.



# State Freight Plan content requirements (cont.)

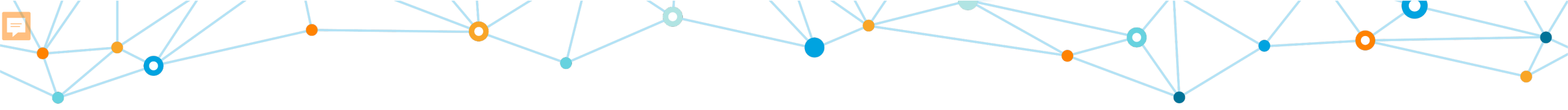
9. A freight investment plan
10. Truck Parking
11. The most recent supply chain cargo flows in the State, by mode of transportation.
12. An inventory of commercial ports in the State.
13. Multi-State freight partnerships
14. The impacts of e-commerce on freight infrastructure in the State.
15. Considerations of military freight.
16. Strategies and goals to decrease-
  - (A) the severity of impacts of extreme weather and natural disasters on freight mobility.
  - (B) the impacts of freight movement on local air pollution.
  - (C) the impacts of freight movement on flooding and stormwater runoff; and
  - (D) the impacts of freight movement on wildlife habitat loss
17. Consultation with the state FAC, if applicable



## California Freight Mobility Plan (CFMP)

- CFMP is a comprehensive plan that governs immediate & long-range planning activities & capital investments with respect to freight movement
- IIJA/BIL requires every state to create a state freight plan every **four** years to be eligible for NHFP funds
- CA State Requirements [AB 14 (2013), GC 13978.8]
  - State Freight Plan
  - Establish a freight advisory committee





## CFMP Vision Statement

*“As the largest national gateway for international trade and domestic commerce, California strives to have the world’s most innovative, economically competitive, multimodal freight system that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where the benefits of freight are realized by all while supporting healthy communities and a thriving environment.”*



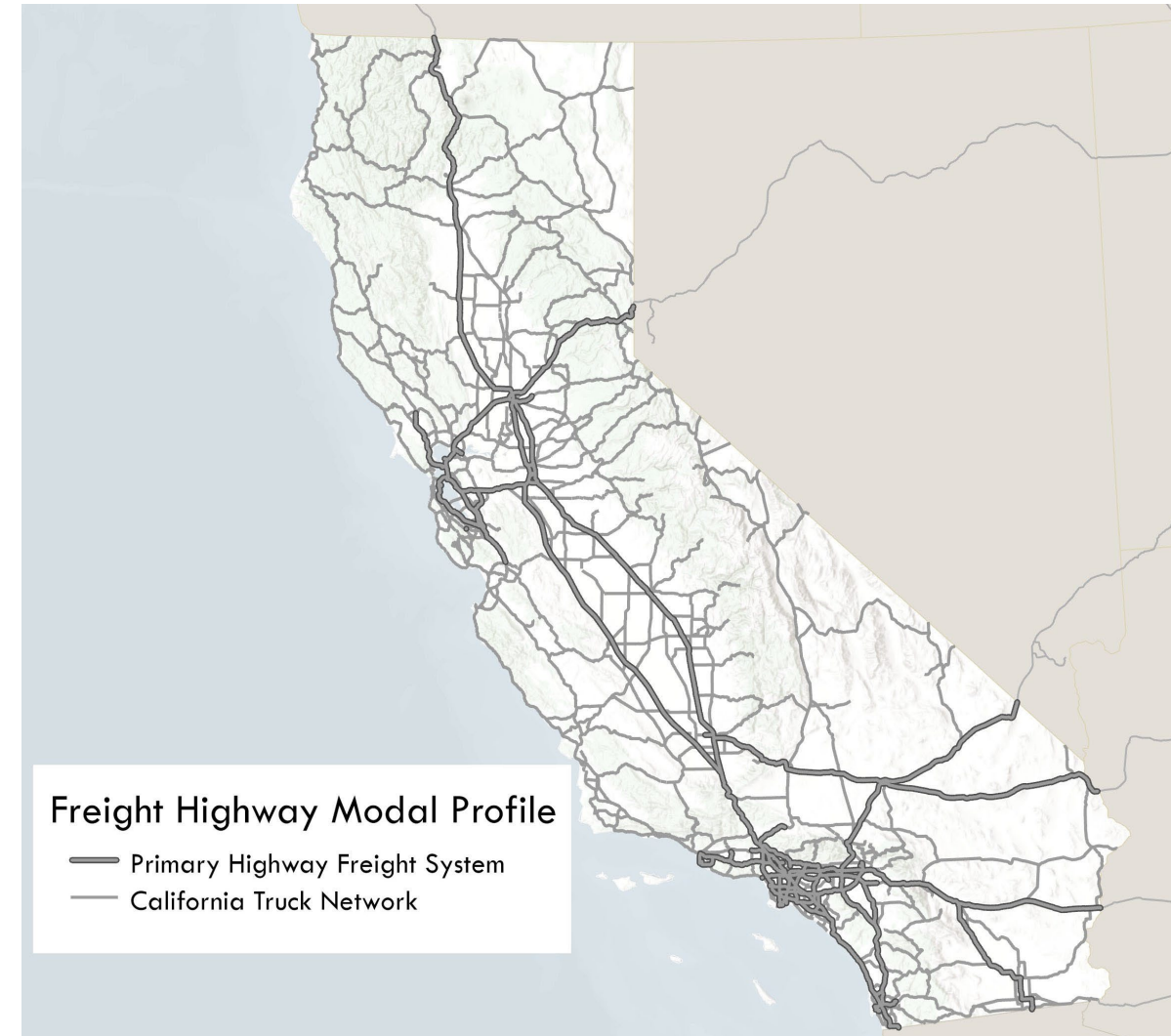
## CFMP 2027 Goals and Objectives

- Narrow and refine goals
- Ensure that CFMP 2027 objectives are achievable and measurable
- Objectives will be used to implement the plan
- Identify performance measures that measure progress towards meeting goals and objectives.

# Freight Highway Modal Profile

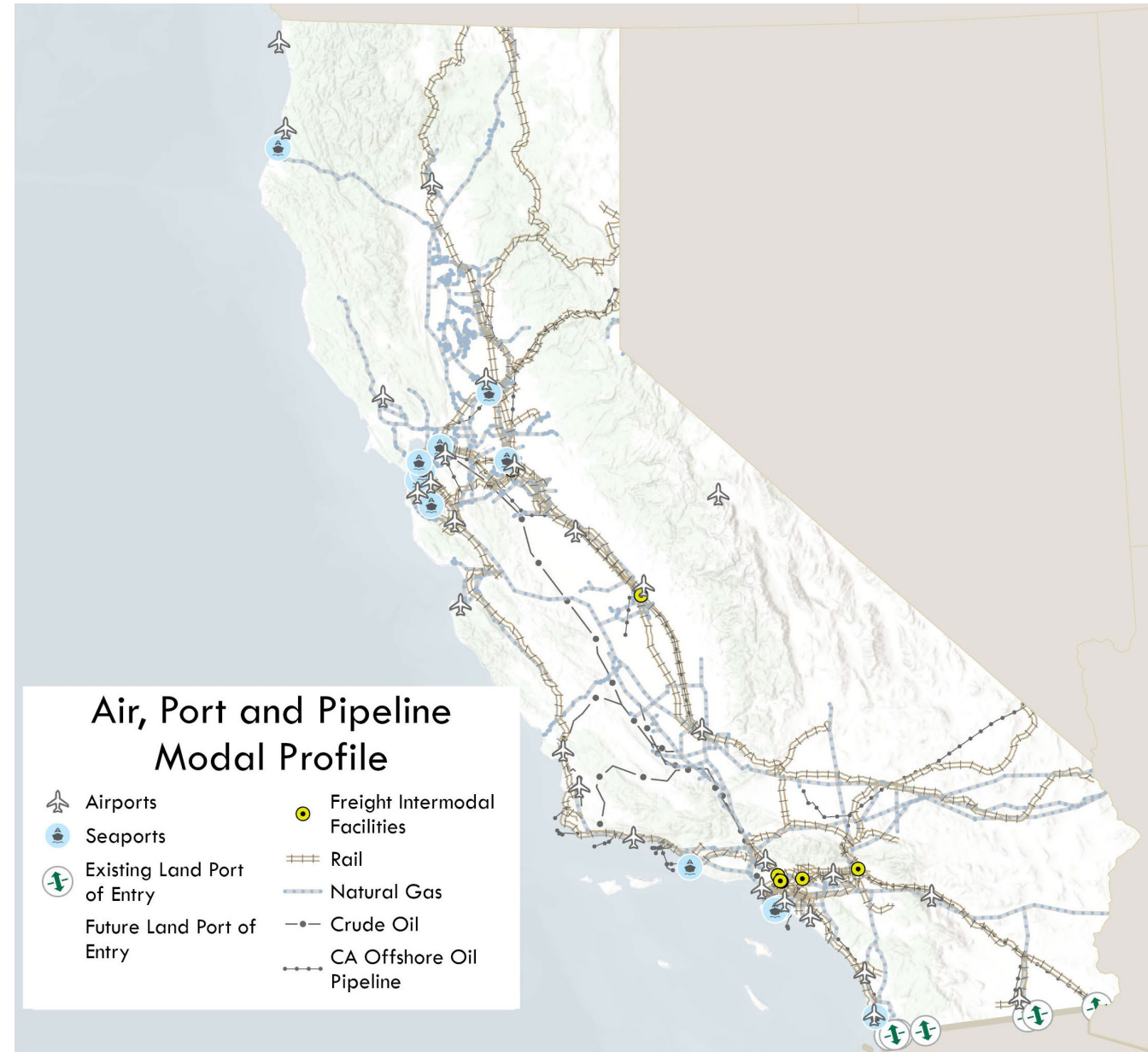
- California's Freight Highway Network
- Highway Freight Demand
- Highway Condition and Performance
- Highway Safety
- Trends

As this modal profile is developed, it will be used as a working document for workshops, outreach, and engagement.



# Multimodal Freight Profile

- Air Cargo Modal Profile
  - Air Cargo Infrastructure and Facilities
  - Air Cargo Demand
  - Conditions and Performance
  - Safety
  - Trends
- Freight Rail Modal Profile
  - Freight Rail Infrastructure and Facilities
  - Freight Rail Demand
  - Conditions and Performance
  - Safety
  - Trends
- Port Modal Profile
- Pipeline Modal Profile





# Multimodal Freight Needs Assessment

- Each modal assessment will include the following:
  - System Capacity, Connectivity, and Mobility
  - Safety and Security
  - Resiliency
  - Asset Management
  - Environmental
  - Laws and Regulatory Challenges
  - Labor and Workforce Challenges
  - Transportation Technology

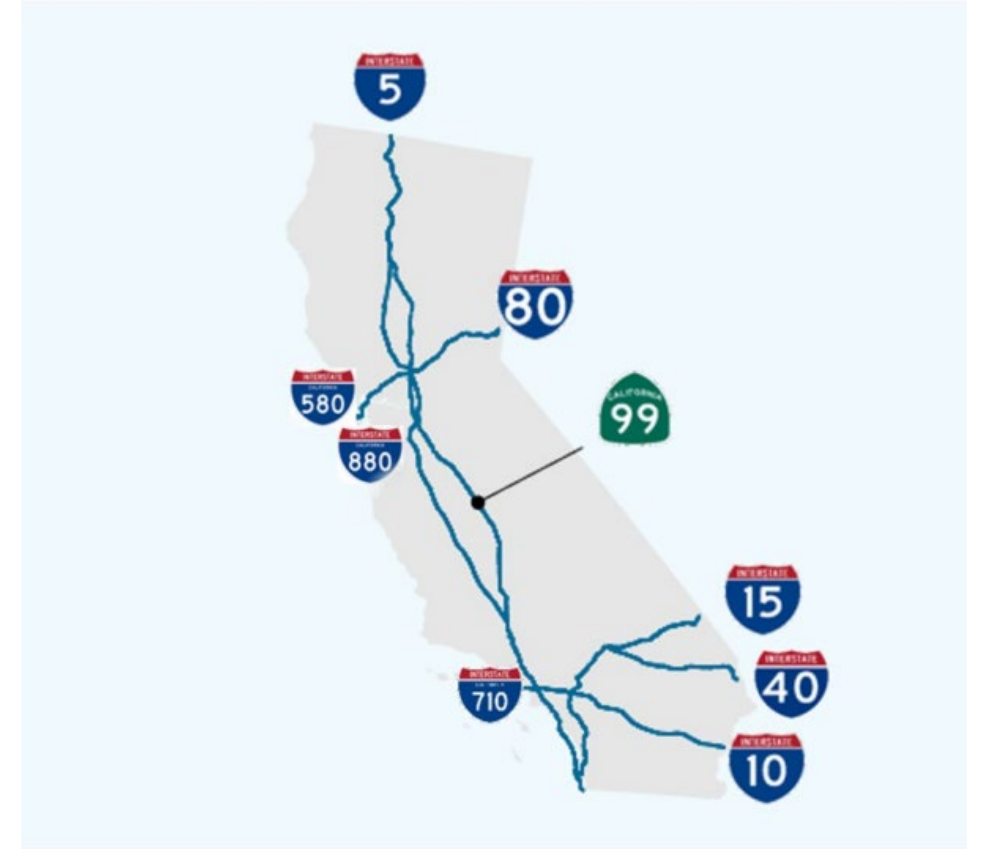




## SB 671 Assessment

- CAPTI Strategy 4.6
- Include Clean Freight Corridor network and Zero Emission Vehicle project lists in the CFMP 2023
- Included in Chapter 4, "The Future of Freight"
- Will focus on implementation

## SB 671 Clean Freight Corridor Efficiency Assessment



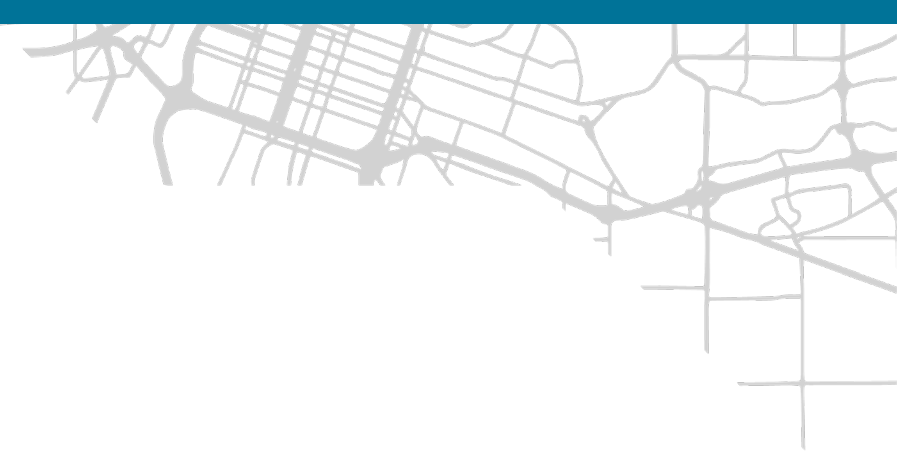
California  
Transportation  
Commission



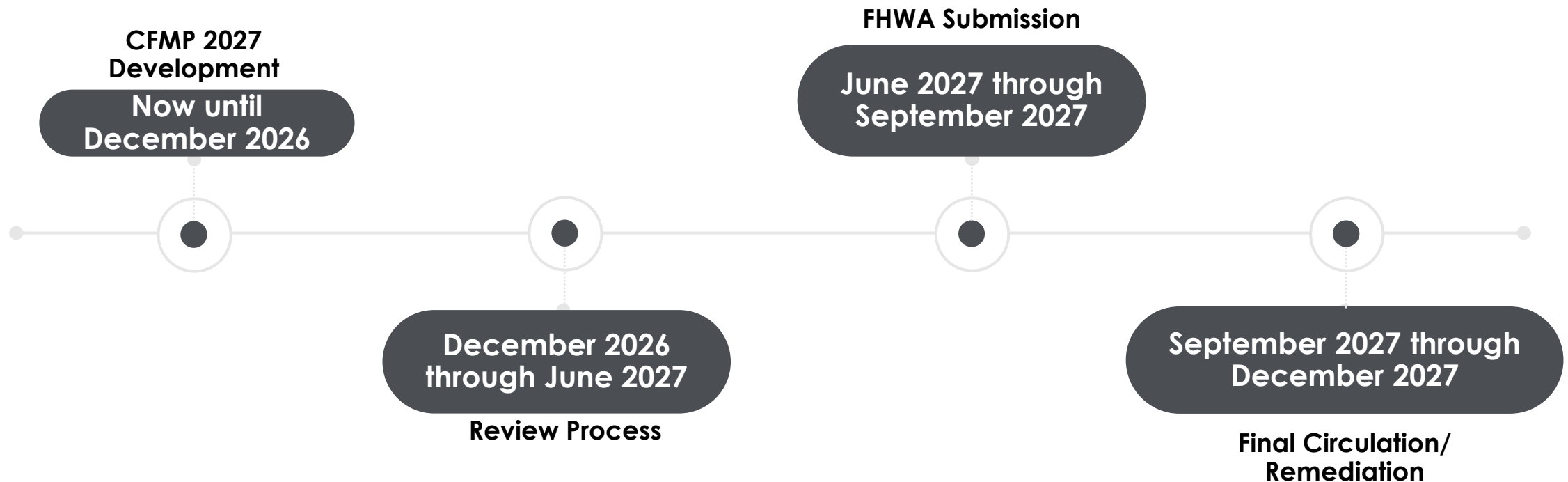


## CFMP 2027 Outreach

- Public Outreach
- Community Air Protection Program communities (AB 617)
- Industry Workshops
- Interviews with stakeholders and industry leaders
- California Freight Advisory Committee (CFAC)
- Rural Counties Task Force (RCTF)
- Interagency Equity Advisory Committee
- Native American Advisory Committee (NAAC)
- Regional Transportation Planning Agencies group (RTPA)



# CFMP 2027 Critical Milestones





# Freight Implementation Plan

- Strategies and Actions
- Actions will identify responsible agency/agencies, industry, ports, etc..
- Implementation Plan – will identify projects that align with strategies and actions and tie to (TCEP) National Highway Freight Funds
- Volunteers for technical advisory groups/working committees



## **KALIN PACHECO**

Chief, Office of Strategic Freight Planning  
Division of Transportation Planning



## Maritime Clean Air Strategy



# *Health Equity for All*















**PORT of  
SAN DIEGO**  
Waterfront of Opportunity

**Maggie Weber**  
Legislative Policy Administrator  
[maweber@portofsandiego.org](mailto:maweber@portofsandiego.org)



# Regulatory Setting

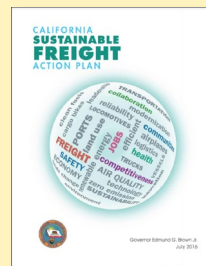


Authority	Public Agencies	Primary Areas of Responsibility
 <b>Clean Air Act (1963)</b>	 <b>Federal U.S. Environmental Protection Agency</b>	 <b>Interstate-traveling Sources</b> <ul style="list-style-type: none"> <li>Planes, trains, &amp; vessels</li> </ul> <b>Stationary Sources*</b> <ul style="list-style-type: none"> <li>Power plants and factories</li> </ul>
 <b>California Clean Air Act (1966)</b>	 <b>State California Air Resources Board (CARB)</b>	 <b>California Mobile Sources</b> <ul style="list-style-type: none"> <li>On-road – Trucks, buses, &amp; vehicles</li> <li>Off-road – Equipment (construction, cargo, and agricultural)</li> <li>Vessels within 24 nautical miles &amp; sulfur fuel content*</li> </ul> <b>Greenhouse Gas Emissions</b>
 <b>California Health and Safety Code</b>	 <b>Local San Diego Air Pollution Control District</b>	 <b>Stationary Sources</b> <ul style="list-style-type: none"> <li>Power Plants, Factories, Gas Stations, Shipyards</li> </ul> <b>Area Sources</b> <ul style="list-style-type: none"> <li>Paints, landfills, agricultural burning, dry cleaners</li> </ul>
 <b>Port Act (1962)</b>	 <b>Special District Port of San Diego</b>	 <b>Development on Tidelands</b> <ul style="list-style-type: none"> <li>Water and Land Uses</li> <li>Policies and Programs</li> </ul>

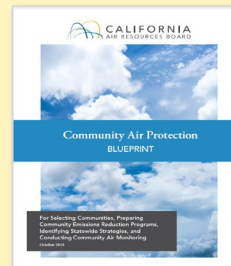
\*Permitting Authority Delegated to Local Air Districts **2**



# State Guidance and Complementary Regional Efforts



**California Sustainable Freight Action Plan**  
July 2016



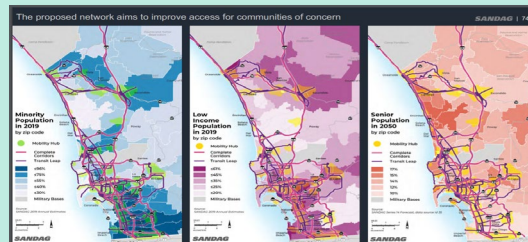
**Community Air Protection Blueprint**  
October 2018



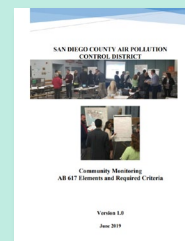
**Governors Newsom's Executive Order - Zero Emission by 2035**  
September 2020



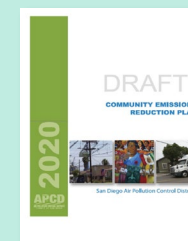
**SDG&E Programs**  
August 2019



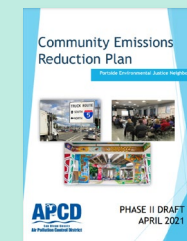
**SANDAG's 2021 Regional Plan**  
August 2020



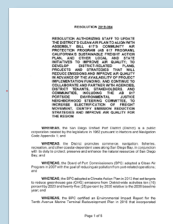
**Monitoring Plan**  
June 2019



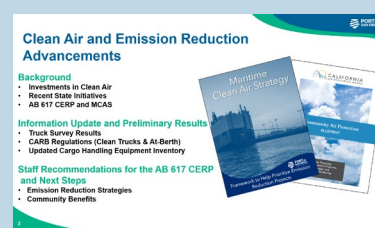
**Phase I - Draft CERP**  
September 2020



**Phase II Draft CERP**  
April 2021



**Board Resolution No. 2019-084**  
June 2019



**Board Direction – Clean Air Initiatives**  
July 2020



**MCAS Discussion Draft**  
March 2021





# Maritime Clean Air Strategy



**October 2021 Final**

*Amended, Consistent with Adoption by the Board of Port Commissioners*

## *Development of the MCAS*

### **1. Background**

- AB 617 Community Air Protection Program (October 2018)
- Board Resolution to Update the Port's 2007 Clean Air Plan (June 2019)

### **2. Stakeholder Engagement and Board Direction (~18 months)**

- Leveraged AB 617 Portside Steering Committee
- Public Comments and Board Direction

### **3. MCAS Implementation and Next Steps**

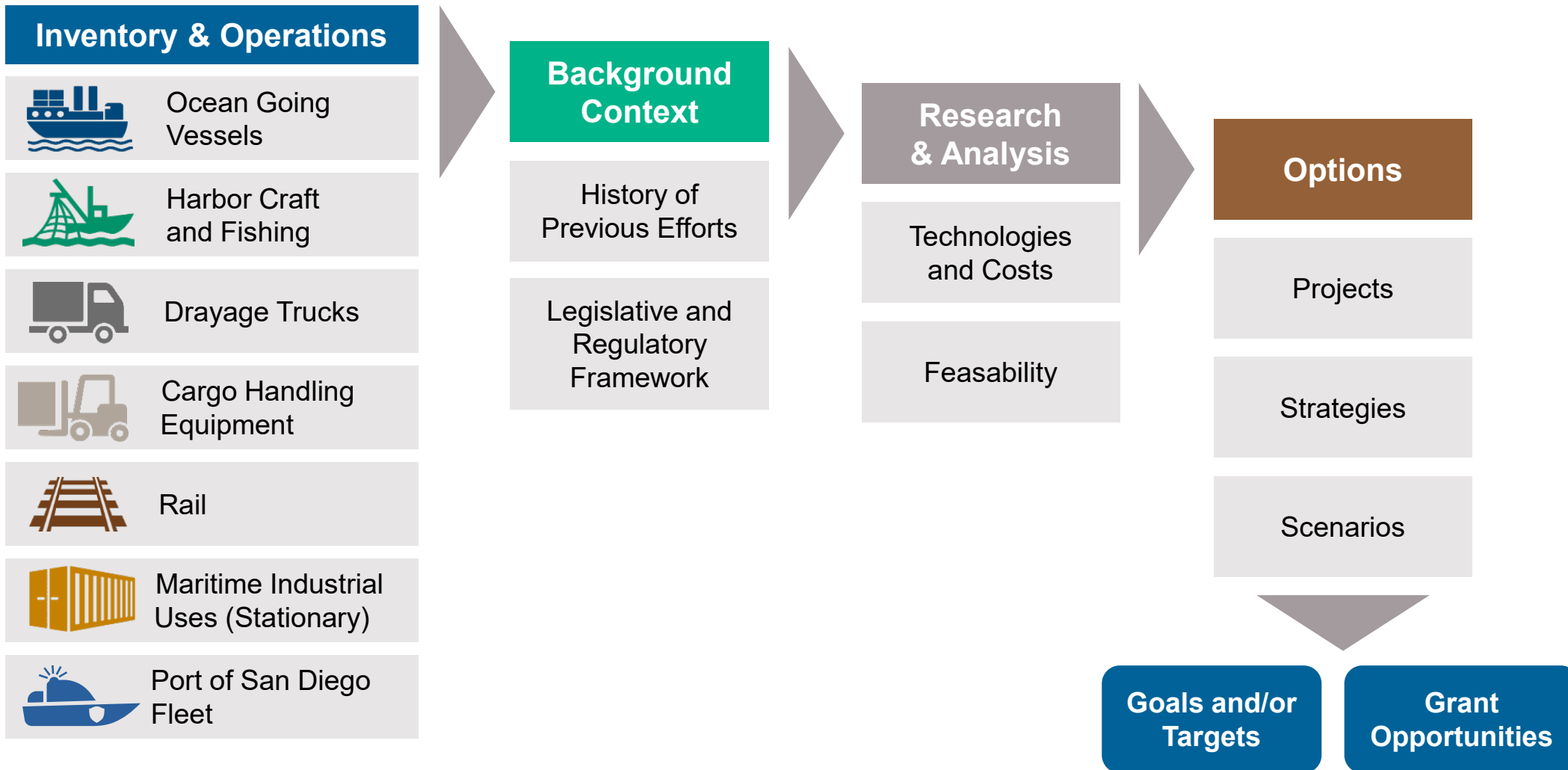
- 26 Initiatives – or 66% of MCAS Objectives - implemented



# MCAS Structure

*March 2020 and July 2020 Recommended Approach*

## Maritime Clean Air Strategy





# Public Engagement Timeline

Approximately 18 months





# MCAS Adopted Structure

## Near-term Goals and Objectives (2021 to 2026)

### Emission Sources



### Stakeholder Priorities



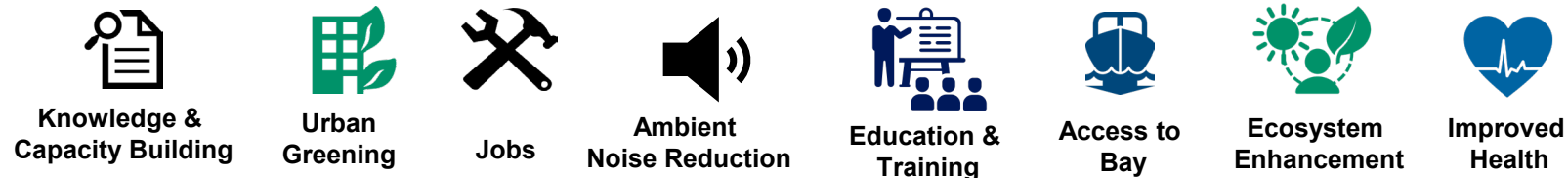
## Projects, Partnerships, and Studies

Approximately 34 separate initiatives

### Primary Benefit

Cleaner Air

### Co-Benefit Examples





## Near-Term Objectives

### Vision Statement: Health Equity for All



**Trucks:** ZE heavy-duty Truck Transition Plan to benchmark 40% of the Port's annual truck trips by 2026; outreach & education



**Cargo Handling Equipment:** Significant Emissions Reductions (90% NOx, 80% DPM, 50% CO2e)



**Harbor Craft:** Zero-emission Tug, Ferry and Excursion Vessels; Shorepower



**Port Fleet:** Procurement Policy and Plan; Acquire ZE Fleet vehicles



**Ocean-going Vessels:** Marine terminal shore power and/or an alternative emission reduction technology



# Long-Term Goals for 2030

## Vision Statement: Health Equity for All



**Trucks:** 100% ZE truck trips by 2030 for all trucks that call to the Port's two marine cargo terminals.



**Cargo Handling Equipment:** Transition diesel cargo handling equipment to 100% ZE by 2030.



**Harbor Craft:** Tugboat diesel emissions reduced 50% through transition to Zero / Near-Zero Emission technologies and/or other lower-emitting engines or alternative fuels.



**Port Fleet:** Transition to 100% Zero / Near-Zero Emission technologies.



**Ocean-going Vessels:** Equip marine terminals with shore power and/or an alternative technology to reduce ocean-going vessel emissions for ships.



# Community Goals



Community  
Enrichment

## Facilitate meaningful and frequent public engagement:

Over 28 Outreach Events engaging over 1,100 people over the last year in addition to established stakeholder groups, e.g., AB617 Steering Committee, Barrio Logan CPG, Maritime Stakeholder Forum



Enabling

## Foster private/public partnerships to advance deployment of zero-emission technologies:

Research, Technical Assistance, Private/Partnerships, Outreach and Education, advocacy and encouragement



Public Health

## Estimate health outcomes associated with emission reduction projects:

The Port's Updated Health Risk Assessment a first-of-its kind study to estimate health risks associated with the Port's two cargo marine terminals and ferry operations, supplemented with Fact Sheet and FAQ.





# Implementing the Strategy

## Port Actions:

- Equipment Purchases
- Infrastructure upgrade and modernization
- Research, Outreach & Education
- Influence, Encourage, Partner

## Tenant and Service Provider Actions:

- Equipment Purchases
- Infrastructure upgrade and modernization

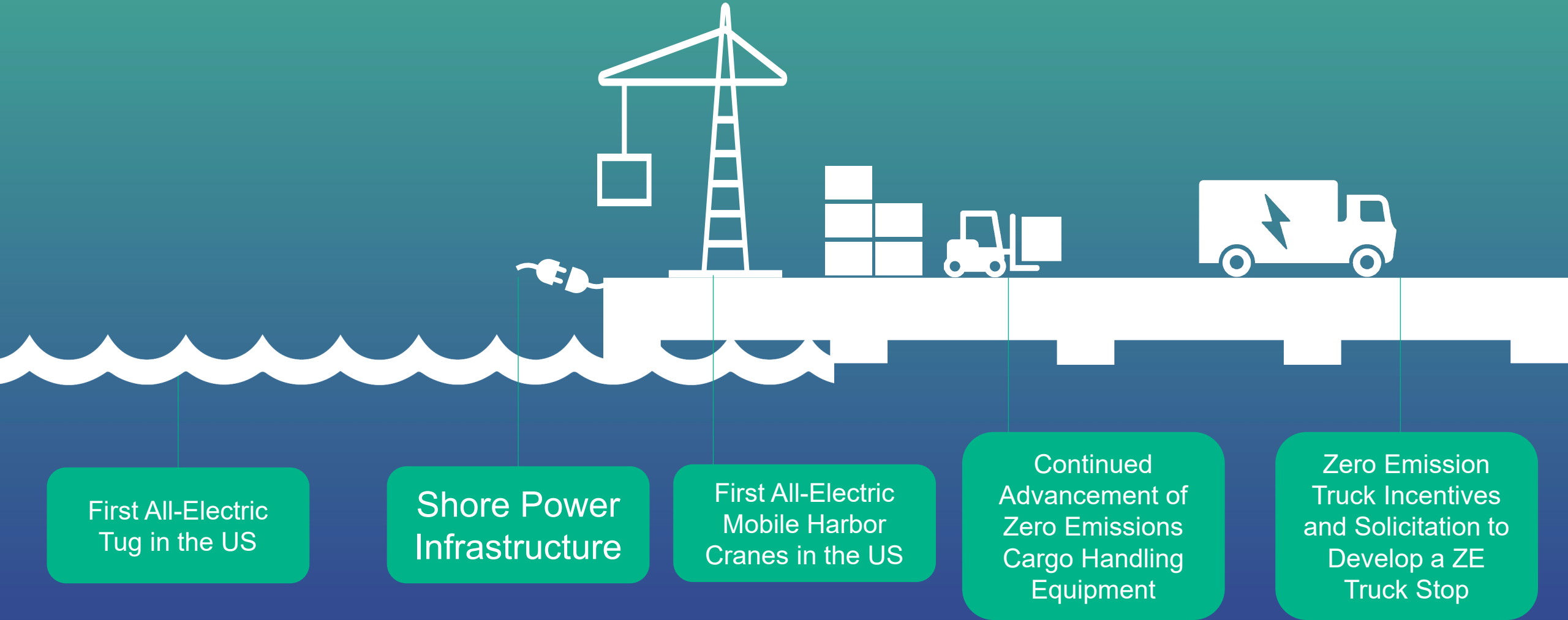
## Partner Agency Actions:

- Research, Outreach & Education
- Finance, Partner, Regulate



# Electrification and Clean Freight

## Striving Toward Zero Emissions Goods Movement



# ~\$125,000,000

## Committed to maritime electrification and efficiency

### \$38,500,000

tenant and service provider electric equipment and commercial harbor craft

### \$40,000,000

infrastructure upgrades at the marine terminals

### \$18,500,000

freight efficiency along Harbor Drive

### \$27,000,000

Port electric vehicles and equipment

### \$1,000,000

Clean Truck Program  
More funding coming...



# Partnerships



## The California Energy Commission - Ports Collaborative

The California Energy Commission (CEC) - Ports Collaborative is a unique partnership between the CEC and all California Ports to implement solutions to energy challenges faced by ports. The Collaborative has met for nearly ten years and has helped commercialize zero-emission equipment, vehicles, and microgrids in port environments.



## Harbor Drive 2.0

SANDAG, in partnership with the Port and Caltrans, will be finalizing the design for Harbor Drive 2.0. Between the Port's two marine terminals Harbor Drive 2.0 will create a modern truck route for efficient goods movement; enhanced pedestrian, bicycle, and transit connections and with improved safety; and will improve air quality by reducing diesel emissions.



## Zero-Emission Truck Stop

In Spring 2024, the Port and Skycharger, LLC formalized a partnership to design, develop, and operate a zero-emission truck stop. The project is anticipated to advance several MCAS initiatives and presents an opportunity to reduce barriers such as lack of available charging infrastructure for zero-emission trucks. The proposed Trucking as a Service business model will help alleviate early adoption concerns expressed by the trucking industry.





# Transformational Change

## U.S. EPA Clean Ports Grant Award



Clean Cargo Project  
\$58.6M Award • \$27.7 Match • \$86.3M Project



### Electrical Infrastructure

- Electrical Upgrades
- Switchgear / Transformers
- Conduit and wiring



### 3 Shorepower Plugs

- Oceangoing Vessels
- Commercial Harbor Craft



### 50 Chargers

- 10 Level 2 Chargers
- 40 DC Fast Chargers



### 32 Zero Emission Equipment

- 1 Top Handler
- 15 Forklifts
- 16 Yard Trucks



### 45 Zero Emission Trucks

- 20 Medium- Duty Vehicles
- 25 Heavy duty Vehicles



### Community

- Workforce Development
- Education & Outreach



SKYCHARGER



San Diego County  
Air Pollution  
Control District



ENVIRONMENTAL  
HEALTH COALITION

# Thank you



**PORT of  
SAN DIEGO**  
Waterfront of Opportunity

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**Maggie Weber**  
*Legislative Policy Administrator*  
[maweber@portofsandiego.org](mailto:maweber@portofsandiego.org)





# AB 98 Planning and Zoning: Logistics Use: Truck Routes

California Freight Advisory Committee  
February 19, 2025

# INTRODUCTION

- AB 98 is now law that establishes new standards for warehouses.
- Among the requirements is for local planning agencies to adopt standards that maximize truck routes that avoid residences, schools, daycare facilities, publicly owned parks, nursing homes and hospitals
- Requires a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed.

## PURPOSE

The purpose is to ensure that logistics use developments are in locations that minimize impacts on residential communities and enhance transportation efficiency

# On or before

## JANUARY 1, 2026

All cities and counties in the warehouse concentration region shall update its circulation element to include truck routes.

- This includes the Counties of:
- Riverside
- San Bernardino

And the Cities of:

- Chino
- Colton
- Fontana
- Jurupa Valley
- Moreno Valley
- Ontario
- Perris
- Rancho Cucamonga
- Redlands, Rialto, Riverside, and San Bernardino

# By January 1, 2028

## ALL OTHER CITIES OR COUNTIES IN CALIFORNIA TO UPDATE ITS CIRCULATION ELEMENTS TO DO THE FOLLOWING:

- Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and “sensitive receptors.”
- Sensitive receptors are defined as a residence, school, daycare facility, publicly owned park, nursing home, or hospital

- Maximize the use of interstate or state divided highways as preferred for truck routes. Arterial roads, major thoroughfares, and predominantly commercially oriented local streets are to be maximized when state or interstate highways are not utilized.
- Trucks must be routed via transportation arteries to minimize exposure to sensitive receptors, and roads that predominantly serve commercially oriented uses may be used for truck routes only when strictly necessary to reach existing industrial zones.
- Require all proposed development of a “logistics use” to be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses.

# Statewide Impacts

WILL REQUIRE A SIGNIFICANT AMOUNT OF COORDINATION AND COLLABORATION

Collaboration with:	Requirements could alter:		
Caltrans divisions	Current and future statewide traffic patterns	Higher maintenance costs	Higher transportation costs
Caltrans districts	Increasing truck traffic on highways not designed for such volume	Longer routes for drivers	
Local agencies	Increased congestion	Increased fuel consumption	
Freight industry	Reduced safety	Emissions	



# The Office of Strategic Freight Planning

## WORKING ON INTERNAL ROLES AND RESPONSIBILITIES

Creating an internal implementation plan including milestones, strategies, and actions.

## MEETING WITH GOVERNOR'S OFFICE OF LAND USE AND CLIMATE INNOVATION

To understand and learn updates to the General Plan Guidelines update circulation element update with respect to AB 98.

## TIMING AND TRANSITIONS

Coordinate with Caltrans Districts on a monthly basis to understand what workload looks like.

Seek feedback

Understand Processes

Explore New Techniques

Iterate and Adapt

# AB 98 Chapter 931, Approved by the Governor,

SEPTEMBER 29, 2024

- SECTION 65302 (B)(C) STATES THAT CITIES AND COUNTIES MAY CONSULT WITH THE DEPARTMENT OF TRANSPORTATION AND THE CALIFORNIA FREIGHT ADVISORY COMMITTEE (CFAC) FOR TECHNICAL ASSISTANCE.
- IN ADDITION, CALTRANS DISTRICTS MAY NEED TO COLLABORATE WITH CITIES AND COUNTIES BY FACILITATING THE DEVELOPMENT OF THESE TRUCK ROUTES THROUGH MEETINGS, GUIDANCE, ANALYSIS, AND STUDIES.

[Bill Text - AB-98](#)  
[Planning and zoning:](#)  
[logistics use:](#)  
[truck routes.](#)



# Thank you

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Transportation Planning | Caltrans

CALIFORNIA FREIGHT ADVISORY COMMITTEE | CALTRANS



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

# Long Beach - East Los Angeles Corridor Mobility Investment Plan

A QUALIFYING I-710 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN



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

# Transforming the I-710 South/LB-ELA Corridor: A Community-Centered, Regionally-Significant, Multimodal Transportation Vision

*Presentation by*

**Michael Cano**

**Executive Officer**

**Multimodal Systems & Corridors**

**Multimodal Integrated Planning**

**LA Metro Countywide Planning & Development**

California Freight Advisory Committee  
Wednesday, February 19, 2025

# Overview of the I-710 / LB-ELA Corridor

## Geographic Scope

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

## Population and Jobs

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

## Economic Importance and Transportation Impacts

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

## Economic Lifeline and Challenges

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





# Background

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



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

# THE LB-ELA CORRIDOR AT A GLANCE



**1.2 MILLION**

Residents are living in the Study Area

**12%** of the population in LA County



**500,000** jobs are located in the Study Area

**11%** of the jobs in LA County, including over



**170 THOUSAND** jobs related to goods movement

From 2017 to 2019,



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



**13%** of LA County collisions involving trucks and



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

Most of the Study Area contains census tracts with over **80%** of residents identifying as Latino and Black.



Daily vehicle trips range from

**144 - 300 THOUSAND+**

trips per day on I-710,

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



The Study Area vehicle miles traveled (VMT) VMT is over

**26 MILLION miles per day –**

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

**12%** of LA County VMT

**23%**

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



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

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



An estimated **93.5 MILLION**

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

**18 PERCENT** by 2045.



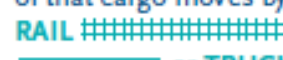
About **30%** of national cargo, valued at roughly

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



**75%**

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



Diesel Particulate Matter (DPM) rates are

**53% HIGHER** in the Study Area than the County average



**29% HIGHER**

in the Study Area, respectively, than the LA County average.

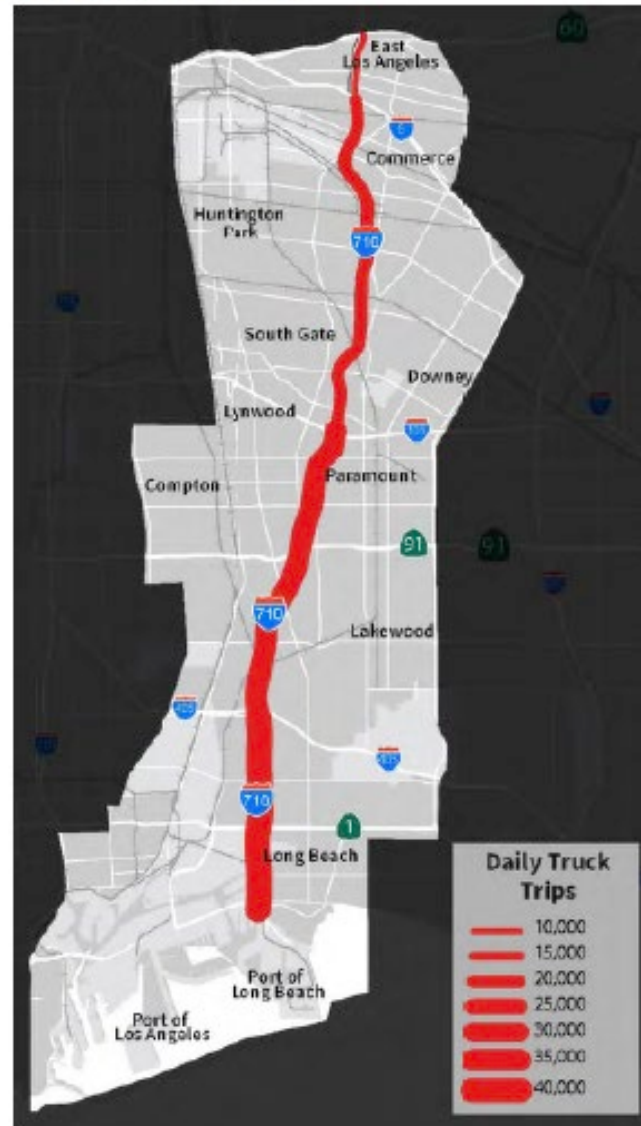




# I-710 South / LB-ELA Corridor

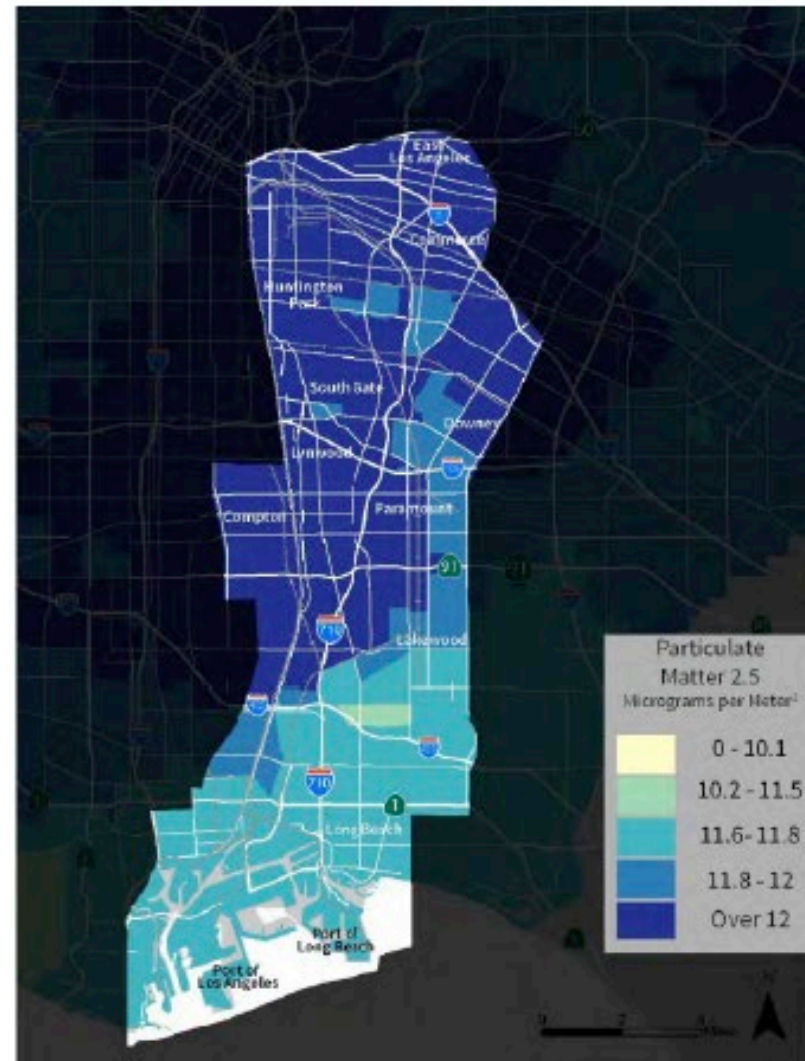
## – The “Diesel Death Zone”

Figure 3-52. Daily Truck Trips



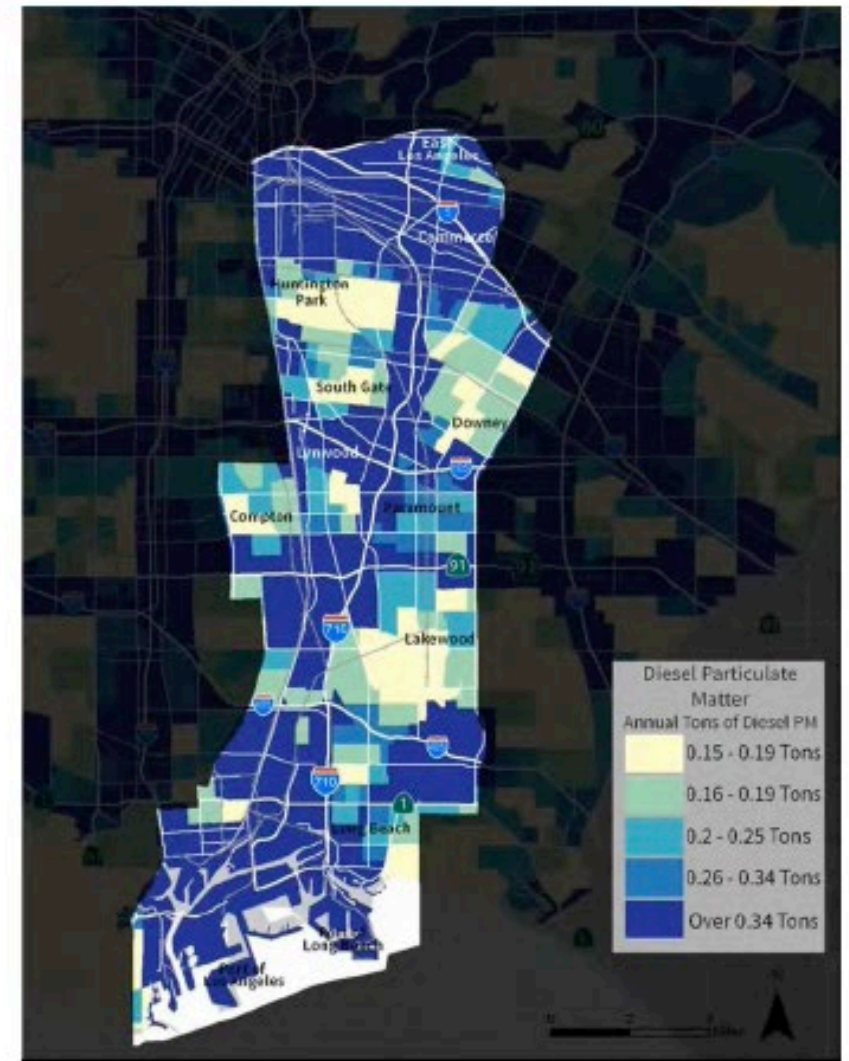
Source: PortAM

Figure 3-27. Particulate Matter 2.5 (PM<sub>2.5</sub>)



Source: CalEnviroScreen 4.0

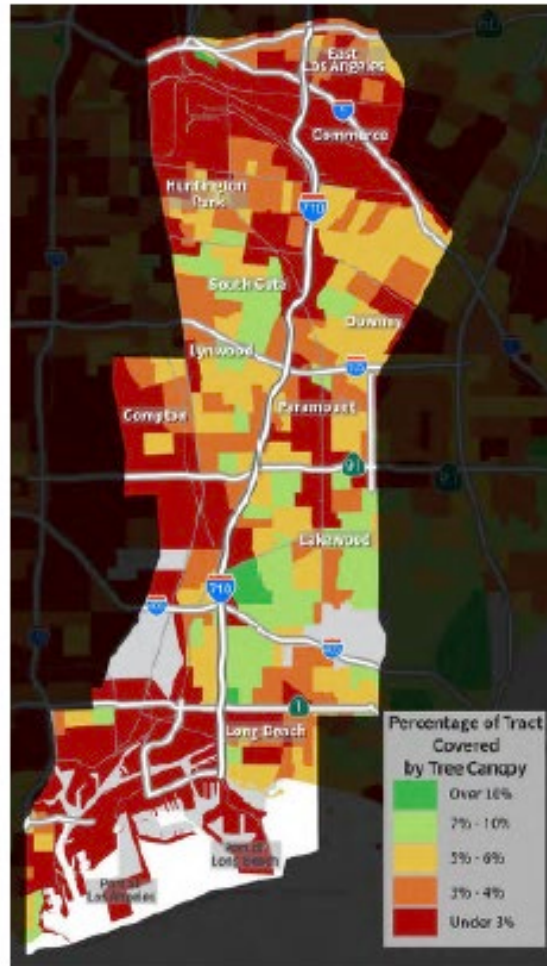
Figure 3-28. Diesel Particulate Matter (DPM)





# I-710 South / LB-ELA Corridor – Community Impacts

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



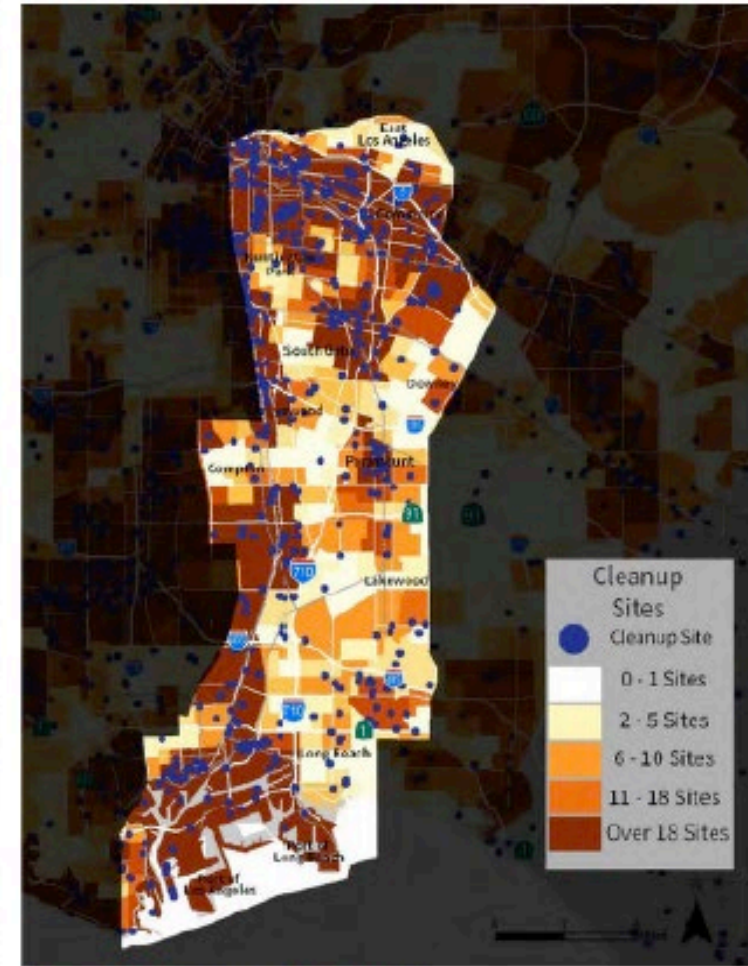
Source: Healthy Places Index 3.0, CDPH/National Land Cover Database

Figure 3-33. Urban Heat Island Effect



Source: CalEPA

Figure 3-34. Ground Toxic Cleanup Sites



Source: EnviroStor Cleanup Sites Database



# I-710 South / LB-ELA Corridor

## – Truck and Vehicle Crashes

Figure 3-40. Truck Crash Location and Severity

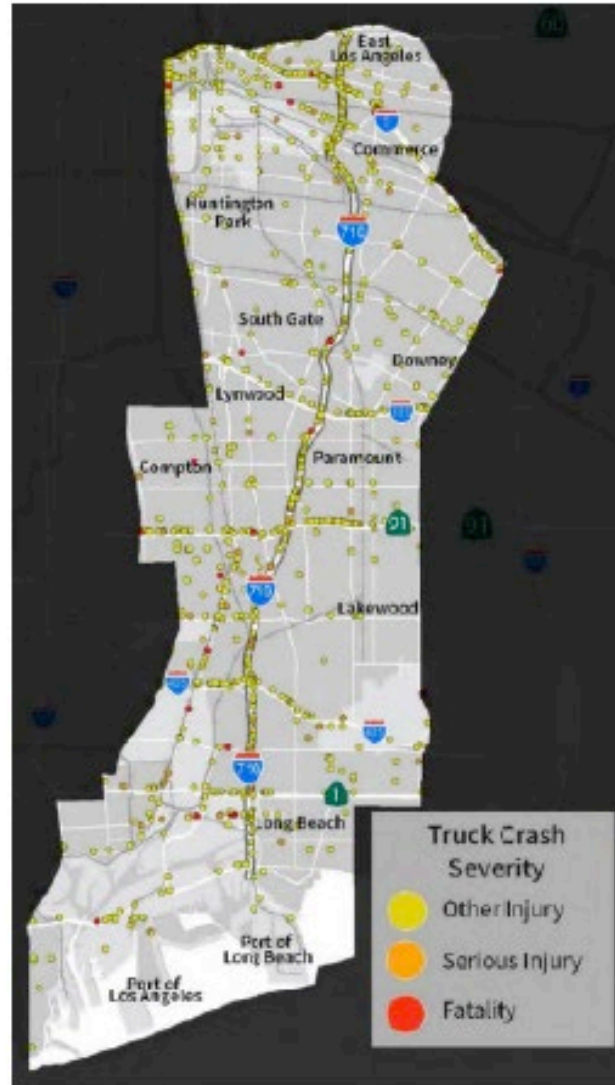


Figure 3-41. Truck Crashes Concentrations

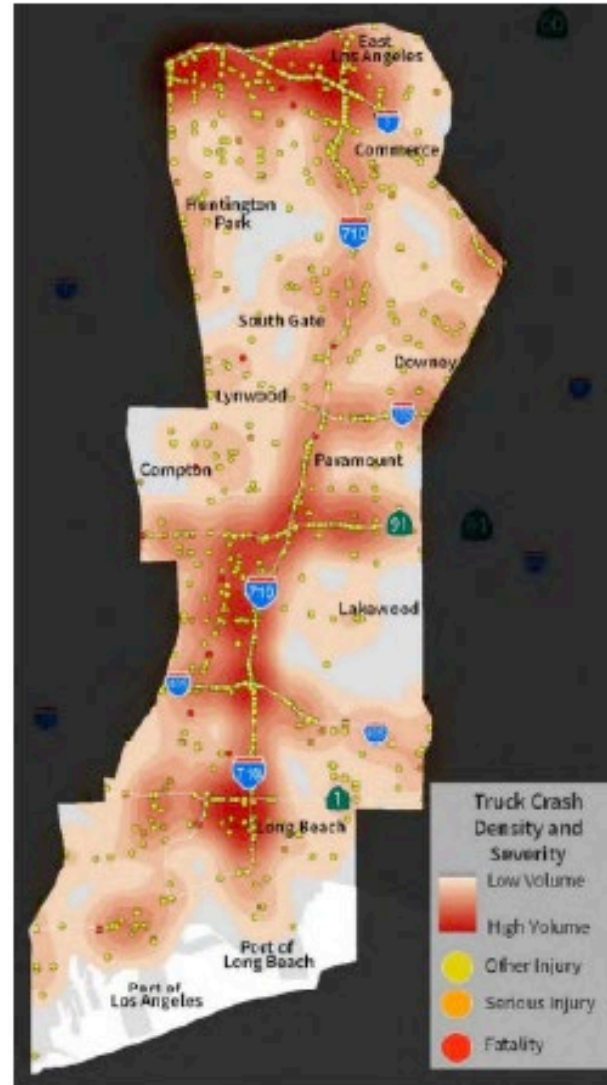


Figure 3-43. All Crashes



# Spotlight on Air Quality and Environment

## Health Disparities

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

## Mobile Source Emissions:

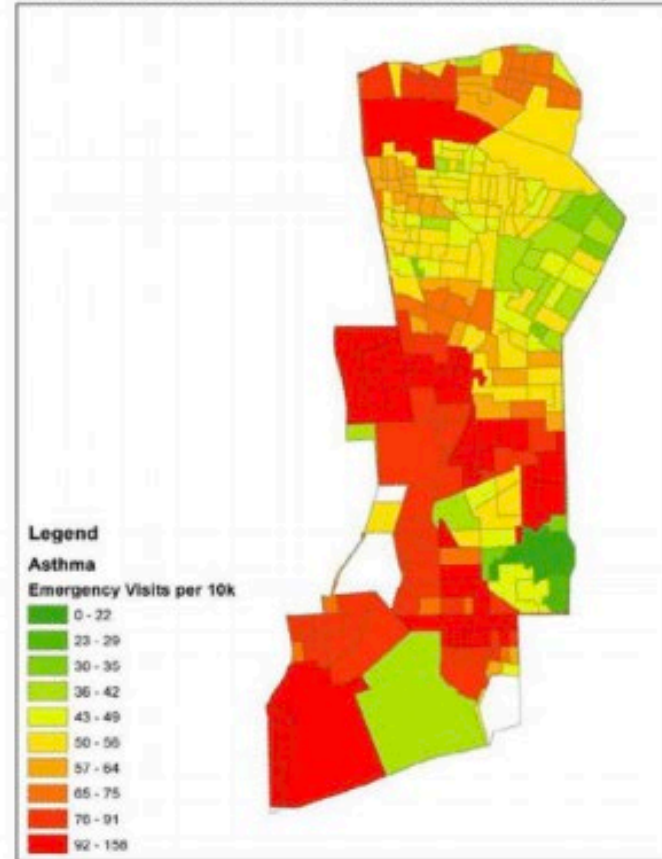
- > Trucks, locomotives, and ocean-going vessels contribute heavily to criteria pollutants (ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter).

## Non-Tailpipe Emissions:

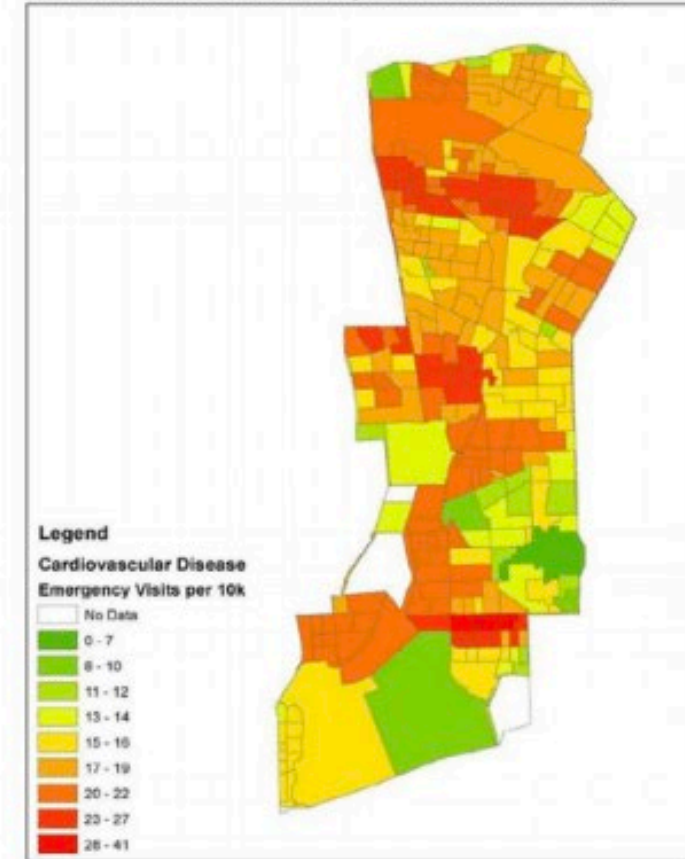
- > Emissions from brakes, tires, and road wear are significant contributors to particulate matter emissions and are expected to increase.

## Asthma Rates

LB-ELA Health Outcomes (CalEnviroScreen 4.0)



LB-ELA Health Outcomes (CalEnviroScreen 4.0)



Classifications reflect statewide percentile ranges.



# I-710 South Corridor Project Timeline: 2000 - 2024

**2000**

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

**2005**

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

**2008**

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

**2012**

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

**2003**

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

**2007**

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

**2011**

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

continue on  
next page

**2013**

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

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

**2017**

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

**2020-2021**

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

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

**2022**

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

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

**2016**

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

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

**2018**

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

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

**2021**

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

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

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

**2024**

Board adoption of the LB-ELA Investment Plan.

# The Process



Metro

# LB-ELA Corridor Investment Plan Milestones

September 2021 – April 2024



KEY TECHNICAL WORK

STAKEHOLDER ENGAGEMENT & PUBLIC OUTREACH

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



# Metro Convenes the Task Force: Community and Stakeholder Advisory Groups

## CLC MEMBER JURISDICTIONS/ COMMUNITIES

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

## TASK FORCE ORGANIZATIONS

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



# Together We Developed a Unified Set of Values



## Vision

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

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

## Guiding Principles

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



### EQUITY

A commitment to (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and (3) eliminate disparities in project processes, outcomes, and community results. The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710.



### SUSTAINABILITY

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/ conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends.

## Goals

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



### AIR QUALITY

Foster local and regional clean air quality.



### COMMUNITY

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



### ENVIRONMENT

Enhance the natural and built environment.



### MOBILITY

Improve the mobility of people and goods.



### OPPORTUNITY

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



### PROSPERITY

Strengthen LA County's economic competitiveness and increase access to quality jobs, workforce development, and economic opportunities for all communities, with a focus on strengthening the LB-ELA Corridor communities, which have been and continue to be harmed by economic activity and development.



### SAFETY

Make all modes of travel safer.

# We Developed the CMIP by Putting Equity in Action

## Equitable Processes

### Define and Measure

#### Understanding Equity

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

### Listen and Learn

#### Task Force Process

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

#### Project Idea Collection

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

### Train and Grow

#### OER Leadership

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

#### Equity Planning + Evaluation Tool

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

## Equitable Outcomes

### Focus and Deliver

#### Projects to Advance Equity

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

#### Community Programs

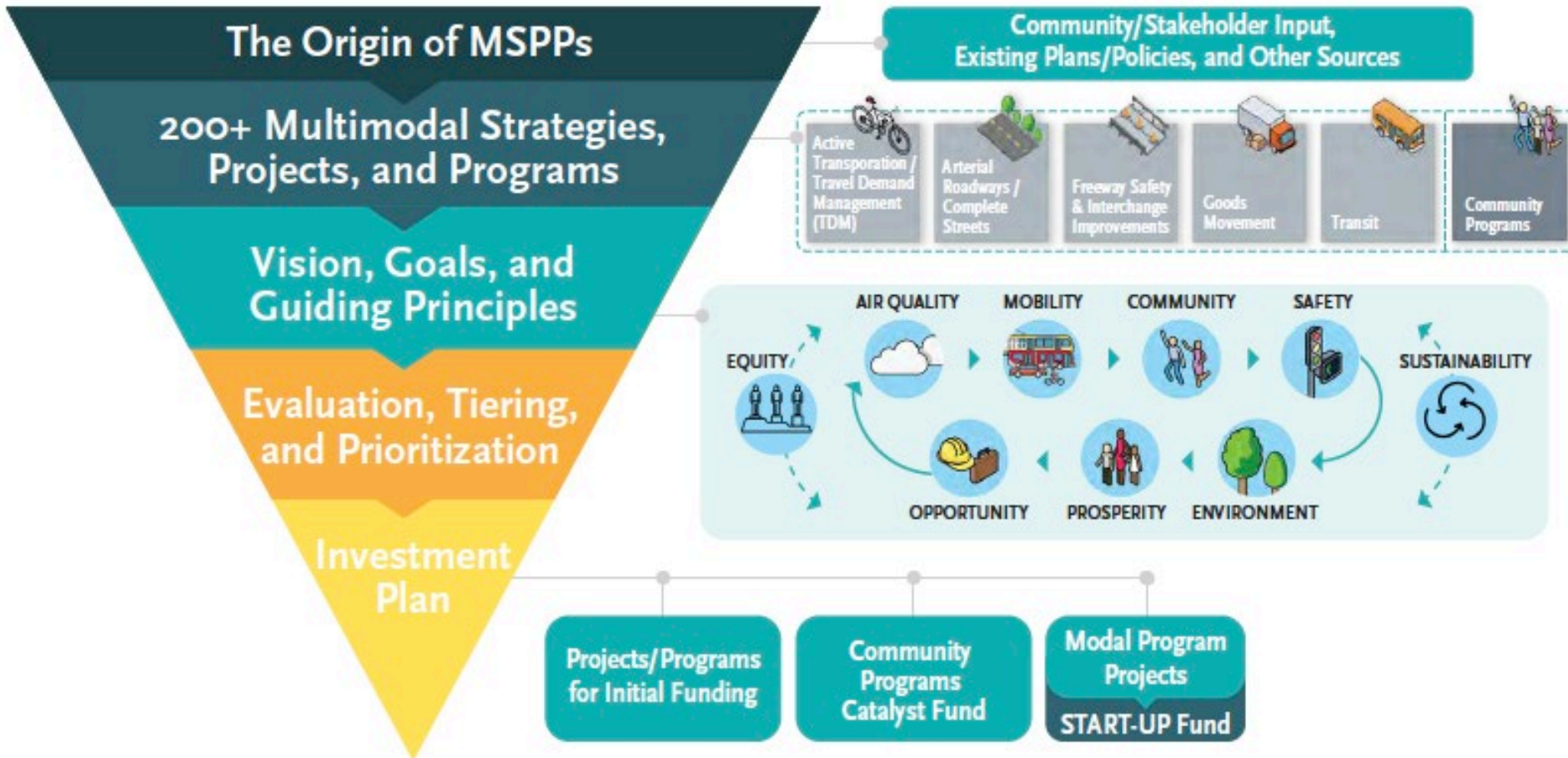
- **\$40 Million Community Programs Catalyst Fund** will advance community health and well-being in ways not typically addressed or funded by transportation planning

#### Technical Assistance

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

# We Crafted the Investment Plan together

Figure 6-1. Evaluation Process Chart





# We Created a Plan that Advances CalSTA's "Core Four" Priorities

The Investment Plan is consistent with  
CALSTA's (California State Transportation Agency) Core Four Priorities



## SAFETY

Nearly 10% of all the year 2021 traffic deaths in the U.S. occurred on California roadways. Fatalities for Active Transportation users are also at a 16-year high. By embedding the Safe System approach into our investments, planning, design and innovation, we will be able to achieve better outcomes on this urgent responsibility.



## EQUITY

Historically, transportation decisions prioritized movement of vehicles over the movement of people. We also built a transportation system that in some cases had detrimental impacts in underserved communities. We aim to create an equitable and accessible transportation network and to provide equitable opportunities for all people.



## CLIMATE ACTION

Nearly half of all climate-changing pollution in California comes from the transportation sector, and this demands our action for a cleaner future for all Californians. We must continue making our carbon footprint smaller by investing in a more multimodal system, embracing smarter land use development and utilizing innovation around zero emission vehicles.



## ECONOMIC PROSPERITY

Transportation policy done right creates well-paying jobs, provides affordable options, supports housing opportunities and powers our economy. This must be our focus as we strive for all people to be on equal footing, resulting in more thriving, robust communities.



# The LB-ELA CMIP Provides a Strategic Multimodal Integrated Investment Blueprint

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



# **Metro Board Approves the LB-ELA CMIP – April 2024**

# Cash Flow and Funding Availability

Source	Amount (\$ millions)	Available for Pre-Construction	Available for Construction
Measure R	★ \$243	Immediately	Immediately
Measure M (FY26)	★ \$250	Immediately	July 1, 2025
Measure M (FY31)	\$250	Dependent upon Cashflow	July 1, 2030
<b>Total</b>	<b>\$743</b>		

★ *More than 99% of the combined \$493 million available by FY26 is programmed for the Initial Investment Program of Projects (\$490.1 million). Future Measure M dollars available in FY31 fund the Modal Programs.*

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

# Projects by Mode for Initial Funding



## LEVERAGING CHANGE

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

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



# Funding Priorities

## INITIAL INVESTMENTS (\$490M)

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

## Diverse Stages of Development:

- > Projects range from planning through implementation stages.

## Projects Suitable for Measure R and Measure M Funding:

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

## 15 Community Programs:

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

## MODAL PROGRAMS (\$253M)

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

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

# **I-710 Freeway Safety & Interchange Improvements**



# The I-710 MOSAIC Program

# I-710 MOSAIC Program: Purpose

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

# I-710 MOSAIC Program: Project Concepts to Be Evaluated

Project/Program	2024	2026	2028	2030	2032	2034
<b>I-710 MOSAIC Program</b> <ul style="list-style-type: none"> <li>I-710/Firestone Interchange Improvements</li> <li>I-710/Florence Interchange Improvements</li> <li>I-710/Willow Interchange Improvements</li> <li>I-710/Del Amo Interchange Improvements</li> <li>I-710/Long Beach Boulevard Interchange Improvements</li> <li>I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors</li> <li>I-710/Imperial Interchange Improvements</li> <li>I-710 Auxiliary Lanes (Willow to Wardlow)</li> <li>I-710/I-405 Connector Project Improvements</li> <li>I-710/I-105 Connector Project Improvements</li> <li>I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)</li> <li>I-710/Anaheim Interchange Improvement</li> <li>I-710/PCH Interchange Improvement</li> <li>I-710/Wardlow Interchange Improvement</li> </ul>	<div>Alt. Analysis</div> <ul style="list-style-type: none"> <li>12 Interchanges + 2 Auxiliary Lanes</li> <li>Freeway Alternatives Analysis of 14 projects</li> <li>Select top 3-4 priority projects to advance to CEQA/NEPA phase</li> <li>Safety, GHG, Community Impacts, VMT, Air Quality, Multimodal Benefits</li> <li>Community Engagement</li> </ul>	<div>Environmental</div> <ul style="list-style-type: none"> <li>Freeway Project CEQA/NEPA Phase</li> <li>Complete separate studies of the detailed analyses of the benefits, impacts and costs of each priority project</li> <li>Select 3-4 projects to advance to design and construction</li> <li>Community Engagement</li> </ul>	<div>Design</div> <ul style="list-style-type: none"> <li>Freeway Design &amp; Implementation</li> <li>Design and implement the Preferred Alternative for each of the 3-4 priority projects</li> <li>Community Engagement</li> </ul>	<div>Implementation</div>		

Measure R – funding for implementation

Measure M – funding for planning (available now)

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

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

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

# I-710 MOSAIC Program: Evaluation Process

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

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

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

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

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



# Freeway Safety & Interchange Improvements

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
I-710 MOSAIC Program	\$153.6 million	\$458.4 million	\$612.0 million
I-710 Freeway Lids, Caps & Widened Bridge Decks	\$5.0 million	\$10.0 million	\$15.0 million
I-710 Traffic Controls at Freeway Ramps	\$10.0 million	\$40.0 million	\$50.0 million
I-710 Particulate Matter Reduction Pilot	\$2.0 million	\$8.0 million	\$10.0 million
<b>CMIP Initial Investment Total</b>	<b>\$170.6 million</b>	<b>\$516.4 million</b>	<b>\$687.0 million</b>
<b>Funds Reserved for Modal Program</b>	<b>\$39.4 million</b>		
<b>Total Metro CMIP Investment</b>	<b>\$210.0 million</b>		

# Goods Movement



Metro

# Goods Movement

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Freight Rail Electrification Pilot Project	\$10.0 million	\$40.0 million	\$50.0 million
Goods Movement Freight Rail Study	\$2.0 million	\$8.0 million	\$10.0 million
Zero Emission Truck (ZET) Program	\$50.0 million	\$150.0 million	\$200.0 million
<b>CMIP Initial Investment Total</b>	<b>\$62.0 million</b>	<b>\$198.0 million</b>	<b>\$260.0 million</b>
<b>Funds Reserved for Modal Program</b>	<b>\$18.0 million</b>		
<b>Total Metro CMIP Investment</b>	<b>\$80.0 million</b>		

# Arterial Roadways / Complete Street Corridors



Metro



# Arterial Roadways / Complete Street Corridors

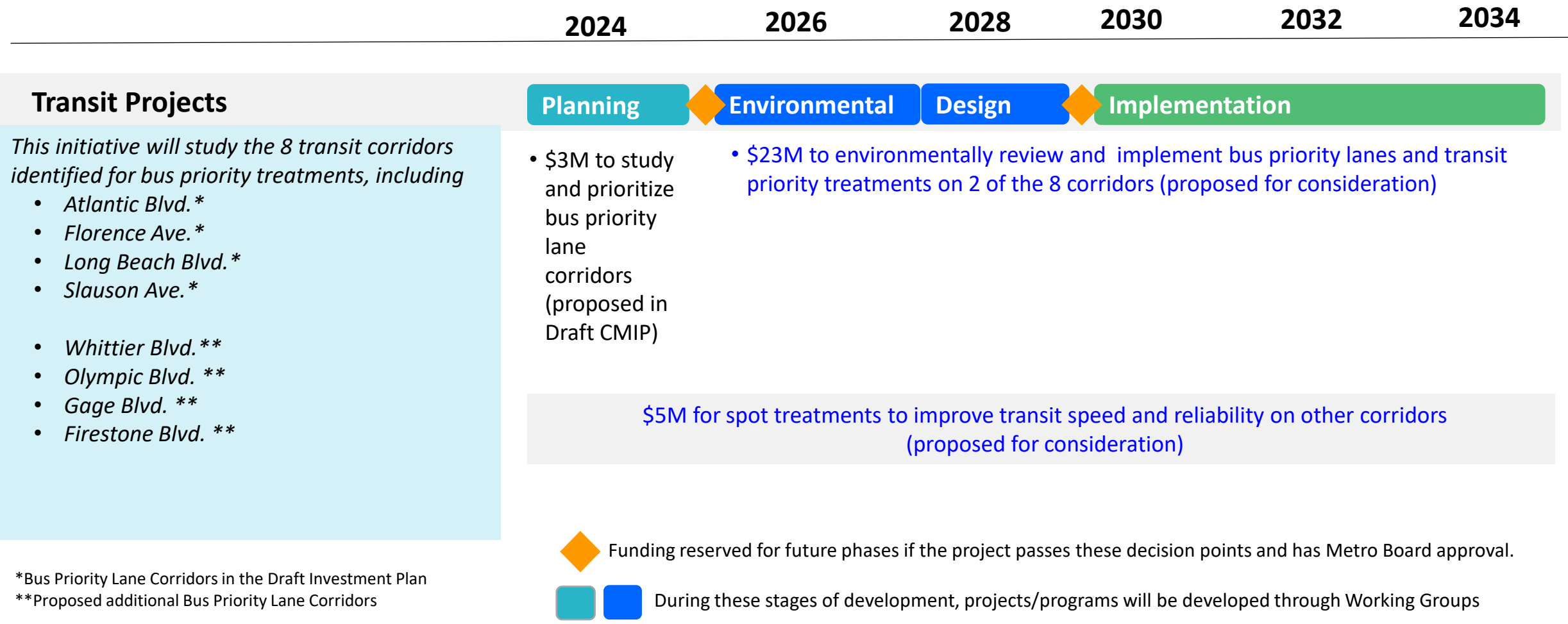
Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Complete Street Corridor – Alondra Blvd.	\$9.0 million	\$36.0 million	\$45.0 million
Complete Street Corridor – Atlantic Blvd.	\$68.6 million	\$388.6 million	\$457.2 million
Complete Street Corridor – Florence Ave.	\$24.9 million	\$99.6 million	\$124.5 million
Complete Street Corridor – Long Beach Blvd.	\$0.8 million	\$0.7 million	\$1.5 million
Complete Street Corridor – Slauson Ave.	\$3.6 million	\$14.4 million	\$18.0 million
Shoemaker Bridge/Shoreline Drive	\$9.0 million	\$823.6 million	\$832.6 million
<b>CMIP Initial Investment Total</b>	<b>\$115.9 million</b>	<b>\$1,362.9 million</b>	<b>\$1,478.8 million</b>
<b>Funds Reserved in Modal Program</b>	<b>\$72.1 million</b>		
<b>Total Metro CMIP Investment</b>	<b>\$188.0 million</b>		

# Transit Projects



Metro

# LB-ELA Corridor Bus Transit Priority Program



# Transit Projects

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Bus Stop Improvement Projects / Programs	\$19.0 million	\$19.0 million	\$38.0 million
Compton Transit Management Operations Center Enhancements	\$2.0 million	\$25.0 million	\$27.0 million
LB-ELA Corridor Bus Transit Program	\$31.1 million	\$430.4 million	\$461.5 million
Metro A Line – Quad Safety Gates at all A Line Crossings	\$5.0 million	\$5.0 million	\$10.0 million
<b>CMIP Initial Investment Total</b>	<b>\$57.1 million</b>	<b>\$479.4 million</b>	<b>\$536.5 million</b>
<b>Funds Reserved in Modal Program</b>	<b>\$67.9 million</b>		
<b>Total Metro CMIP Investment</b>	<b>\$125.0 million</b>		



# Active Transportation

# Active Transportation Projects

Project / Program	CMIP Funds	Funds to be Leveraged	Total Funding
Compton Creek Bike Underpasses	\$0.5 million	\$0.5 million	\$1.0 million
Humphreys Ave Pedestrian/Bike Overpassing	\$9.0 million	\$15.3 million	\$24.3 million
I-710 Planning Study: Reconnecting the LB-ELA Corridor Communities	\$2.5 million	\$2.0 million	\$4.5 million
Metro A Line – First / Last Mile Improvements	\$9.8 million	\$2.5 million	\$12.3 million
Rail to River Active Transportation Corridor (Segment B)	\$3.2 million	\$3.1 million	\$6.3 million
Regionally-Significant Bike Projects	\$15.7 million	\$25.7 million	\$41.4 million
Southeast Gateway Line Bike and Pedestrian Trail	\$3.8 million	\$13.2 million	\$17.0 million
<b>CMIP Initial Investment Total</b>	<b>\$44.5 million</b>	<b>\$62.3 million</b>	<b>\$106.8 million</b>
<b>Funds Reserved for Modal Program</b>	<b>\$55.7 million</b>		
<b>Total Metro CMIP Investment</b>	<b>\$100.0 million</b>		

# Equity-Focused Initiatives: An LB-ELA CMIP Hallmark

# Equity-Focused Initiatives

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

## Metro Investment of CMIP Funds: \$80 million

Funds are front-loaded in the CMIP to support immediate returns on investment  
Leveraged funds and subject matter expertise will be sought from regional/state/federal funding partners



# Implementing the LB-ELA CMIP



Metro

# Working Groups: CMIP Projects and Programs

	Modal Category	Scope
<b>Working Group #1</b>	Freeway Interchange and Safety Improvements	Initial Investment Project Development Modal Program Development
	Goods Movement	Initial Investment Project Development Modal Program Development
<b>Working Group #2</b>	Complete Streets	Initial Investment Project Development Modal Program Development START-UP Program
	Transit	Initial Investment Project Development Modal Program Development START-UP Program
	Active Transportation	Initial Investment Project Development Modal Program Development START-UP Program

# Working Groups #3 - #5: CMIP Community Programs

Working  
Group #3

## Health/Air Quality/Environment

LB-ELA_0133	LB-ELA Corridor Community Health Benefit Program
LB-ELA_0191	Zero-Emission Infrastructure for Autos
LB-ELA_0192	Bus Electrification Projects
LB-ELA_0218	Air Quality Monitoring Stations
LB-ELA_0134	LB-ELA Corridor Energy Reduction/Greenhouse Gas (GHG) Emissions Reduction Program
LB-ELA_0187	LB-ELA Corridor "Urban Greening" Initiative
LB-ELA_0190	Public Art/Aesthetics

Working  
Group#  
4

## Housing Stabilization/ Land Use

LB-ELA_0009	Southeast Gateway Line Transit-Oriented Development Strategic Implementation Plan and Program (TOD SIP)
LB-ELA_0193	Transit-Oriented Communities/Land Use
LB-ELA_0194	Homeless Programs
LB-ELA_0135	Housing Stabilization Policies

Working  
Group  
#5

## Job Creation/Work Opportunities

LB-ELA_0197	Vocational Educational Programs
LB-ELA_0195	Targeted Hire Programs
LB-ELA_0196	Employment/Recruitment Initiatives
LB-ELA_0186	Economic Stabilization Policies



# Modal Programs

## Purpose of the Modal Programs:

The CMIP reserves funding for future planning and project development activities in recognition of the great need for equity, technical support, and new project/program development to meet the needs of the LB-ELA Corridor communities and transportation system.

## Modal programs will focus on:

- > Refining and/or improving projects identified in the CMIP process but not prioritized for the Initial Investment
- > Engaging stakeholders to develop modal program strategies for improving the corridor, including pilot programs, strategic initiatives, and planning studies
- > Helping Metro conduct equitable project planning to identify equity gaps, provide technical assistance (through the **START-UP Fund**) for lower-resource communities, and develop projects for future consideration for implementation
- > Developing projects and priorities aligned with the CMIP Vision, Goals, and Guiding Principles
- > Identifying opportunities to leverage CMIP Modal Program funds
- > Help Metro staff develop recommendations to bring to the Metro Board for consideration and funding.



# Investment Plan Overview

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

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

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

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

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

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



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



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



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



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



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

# Investment Plan Benefits

**This Investment Plan will bring many benefits to Corridor communities.**

● **48,000\***

New jobs created.

● **6-10%**

Reduction in fatal injury collisions, for increased safety.

● **8**

Deaths prevented each year.

● **88**

Serious injuries prevented each year.

● **5-10%**

Increase in transit ridership each day.

● **5-10%**

Reduction in vehicle hours of delay, for faster travel.

● **1-2%**

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

● **250,000**

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

● **2,500,000**

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

● **10-15%**

Increase in trips by bicycle.



# Next Steps

Metro Staff continue to set up the implementation phase of the LB-ELA CMIP

- > Procure professional services to support CMIP implementation and Working Groups
- > Finalize Working Group process and potential rosters
- > Finalize approach to continue community engagement and participation
- > Present Community Leadership Committee White Paper (lessons learned) and additional work on Community Health
- > Advance Community Programs in partnership with GCCOG and other key agencies and stakeholders
- > Identify Initial Investment Projects that need near-term funding allocations and bring recommendations to the Metro Board in April 2025
- > Hire staff to support long-term CMIP implementation
- > Conduct stakeholder outreach and receive input on CMIP implementation

# Thank you!



**Metro**

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Visit [lb-ela-cmip.com](http://lb-ela-cmip.com) to read the Investment Plan