



*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, April 16, 2025

11:00 AM

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METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The Meeting begins at 11:00 AM Pacific Time on April 16, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 16 de Abril de 2025. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

5. **SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR** [2024-1084](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson - LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective May 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Presentation](#)

6. **SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM CYCLE 1 PROGRAMMING UPDATE** [2024-1101](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of additional funding capacity in the amount of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) to add funds to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - MAT Cycle 1 Funding Adjustments](#)
[Attachment B - MAT Cycle 1 Programming Table](#)
[Presentation](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

7. **SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR
MOBILITY INVESTMENT PLAN UPDATE**

[2024-1108](#)

RECOMMENDATIONS

CONSIDER:

A. APPROVING:

1. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of “No Build” for the I-710 South Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project’s new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services;
2. PROGRAMMING up to \$3,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3,000,000 originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project; and
3. PROGRAMMING \$9,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions; and

C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

Attachments: [Attachment A - LB-ELA CMIP Initial Investment Project List](#)
[Attachment B - Port of Los Angeles Drayage Truck Charging Depot](#)
[Attachment C - City of LB Rec. for Funding for Shoemaker Bridge/Shoreline Dr.](#)
[Attachment D - LB-ELA CMIP Pre-Investment Plan Op.Proj. Status Update](#)
[Attachment E - Community Leadership Cmmt Reflections & Rec. Report](#)
[Presentation](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

**8. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS
PROGRAM (LCTOP)**

[2025-0028](#)

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in California Cap-and-Trade proceeds accumulated in State Fiscal Year (FY) 2024-25 disbursed through LCTOP, and to use \$48,761,092 for A Line operations, as enhanced by the opening of the Regional Connector, and \$4,460,720 for Special Event Supplementary Bus Service;
- B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

Attachments: [Attachment A - Board Resolution to Execute LCTOP Project
Presentation](#)

**9. SUBJECT: COMPLETION OF SURFACE TRANSPORTATION
PROGRAM-LOCAL (STP-L) ANNUAL APPORTIONMENTS
TO LOCAL AGENCIES**

[2025-0235](#)

RECOMMENDATION

AUTHORIZE:

- A. the reallocation of \$25.74 million of Proposition C discretionary funds from the Access Services (Access) budget to fulfill unprogrammed STP-L funding program balances; and
- B. the Chief Executive Officer (CEO) or their designee to execute STP-L balance fulfillment agreements with local agencies, allowing them to receive their unprogrammed STP-L balances using available non-federal Metro funds.

Attachments: [Attachment A - Summary STP-L Balances for Agencies in LA County
Presentation](#)

(CARRIED OVER FROM MARCH'S COMMITTEE CYCLE)

**10. SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS
REPORT**

[2025-0140](#)

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Project
Status Report.

Attachments: [Attachment B - Equity Assessment Baseline](#)
 [Attachment C - Vehicle Miles Traveled \(VMT\) Outcome](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2025-0249](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION**

Adjournment



Board Report

File #: 2024-1084, **File Type:** Contract**Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 16, 2025****SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM
PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson - LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective May 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) was developed to build upon Metro's construction mitigation programs to prevent displacement and to support the long-term sustainability of small businesses in Equity Focus Communities (EFC) near the K Line and Little Tokyo segment of the A/E Line. To help in structuring, launching, and administering the Fund, Metro solicited proposals from Community Development Financial Institutions (CDFIs), which are mission-driven lenders focused on helping communities that are underserved by traditional financial institutions to become participants in the economic mainstream. Metro must select a CDFI to serve as the Fund Program Administrator to help finalize the program guidelines prior to returning to the Board and implementing the Fund.

BACKGROUND

The Board approved the EDP and \$5 million for the implementation of the Fund on December 1, 2022, contingent upon Board approval of the Fund Guidelines. The Board approved pilot program Fund Service Area (FSA) includes a half-mile radius of the K Line (formerly Crenshaw/LAX Line) and the Little Tokyo segment of the A/E Line.

As part of the Board-approved pilot program, the County Department of Economic Opportunity will transfer up to \$853,000 in repayment proceeds from the COVID-19 Recovery Loan Program to fund program administrative costs. To leverage Metro's \$5 million loan seed funding, Metro is working with the California Pollution Control Financing Authority (CPCFA) to secure \$15 million in set-aside for

business enterprises owned and controlled by socially and economically disadvantaged individuals (SEDI) and access to State Small Business Credit Initiative (SSBCI) programs and resources.

DISCUSSION

The Fund targets communities that typically have barriers to capital. It will provide: 1) technical assistance and access to capital with favorable terms, 2) access to private equity financing to fund startups, early-stage, and emerging companies, and 3) a pipeline to sustainability and growth for small businesses and nonprofits with a social enterprise. A social enterprise is an organization or venture (within an organization) that advances a social mission through market-based strategies.

The EDP Fund Program Administrator contract is structured to include a three-year base contract with two, one-year options to be exercised at Metro's discretion. The base contract includes internal and external stakeholder engagement, Fund set-up, program administration, and close-out. The program administrator is responsible for meeting the five tasks described below.

Task 1 - Program Administration: meet resource requirements, including personnel and the infrastructure to administer the Fund. Deliverables include the Personnel Plan, Infrastructure Framework, Fund Administrative Guidelines, Disbursement Agreement, and the Review and Dispute Process.

Task 2 - Fund Implementation and Tracking: process business eligibility by developing a timeline for evaluation, underwriting loan applications, ongoing monitoring, and loan payment guidance. Deliverables include administering the Fund account, providing match requirements, developing standard operating procedures, and completing the End of the Loan Origination Period Report.

Task 3 - Technical Assistance and Marketing Plan: provide in-house technical assistance to eligible small businesses and nonprofit organizations to secure Fund resources and offer referral services to businesses denied or approved, including but not limited to service providers CPCFA, IBANK, Go Biz, Small Business Development Centers (SBDC), Financial Development Corporations, L.A. County Department of Economic Opportunity, the economic development departments of local jurisdictions, discounted utility services, and marketing resources. Deliverables include a Marketing Plan and Technical Assistance Services Summary and Execution Plan.

Task 4 - Fund Reporting and Auditing: provide progress reports commensurate with the Loan Approval Committee frequency, summary reports, quarterly reports, and an annual report to Metro's Project Manager. Respond to annual and Office of the Inspector General audits that may occur from time to time.

Task 5 - Fund Close-Out Plan: develop a Fund Close-Out Plan that identifies the processes for closing out the Fund when all loan repayments have been received and illustrate longevity to service loans throughout extended terms required for real estate acquisition loans.

The proposed team includes VSLDC, a certified CDFI, located in South Los Angeles only 1.5 miles east of the K Line. VSLDC's current service area includes most of the K Line portion of the FSA except for a small southwest portion. To meet contract requirements, this area and Little Tokyo will be incorporated for all program activities. VSLDC is also partnering with a Minority Depository Institution (MDI), to perform commercial real estate loans in the FSA.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action.

FINANCIAL IMPACT

Since this is a multi-year contract, the Cost Center Manager and Project Manager will be responsible for allocating budget for the overall expenditure across subsequent years until project completion, including any options exercised. Up to \$853,000 in repayment proceeds from the COVID-19 Recovery Loan Program is also designated for program administration.

Impact to Budget

To initiate program administration, funds for this contract in the amount of \$1,000,000 have been requested in the FY26 budget (Cost Center 4530, Project 610026, Economic Development, Account 50316). Future funding obligations will be included in annual budget preparation by TOC staff.

The funding for this contract is General Funds. These funds are eligible for Metro bus and rail capital and operating expenditures.

EQUITY PLATFORM

The Fund has the potential to positively impact over 200 small, legacy and locally owned businesses, nonprofit organizations with social enterprises, the surrounding community, and transit riders located within 1/2 mile of the K Line and the Little Tokyo segment of the A/E Line. These lines traverse through EFCs in South Los Angeles and Little Tokyo. Business ownership is diverse and reflective of the local community. This action will ensure funds are available to secure a certified CDFI to administer and market the Fund.

The Diversity & Economic Opportunity Department did not recommend a Small Business/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified firms that perform these services (Attachment B). A total of 101 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on April 22, 2024, and was attended by four participants representing four firms (Attachment A).

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit transit oriented communities and further encourage transit ridership, ridesharing, and active transportation. This fund will support businesses that are located within walking distance of the A/E and K Lines and will provide Metro's riders and local residents with opportunities to access goods and services without using a car. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Vision 2028 Strategic Plan Goals 3 and 4. The EDP and the Fund are grounded in enhancing communities and lives through mobility and access to opportunity (Strategic Goal 3) by working with economic development stakeholders to leverage the public transportation system to create a safe and pleasant environment to access transit and increase transit ridership by facilitating commercial revitalization, stimulating private investment, and supporting the preservation and growth of small businesses near transit. Additionally, the need for transforming LA County through regional collaboration and national leadership (Strategic Goal 4) is greater than ever with the anticipation of the World Cup and Olympics. Metro is well-positioned to partner with LA County jurisdictions to create a national model for supporting small businesses in underrepresented communities by leveraging transportation assets to spur revitalization, enhance the ridership experience, and address safety concerns.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Program Administrator for the EDP Fund. Staff does not recommend this action. This recommendation helps carry out a Board-approved program in furtherance of Metro's Equity Platform and Strategic Goals. With rising inflation, increasing rents, and the lack of access to capital, the consequences of non-action include the potential displacement of small, BIPOC, legacy businesses renting along the proposed corridors, and disinvestment in the communities surrounding Metro's multibillion-dollar transit investment.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS122552000 with Vermont Slauson - LDC, Inc. for the Transit Oriented Communities Economic Development Program Pilot Investment Fund Program Administrator and return to the Board with program guidelines later this calendar year, marketing and launching the program in 2026.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Michelle Banks-Ordone, Senior Director, (213) 547-4375

Nick Saponara, Executive Officer, (213) 922-4313

Holly Rockwell, Senior Executive Officer, (213) 547-4325

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by:

Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM
PILOT INVESTMENT FUND PROGRAM ADMINISTATOR / PS122552000**

1.	Contract Number: PS122552000	
2.	Recommended Vendor: Vermont Slauson – LDC, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 4, 2024	
	B. Advertised/Publicized: April 4, 2024	
	C. Pre-Proposal Conference: April 22, 2024	
	D. Proposals Due: August 5, 2024	
	E. Pre-Qualification Completed: March 12, 2025	
	F. Ethics Declaration Forms submitted to Ethics: October 9, 2024	
	G. Protest Period End Date: April 22, 2025	
5.	Solicitations Downloaded: 101	Bids/Proposals Received: 3
6.	Contract Administrator: Marc Margoni	Telephone Number: (213) 922-1304
7.	Project Manager: Michelle Banks-Ordone	Telephone Number: (213) 547-4375

A. Procurement Background

This Board Action is to approve Contract No. PS122552000 to provide administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund. The Board approved Pilot Program Fund Service Area (FSA) includes a half-mile radius of the K Line (formerly Crenshaw/LAX Line) and the Little Tokyo segment of the A/E Line. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. PS122552 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified firms that perform these services.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 9, 2024, updated the time for the virtual pre-proposal conference.
- Amendment No. 2, issued on May 30, 2024, extended the proposal due date from June 4, 2024 to July 8, 2024.

- Amendment No. 3, issued on June 24, 2024, added a supplemental Q&A session on July 1, 2024, and extended the proposal due date from July 8, 2024 to July 22, 2024.
- Amendment No. 4, issued on June 26, 2024, extended the time for the virtual Q&A session.
- Amendment No. 5, issued on July 22, 2024, extended the proposal due date from July 22, 2024 to August 5, 2024.

A total of 101 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on April 22, 2024, and was attended by four participants representing four firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on August 5, 2024, and are listed below in alphabetical order.

1. Business Consortium Fund, Inc. (BCF)
2. PACE Finance Corporation (PFC)
3. Vermont Slauson – LDC, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Office of Equity and Race, Countywide Planning and Development, and Treasury, was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I – Minimum Requirements and Preferences Checklist: This is a pass/fail criteria. To be responsive, the proposer must meet the following:

- Provide evidence that the proposing firm is a Certified Community Development Financial Institution (CDFI).
- Acknowledge that Board approval of the program guidelines is a condition precedent to disbursing funds for the EDP Pilot Investment Fund.
- Provide a narrative describing CDFI knowledge and level of participation as a financial institution in the CPCFA California Capital Access Program (CalCAP) and the Collateral Support program.
- Provide a narrative of familiarity with IBANK Financial Development Corporations (FDCs) to provide loan guarantees through the California Small Business Credit Initiative.
- Provide a narrative that describes the CDFI's ability to guarantee that all lending and technical assistance under this award is within the Fund Service Area only.
- Provide a narrative that the CDFI is committed to transparency and audit activities.

All three proposers met the Minimum Requirements and Preferences Checklist review and were further evaluated based on the following Phase II – Criteria for Evaluation:

- | | |
|--|-----|
| • Professional Experience | 25% |
| • Personnel Qualifications and Management Plan | 15% |
| • Approach and Methodology | 30% |
| • Cost | 25% |
| • Optional Matching Funds | 5% |

Several factors were considered when developing these weights, giving the greatest importance to approach and methodology.

From October 16, 2024, through January 6, 2025, the PET independently evaluated and scored the technical proposals. The evaluation period was delayed due to an unforeseen leave of absence. At the conclusion of the evaluation, the PET determined Vermont Slauson – LDC, Inc. to be the top ranked firm.

Qualifications Summary of Firms:

Vermont Slauson – LDC, Inc.

Vermont Slauson LDC, Inc.'s (VSLDC) parent organization, Vermont Slauson Economic Development Corporation (VSEDC), a nonprofit 501(c)(4) corporation, was founded in 1981 as a citizen advisory committee by Marva Smith-Bey and former City of Los Angeles Mayor Tom Bradley. VSEDC's primary mission is to facilitate community development and the revitalization of South Los Angeles and neighboring communities. VSEDC created VSLDC as a 501(c)(3) nonprofit in 1983 to manage grants and contracts, with VSLDC achieving CDFI certification as a loan fund in 2018.

VSLDC's experience and program methodology demonstrated a strong understanding of the objective of Metro's Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) and an ability to establish and administer the Fund. VSLDC will partner with a Minority Depository Institution to administer the Fund. Collectively since 2020, they have originated 29 loans totaling \$28.3 million to small businesses and real estate projects either within the K Line and Little Tokyo FSAs or within zip codes that contain portions of the FSAs. VSLDC is headquartered along the Slauson Avenue corridor in the heart of South Los Angeles, only 1.5 miles east of the K Line FSA.

PACE Finance Corporation (PFC)

PACE Finance Corporation (PFC), a certified Community Development Financial Institution (CDFI), fosters community development by supporting low-income, social and economically disadvantaged, Black, Indigenous and other people of color-owned small businesses in Los Angeles County. Both PACE (Parent organization) and PFC

are approved as CalCap lenders for the Small Business Program. Since 2013, PACE/PFC has provided 86 loans in total of nearly \$3 million. PFC's principal place of business is Los Angeles, California.

PFC's proposal, although well-written, presented descriptions as general narratives. Short and concise information areas did not provide the nexus to the scope of services needed to understand the vision for administering the Pilot Investment Fund.

Business Consortium Fund, Inc.

Business Consortium Fund, Inc. (BCF) was established in 1987 in partnership with the National Minority Supplier Development Council to provide technical assistance and capital to minority business enterprises (MBEs). The disadvantaged businesses serviced by BCF face the same challenges of opportunity and capital faced by businesses located in the FSA. Currently, BCF has 56 active loans totaling \$4.1 million to MBEs that had limited access to capital. BCF's principal place of business is New York City, New York.

BCF demonstrated experience and a track record for developing investment funds and leading programs; however, BCF has not conducted outreach or provided loans in the FSA. They are out-of-state and did not demonstrate first-hand knowledge of the FSA.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Vermont Slauson – LDC, Inc.				
3	Professional Experience	93.32	25.00%	23.33	
4	Personnel Qualifications and Management Plan	90.00	15.00%	13.50	
5	Approach and Methodology	90.00	30.00%	27.00	
6	Cost	100.00	25.00%	25.00	
7	Optional Matching Funds	100.00	5.00%	5.00	
8	Total		100.00%	93.83	1
9	PACE Finance Corporation				
10	Professional Experience	86.00	25.00%	21.50	
11	Personnel Qualifications and Management Plan	75.33	15.00%	11.30	
12	Approach and Methodology	83.33	30.00%	25.00	
13	Cost	60.00	25.00%	15.00	
14	Optional Matching Funds	100.00	5.00%	5.00	

15	Total		100.00%	77.80	2
16	Business Consortium Fund, Inc.				
17	Professional Experience	88.67	25.00%	22.17	
18	Personnel Qualifications and Management Plan	84.00	15.00%	12.60	
19	Approach and Methodology	86.67	30.00%	26.00	
20	Cost	39.40	25.00%	9.85	
21	Optional Matching Funds	100.00	5.00%	5.00	
22	Total		100.00%	75.62	3

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), price analysis, technical analysis, and negotiations. Staff successfully negotiated cost savings of \$64,745.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Vermont Slauson – LDC, Inc.	\$1,999,725	\$1,818,467	\$1,934,980
2.	PACE Finance Corporation	\$3,333,320		
3.	Business Consortium Fund, Inc.	\$5,075,381		

D. Background on Recommended Contractor

Vermont Slauson - LDC, Inc., located in Los Angeles, CA has been in business since 1983 and has been providing comprehensive technical assistance to women, minority, and other underserved, low-to-medium income small business owners in South Los Angeles, including the Crenshaw Metro rail corridor and Little Tokyo Metro rail station's surrounding corridor. Under contract with both the City and County of Los Angeles, Vermont Slauson - LDC, Inc. has established a robust suite of programs and counseling to support the establishment and growth of small businesses with the goal of fostering economic development through entrepreneurship and the creation of generational wealth.

DEOD SUMMARY

**TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM
PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR / PS122552000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of availability of certified firms that perform this service. Vermont Slauson – LDC, Inc. listed three non-certified firms to perform the services of this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



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TRANSIT ORIENTED COMMUNITIES STRATEGIC INITIATIVES

ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND

PROGRAM ADMINISTRATOR

PLANNING AND PROGRAMMING COMMITTEE

APRIL 16, 2025



Metro

Approve Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson-LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, and \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective May 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

Pilot Investment Fund Administration Contract

Responsibilities

The Fund Administrator is responsible for setting up the Fund, developing program guidelines for Metro's review, creating a close-out plan, and the day-to-day administration of the Fund, including, but not limited to:

- > marketing and outreach to eligible small businesses and nonprofit organizations;
- > determining participant eligibility;
- > processing applications, awarding funds, program tracking;
- > providing technical assistance.

Fund Service Area

The Fund Service Area is a half-mile radius around the K-Line and Little Tokyo segment of the A/E Line to maximize business preservation after construction of new rail lines.



Procurement Evaluation

Evaluation Criteria	Maximum Points	Vermont Slauson LDC, Inc.	PACE Finance Corporation	Business Consortium Fund, Inc.
Professional Experience	25.00	23.33	21.50	22.17
Personnel Qualifications and Management Plan	15.00	13.50	11.30	12.60
Approach and Methodology	30.00	27.00	25.00	26.00
Cost	25.00	25.00	15.00	9.85
Optional Matching Funds	5.00	5.00	5.00	5.00
Total Score	100.00	93.83	77.80	75.62

Next Steps

1

Mid 2025

Execute MOU with California Pollution Control Financing Authority (CPCFA) to memorialize State contribution to the Fund

2

Late 2025

Board consideration of Final Program Guidelines

3

Early 2026

Launch Program



Board Report

File #: 2024-1101, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE

APRIL 16, 2025

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 17, 2025

**SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of additional funding capacity in the amount of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) to add funds to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Due to higher than projected sales tax revenues in 2020 and 2021, \$11.9 million authorized for the Cycle 1 solicitation is available to program. Staff recommends programming \$6.4 million of these additional funds to existing Cycle 1 projects that are adding new beneficial scope elements. These projects include elements that improve safety, were identified through community engagement, and/or were originally not funded due to lack of funding availability at the time. These also include three projects that are relevant to the 2028 Olympic Games.

..Background

BACKGROUND

The MAT Program is included in the Measure M Expenditure Plan and allocates \$857 million (in 2015 dollars) for investment in active transportation infrastructure over 40 years. The initial MAT solicitation as authorized by the Board in January 2020 anticipated awarding a total of \$75 million in Cycle 1. However, due to concerns about a potential reduction in sales tax revenue because of the COVID-19 pandemic in 2021, the Board approved awarding a lesser amount of \$63.1 million to 16 projects, consistent with cash flow adjustments for comparable Measure M programs at that time.

Sales tax revenues were higher than projected in 2020 and 2021 when the projects were programmed so the original \$75 million is therefore available to MAT Cycle 1. At this time, \$63.1 million is currently obligated to awarded projects or expended, leaving \$11.9 million in unobligated funds. Most MAT projects include early work to plan and design projects with considerable community input, so after Cycle 1 projects had advanced further in planning/scoping and design, staff developed and implemented a process to maximize the use of these available funds and achieve program objectives. The result of this process is a recommendation to add \$6.4 million of these funds to several existing Cycle 1 projects and adding the remaining \$5.5 million of unobligated funds to Cycle 2.

DISCUSSION

The Cycle 1 solicitation split funding evenly between active transportation corridor projects (five in total) and first/last mile projects (11 in total). Many of the projects that were awarded funding received less than was requested and adjusted project scopes accordingly.

In September 2024, staff queried all MAT Cycle 1 grantees regarding interest and ability to amend project scopes and cost estimates to add new project elements. Staff evaluated all requests based on the following questions:

- Will additional funding be used to better prioritize people walking, biking, or accessing transit?
- Will additional funding allow for bicycle and pedestrian improvements not funded by the original grant to address a need identified during community engagement and/or project scoping/conceptual design?
- Will additional funding allow for an upgrade in materials and/or design adjustments/reconfiguration of the project to improve safety above and beyond what can be achieved with existing funding?
- Will the improvements afforded by the larger funded project reduce points of conflict between vehicles, transit vehicles, bicycles, and pedestrians?

Justification for additional funding was evaluated by the degree to which the requested scope enhances the project based on responses to the questions and the level of engagement and scoping that informed the identified needs. Additional consideration was given to the ability, through this action, to expedite delivery of projects that support the Mobility Concept Plan for the 2028 Games, as noted in Attachment A. New cost estimates and the degree of progress made on the project to date were also considered, along with whether the project received less funding than originally requested in 2021. All new elements also needed to be closely tied to the original project scope (e.g. improvements within the footprint of the project or project elements that were in the original application from 2020 but cut due to the reduction in funding that took place). No single project could result in a total funding award greater than the maximum allowed for each category (\$8 million for active transportation corridors and \$5 million for first/last mile projects).

Metro staff received six requests to add scope to first/last mile projects and four requests to add

scope to active transportation corridor projects. Based on the considerations described above, staff recommends programming additional funds in the amount of \$6.4 million to four of these first/last mile projects and three active transportation corridor projects (Attachment A). Staff recommend programming these additional funds and scope now to expedite amendments to existing funding agreements for projects that are already in the planning, design or construction phase. The additional funding will not change the timeline of projects and will proceed on the previously agreed-upon timeline. The remaining \$5.5 million will be made available to augment Cycle 2 funding, for which the call for projects is currently underway.

DETERMINATION OF SAFETY IMPACT

The programming of \$6.4 million in additional funds to these seven MAT Cycle 1 projects will result in improved safety for pedestrians, bicyclists, and people accessing transit. All seven requests are adding features that better prioritize space for exclusive use by pedestrians or bicyclists, upgrade materials to improve durability and safety on pedestrian and bicycle routes above and beyond what can be achieved with the original grant award, and reduce conflict points between vehicles, pedestrians, and bicyclists.

FINANCIAL IMPACT

Most MAT Cycle 1 projects were originally programmed for funding in FY 2022 to FY 2025 to include all phases of project development. Some of the projects received Board approval to extend their programming years. Most spending thus far has been for planning and design, and as projects enter the construction phase, the expenditures of Measure M funds should increase considerably in the coming years.

This action will increase available MAT Cycle 1 funds to these seven projects in FY 2025. The full life cycle of programming for all MAT Cycle 1 projects is shown in Attachment B with the additional funds added to each project's FY25 programmed funding. Project sponsors have three years from the programming year to spend funds before they lapse. These projects will be budgeted in the Metro Active Transport project (#473001) for reimbursement payments to MAT projects being implemented by local jurisdictions. Since these are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for these projects is Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures. Taking this action will not impact Metro's finances as the funding is already dedicated to active transportation and first/last mile projects implemented by local jurisdictions.

EQUITY PLATFORM

The MAT Program is purposed with creating safe and dignified routes for Metro riders who are walking to or from Metro stations. The MAT program initially chose projects based on a screening and

ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage. Projects within Equity Focus Communities (EFC) were assigned additional points as part of the evaluation process. Supporting these projects with additional funds will uphold the initial dedication to addressing infrastructure inequities in EFCs.

Of the seven projects receiving additional funding in this action, five are in or immediately adjacent to EFCs including South LA, Van Nuys, Commerce, Bell, and Huntington Park . This additional funding will improve quality of safety infrastructure for vulnerable road users like pedestrians and bicyclists, many of whom are regular transit users. Many households in EFCs do not have access to a car and would benefit from safer options for travel within neighborhoods and accessing transit to meet daily needs. The additional project elements, moreover, were largely developed with the input of local community participation during project scoping. For those projects that Metro led early planning and scoping using cooperative agreements, community engagement included partnerships with CBOs and involved community meetings, pop-up events, and walk audits with community members and translation services where applicable.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1:* High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership

models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board could elect to program all additional Cycle 1 funds to the Cycle 2 solicitation and not provide these additional funds to existing Cycle 1 grantees. This action is not recommended as Cycle 1 projects are more likely to be delivered within the next two years (i.e. before the 2028 Games) and contain project elements that have already been developed during project scoping. Adding these funds to Cycle 2 only would reduce the ability for existing grantees to deliver higher quality projects.

NEXT STEPS

Upon approval by the Board, the project Funding Agreements will be executed or amended with the new funding amounts and details of the project scope. The additional funding will not change the timeline of projects and will proceed on the previously agreed-upon timeline. The remaining funding will be made available for the Board to program as part of the MAT Cycle 2 program. Cycle 2 applications were due to Metro on April 7, 2025, and staff expect to bring the Cycle 2 programming action to the Metro Board in July 2025.

ATTACHMENTS

Attachment A - MAT Cycle 1 Funding Adjustments

Attachment B - MAT Cycle 1 Programming Table

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Table 1: Recommended Funding Augmentation

Project Location/ Corridor	Grantee	Added Scope	Original Request	Original Award	Additional Funding
Avalon/MLK Gage	City of LA	Signals, LPIs, speed humps, ADA ramps, signage, striping, bollards for full protected bike lanes. <i>Project is a component of 2028 Games Mobility Concept Plan</i>	\$7,104,662	\$5,823,724	\$2,200,000
Redondo Beach Blvd	Redondo Beach*/ LA County/ Lawndale	Raised crosswalks, full height bicycle lane protection, bicycle signals, and protected corners and intersections	\$8,000,000	\$6,600,000	\$1,400,000
Randolph	Commerce*/ Huntington Park/ Bell/ LA County	Upgrade path material from asphalt to concrete, incorporate pedestrian lighting that was removed when grant award was reduced, and plant street trees along pathway. <i>Games-Relevant, supports completion of Segment B of the Rail to River AT Corridor Project</i>	\$8,000,000	\$6,703,891	\$1,300,000
Culver City Station	Culver City*/ City of LA	Concrete protected bike lane on westside of Robertson Blvd; provide stormwater treatment, slip lane removal/fill in slip lane at or along bike lane; add pigment to bike lane on eastside of Robertson Blvd	\$1,900,000	\$2,281,529 <i>(\$400,000 deobligated in 2024)</i>	\$400,000**
Slauson Station	LA County	Sidewalk improvements to separate pedestrians and vehicles	\$5,000,000	\$3,606,043	\$500,000
La Brea/Santa Monica Blvd	West Hollywood	Add pedestrian lighting in physical gaps not covered in original scope	\$750,000	\$488,141	\$300,000
Sepulveda Station (G Line)	City of LA	Sidewalks, crosswalks, curb ramps, curb extensions, street trees, bike facilities, bike signals, bike parking, bus shelters, lighting and wayfinding <i>Games-Relevant, Sepulveda Dam Recreation Area Venue</i>	\$4,000,000	\$3,581,689	\$300,000
					\$6,400,000
<i>Funding available because of temporary funding reduction from COVID-19 sales tax uncertainty</i>					\$11,900,000
<i>To be added to the amount available to award to projects for MAT Cycle 2 in July 2025</i>					\$5,500,000

*Lead project sponsor

** The additional funding to the City of Culver City does not replace the previously deobligated funds and will not be used for the project elements which were removed. The additional funding amount will be used to fund critical safety and sustainability needs.

ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Table 2: Funding Augmentation Proposals Not Recommended

Name	Sponsor	Project ID No.	Project Item Proposal	Funding Request	Justification
Long Beach	City of Long Beach	C1201	Proposed improvements include shade trees, green stormwater treatments (i.e., bioswales), wayfinding signage, and raised pedestrian crossings.	N/A	The city did not provide the estimated costs for the additional proposed scope elements, therefore it was not possible to determine the requested amount for augmentation funds.
Hollywood and Highland/ Hollywood and Vine	City of Los Angeles	C1205, C1204	ADA-accessibility improvements, including new curb ramps.	\$1,254,600	The proposed scope elements did not go beyond what is required for local standard compliance activities and would provide no additional benefit beyond the current grant scope.
Huntington-Main	City of South Pasadena	C1105	Asphalt pavement grind & overlay to support Class II Bike Lane installation and thermoplastic striping.	\$1,943,840	This project received the full funding amount that it requested in 2020; it did not have its funding reduced at the time of award, as was the case for other AT Corridor projects. Scope augmentation proposal is mostly for pavement resurfacing on the road, which does not only benefit active transportation users.

ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Metro Active Transport Program Cycle 1 Augmentation



Program of Projects - First/Last Mile Attachment B
MAT Program Cycle 1

MAT Cycle 1: First/Last Mile

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25*	FY26	FY27	FY28	Total
1	City of Los Angeles		C1204	Hollywood/Highland		\$ 116,260	\$168,740	\$3,312,701				\$ 3,597,701
	This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood.											
2	City of Los Angeles		C1205	Hollywood/Vine		\$ 117,923	\$167,077	\$3,312,701				\$ 3,597,701
	Same project description as above, for the Hollywood/Vine B Line station area.											
3	Los Angeles County		D1209	East LA Civic Center		\$ 298,250	\$176,875	\$426,875				\$ 902,000
	This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station.											
4	City of Los Angeles		D1206	LAX-Aviation		\$ 551,908	\$1,453,838	\$1,575,944				\$3,581,690
	This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station.											
5	Santa Monica		C1211	Olympic/26th		\$ 893,510						\$ 893,510
	This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station.											
6	City of Los Angeles		D1207	Sepulveda OL	CHG	\$551,908	\$1,453,838	\$1,875,943				\$3,881,689
	This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements.											
7	Los Angeles County		C1210	Slauson	CHG	\$702,482	\$1,949,995	\$2,357,521				\$5,009,998
	This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan (2018)											
8	City of Los Angeles		D1208	Western/Slauson		\$555,561	\$1,463,823	\$1,586,659				\$3,606,043
	This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor											
9	Culver City	Los Angeles	C1201/D1203	Culver City	CHG	\$ 2,121,529	\$160,000	\$400,000				\$2,681,529
	This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station.											
10	Long Beach		C1202	Downtown LB (6th Street)				\$250,000	\$250,000	\$2,004,999	\$2,004,999	\$4,509,998
	The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station											
11	West Hollywood		C1212	Santa Monica/La Brea	CHG	\$488,141		\$300,000				\$788,141
	This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue.											
				TOTAL		\$6,397,472	\$6,994,186	\$15,398,343	\$250,000	\$2,004,999	\$2,004,999	\$33,050,000
	(*) Additional funds added to Projects 6,7,9, 11											

Program of Projects - Active Transportation Corridors Attachment B MAT Program Cycle 1

MAT Cycle 1: AT Corridors

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25*	FY26	FY27	FY28	Total
1	Los Angeles		D1102	Avalon/MLK/Gage	CHG	\$1,295,000	\$2,264,362	\$4,464,362				\$8,023,724
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd.											
2	City of Commerce	Huntington Park, Bell, LACPW	C1101	Randolph	CHG	\$452,513	\$6,251,378	\$1,300,000				\$8,003,891
	Provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and Cities of Commerce, Bell, Huntington Park and Maywood											
3	Redondo Beach	LACPW, Lawndale	D1104	Redondo Beach Blvd	CHG	\$ 540,000	\$2,850,000	\$4,610,000				\$8,000,000
	Install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east.											
4	Monterey Park	Montebello, LACPW, Rosemead	C1103	1st-Riggin-Potrero Grande			\$10,000	\$395,000	\$5,961,225			\$ 6,366,225
	Expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Monterey Park, Montebello, and Rosemead.											
5	South Pasadena		C1105	Huntington-Main/Fremont				\$ 912,600	\$ 4,977,660	\$ 165,900		\$ 6,056,160
	Improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.											
	TOTAL					\$2,287,513	\$11,375,740	\$11,681,962	\$10,938,885	\$165,900		\$36,450,000
	(*) Additional funds added to Projects 1, 2, 3											



Metro is making it easier to walk, bike, and roll

**METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE**

**PLANNING & PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE**



April 2025

File# 2024-1101

Staff Recommendations

CONSIDER:

- A. APPROVING the programming of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile Program (MAT Program) as additional funding to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects



Background

- > The Board authorized \$75M for the MAT Cycle 1 Solicitation in January 2020 but approved a lesser amount of \$63.1M in January 2021 due to concerns about a potential reduction in sales tax funding; many projects received less funding than requested
- > Sales tax revenues during the period of programming were not reduced as anticipated so there remains an additional \$11.9M to program from Cycle 1
- > These funds must be programmed for Active Transportation uses and staff developed and implemented a process to maximize the use of funds to achieve program goals

Discussion

- > Staff recommends programming an additional \$6.4M from available MAT Cycle 1 funding to seven projects:

Project	Lead Sponsor	Added Scope	New Funding
Avalon/MLK/Gage	City of LA	Protected bike lanes, bike signals, signage and associated improvements	\$2.2M
Redondo Beach Blvd	Redondo Beach	Protected bike lanes, bike signals protected intersections, and associated improvements	\$1.4M
Randolph	Commerce	Concrete path, pedestrian lighting, street trees	\$1.3M
Culver City Station	Culver City	Robertson Blvd bike lane, slip lane removal, stormwater treatment	\$400K
Slauson Station	LA County	Pedestrian improvements	\$500K
La Brea/Santa Monica Blvd	West Hollywood	Pedestrian lighting	\$300K
Sepulveda Station	City of LA	Pedestrian and bicycle improvements	\$300K

Equity

- Of the seven projects receiving additional funding in this action, five are in or immediately adjacent to Equity Focus Communities
- Several projects were developed with the input of local community participation through partnerships with Community-Based Organizations



Next Steps

- > Upon approval, Funding Agreements will be executed or amended with the new funding amounts and details of the project scope
- > Additional funding does not change the timeline of projects, which will proceed on original schedule
- > Remaining funding will be made available as part of Cycle 2 programming



Metro

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

Board Report

File #: 2024-1108, File Type: Project

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE

APRIL 16, 2025

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 17, 2025

**SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR MOBILITY INVESTMENT PLAN
UPDATE**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

A. APPROVING:

1. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of “No Build” for the I-710 South Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project’s new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services;
2. PROGRAMMING up to \$3,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3,000,000 originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project; and
3. PROGRAMMING \$9,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions; and

C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

ISSUE

Consistent with the Metro Board approval of the LB-ELA CMIP, several actions are being requested.

This request includes amending the 2020 Long Range Transportation Plan to reflect the Metro Board's approval of the LB-ELA CMIP and programming available funding capacity in Measure R Highway Capacity Funds for projects identified in the LB-ELA CMIP (Port of Los Angeles Drayage Truck Charging Depot Project and the Shoemaker Bridge/Shoreline Drive Project). Staff will also provide an update on the LB-ELA CMIP.

BACKGROUND

In May 2022, the Metro Board adopted the "No Build" alternative for the I-710 South Corridor Project Final Environmental Document and directed staff to continue re-engaging the corridor communities to repurpose the funds to develop a community-supportive multimodal vision for the corridor. After the completion of this effort, in April 2024, the Metro Board adopted the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) and its recommendations for programming \$743 million in Measures R and M funds assigned to I-710 South improvements to fund an array of multimodal projects and programs within the former I-710 South Corridor that were identified, developed, and prioritized through an extensive two-and-a-half-year community and stakeholder engagement process guided by the principles of equity and sustainability and shaped by the consensus goals of air quality, community, environment, mobility, opportunity, prosperity, and safety.

The CMIP recommends the allocation of funding to three categories - Initial Investment Programs, Community Programs, and Modal Programs. The Initial Investment Program includes 20 projects and five programs of projects that are highly rated for alignment with advancing CMIP goals and that would leverage additional funding. The Community Programs include 15 topic areas responsive to long-standing equity issues facing LB-ELA Corridor communities for which Metro can partner with other agencies, stakeholders, and communities to leverage catalyst funding to secure supplement transportation investments in the corridor with external funding opportunities to advance community health, air quality, environment, housing stabilization, land use, job creation, and work opportunity goals. The Modal Programs afford CMIP flexibility to allow projects not selected as an Initial Investment priority to be developed through additional planning and stakeholder engagement efforts to secure funding in future years when Measure funds become available in FY32. Through these three categories, the CMIP will also fund pilot programs, strategic initiatives and studies, and provide technical assistance for lower-resourced communities to develop high-quality projects.

Zero-Emission Truck Program - Port of Los Angeles Drayage Truck Charging Depot (LB-ELA CMIP Project # LB-ELA 0004)

In June 2023, the Metro Board approved programming up to \$3 million for the LB-ELA Corridor Zero-Emission Truck (ZET) Program to leverage state and other funds for a proposed ZET Charging Project at the Port of Los Angeles (POLA) that would support the use of ZETs on I-710 South and within the LB-ELA Corridor. With the Board's adoption of the LB-ELA CMIP and the inclusion of the ZET Program in its Initial Investment list (Attachment A), the Port of Los Angeles Drayage Truck Charging Depot project (Attachment B) became eligible to receive the Measure R Highway Capital funds.

Shoemaker Bridge/Shoreline Drive Project (LB-ELA CMIP Project # LB-ELA 0010)

The Shoemaker Bridge/Shoreline Drive Project combines two projects that together will transition a high-speed highway, designed during the 1950s and 1960s, into a lower-speed, community-friendly

roadway; transform the urban freeway into a local arterial roadway; and create a seamless park space currently bisected by freeway on and off ramps and other roadways. The city of Long Beach is the project sponsor and is committed to delivering multimodal connectivity, including bikeways and pedestrian pathways that are physically separated from the street, new sidewalks, signalized intersections, drought-tolerant landscaping, and a stormwater management system.

The city of Long Beach has requested the full amount of \$9 million from the LB-ELA CMIP as identified in the Initial Investment list (Attachment A) to complete the design of the Project.

DISCUSSION

Amending the 2020 Long Range Transportation Plan

The Board-adopted 2020 Long Range Transportation Plan (LRTP) provides a constrained funding plan for the next 30 years and sets bold policies and goals to move LA County toward a future that enjoys reduced congestion; greater transit mobility options; improved air quality, public health, and equity; and stronger sustainability, environmental, and economic outcomes. The 2020 LRTP details how Metro plans, builds, manages, and maintains LA County's transportation system through ongoing investment in an array of multimodal projects and programs.

Since the 2020 LRTP is a financially constrained plan, Metro's committed investments are programmed to match Metro's anticipated funding. Funds supporting the LRTP are derived mainly from LA County's four transportation sales tax measures, two of which (Measures R and M) include funding for the I-710 South Corridor Projects (Phases I and II).

The Board's adoption in 2022 of the "No Build" alternative as a Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document, and subsequent adoption of the LB-ELA CMIP in 2024 as the replacement program of projects, require an amendment to the 2020 LRTP for consistency with the new project name and its transition from a freeway-focused project to a comprehensive multimodal corridor program of transportation infrastructure and services supporting community and regional needs.

ZET Program - Port of Los Angeles Drayage Truck Charging Depot (LB-ELA_0004)

The POLA submitted a response to a Request for Information (RFI) to advance zero-emission goods movement infrastructure that was issued by the Mobile Source Air Pollution Reduction Review Committee (MSRC) in September 2022. Separately, the Los Angeles Cleantech Incubator (LACI) also responded to the RFI proposing four sites, including the same site identified and submitted by POLA. The four sites included in LACI's response were deemed highly desirable to be developed for battery electric charging to support heavy-duty trucks per LACI's [I-710 Investment Blueprint for Heavy-Duty Charging Depots <https://laincubator.org/wp-content/uploads/2024/06/LACI_710-Blueprint_Final.pdf>](https://laincubator.org/wp-content/uploads/2024/06/LACI_710-Blueprint_Final.pdf) (April 2023).

Metro staff invited LACI to present the project to the LB-ELA ZET Working Group in April 2023 and discussed its alignment with the LB-ELA ZET Program's goals and program principles developed with community and stakeholder support. As a result of the discussion, the working group, which included LB-ELA CMIP Task Force and Community Leadership Committee members, supported Metro's contribution of up to \$3 million from the \$50 million seed funding available for the LB-ELA ZET

Program. Staff then sought Board approval of the Metro contribution for this project in June 2023.

Since the Board approved programming of up to \$3 million for this project, using CMAQ as a Metro-controlled source of funds, the award process for CMAQ funds has shifted from Metro to the Southern California Association of Governments (SCAG). The current CMAQ program requires a competitive nomination and selection process for a two-year funding cycle, with the next round to cover FY27 and FY28. This timeline does not align with the project's construction phase activities, which will start equipment procurement and installation in FY26. Staff recommend replacing these CMAQ-identified funds with Measure R Highway Capital dollars, which became an eligible funding source for this project through the Board's adoption of the LB-ELA CMIP in April 2024. Prior to the Board approval, the uses for the Measure R Highway Capital subfund for the I-710 South and/or Early Action Projects were limited to projects located within the boundaries of the Gateway Cities subregion.

The total project cost is estimated at \$20.5 million. Metro's contribution of \$3 million will leverage an additional \$17.5 million in federal, regional, and private funds, fulfilling the Board's direction to secure an overall funding target of \$200 million from the \$50 million approved for the ZET Program.

The funding sources for the project are as follows:

- \$1.5 million from a Community Project Funding award sponsored by U.S. Representative Nanette Diaz Barragan,
- \$3 million from POLA,
- \$3 million from MSRC,
- \$3 million from Metro, and
- \$10 million from the POLA-procured third-party contractor.

Shoemaker Bridge/Shoreline Drive Project (LB-ELA 0010)

The City of Long Beach has been leading the Shoemaker Bridge project to improve safety, operations, and connectivity between Downtown Long Beach, local/regional transportation facilities, and other points of interest. The city is also sponsoring the Shoreline Drive project which will reconfigure West Shoreline Drive to remove a roadway barrier that separates Cesar E. Chavez Park, and as a result will convert 5.6 acres of roadway into parkland to create a more functional park space.

Combined, both projects will bring multiple benefits to the region, including safety and multimodal connectivity improvements, access to parks and open spaces, enhancements to sustainability and addressing climate change challenges, stimulating the local economy, and serving as a gateway to sports venues and hospitality accommodations for the 2028 Olympic and Paralympic Games. These improvements will address unsafe conditions that contributed to 131 collisions over a 10-year period on Shoemaker Bridge based on the Statewide Integrated Traffic Records System. The project will create dedicated spaces for multimodal travel options, including a shared-use path, ADA-accessible sidewalks, and a Class I bike path. The project design also includes resiliency features to withstand sea level rise and high winds and will mitigate flooding through stormwater systems that will attenuate runoff and recharge groundwater, including bioswales and pervious surfaces.

The city has committed local funds to these projects and is actively pursuing federal and state

discretionary grants with Metro's support to fulfill the combined project's full funding need. The projects reflect the desired outcomes expressed by local communities through the city's decade-long public outreach, including thoughtful roadway design and infrastructure elements that are self-enforcing and create greater mobility and safer roads for people, improved access to parks and public spaces, and mitigation for impacts caused by the nearby Ports of Long Beach and Los Angeles. Long Beach staff presented this project to the LB-ELA CMIP Task Force and CLC at its joint November 21, 2022, in-person meeting. The city is committed to engaging residents through the project's design and construction phases.

The LB-ELA CMIP prioritizes the Shoemaker Bridge/Shoreline Drive Project in its Initial Investment Project list and identifies \$9 million to support the city of Long Beach's effort to complete the design of both projects and leverage these funds to secure construction funds. The city has requested the entire \$9 million from the CMIP for the Shoemaker Bridge project.

Metro has supported the city of Long Beach in delivering these projects since October 2012 and June 2019. In September 2024 the city requested Metro program the \$9 million from the LB-ELA CMIP funds for the Shoemaker Bridge/Shoreline Drive Project to complete the design phase of the project (Attachment C). The Shoemaker Bridge/Shoreline Drive Project is also contained within the 2028 Olympic and Paralympic Games Mobility Concept Plan.

LB-ELA CMIP Status

Staff continue to advance other priority projects identified within the LB-ELA CMIP to support investment in the corridor communities to improve mobility, safety, air quality, and quality of life.

Pre-Investment Plan Opportunity

In September 2022, the Board approved a staff recommendation for a Pre-Investment Plan Opportunity (PIPO) that comprised four corridor projects to take advantage of the unprecedented funding opportunities at the state and federal government in fiscal year 2022-23 in advance of the CMIP adoption.

The four projects were selected as PIPO projects and were all successful in receiving state and federal discretionary grants with the support of the Board. These projects are as follows:

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

More details of the discretionary grant programs, award amounts, and the project phases are provided in Attachment D.

Rail to River Segment B Project (LB-ELA CMIP Project # LB-ELA_0006)

The LB-ELA CMIP includes \$3.15 million in Initial Investment funding support for the Rail to River Segment B Project, which is the eastern segment of the longer Rail to Rail/River Active Transportation Corridor and extends approximately four miles east from the Metro A Line Slauson Station to the Los Angeles River, traversing a small segment of unincorporated Los Angeles County and the cities of Huntington Park, Maywood, and Bell.

Metro staff have been working closely with the corridor jurisdictions on the initial design of the Rail to River Segment B project. Community meetings were recently conducted in February and March 2025 to provide a project update and receive community feedback. Staff are providing a status update to the Board this month that reports on the outcome of community meetings and requests programming of the \$3.15 million in LB-ELA CMIP funds previously approved by the Board through a separate Board Report.

Pending Grant Opportunities

To leverage funding in the LB-ELA CMIP, Metro submitted applications in 2024 for the federal Reconnecting Communities Pilot (RCP) program for the I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities, and for the Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) for the Long Beach-East Los Angeles Corridor ZET Project.

This application was submitted by Metro and the METRANS Transportation Consortium, a joint partnership of the University of Southern California and California State University, Long Beach. Although the project did not receive the RCP award in this cycle, staff recognize that the need to reconnect communities across the freeway remains a central focus of the CMIP and intend to identify other funding opportunities to pursue.

Metro, in partnership with two private developers that specialize in developing battery-electric heavy-duty truck charging depots, requested \$13.7 million from the SB1 TCEP for a total project cost of \$38.1 million. As described in a November 2024 Board Box, the project will build two battery-electric truck charging depots within the LB-ELA CMIP study area to support the transition of heavy-duty drayage trucks from diesel engines to zero-emission engines. The TCEP award announcement is scheduled to be made in June 2025. If successful, staff will return to the Board to request programming of Metro's local match commitment of \$3 million from the CMIP-dedicated funds. MSRC is a funding partner in this effort and its Governing Board would likewise approve their funding contribution upon receipt of the TCEP award.

Community Leadership Committee Reflections & Recommendations Report

The LB-ELA CMIP piloted a new approach to community engagement and equity leadership by having a community-led group act as an advisory body (the Community Leadership Committee, or CLC) to the project Task Force, who in turn provided recommendations to the Metro Board. While this approach may be refined if used for other project engagement efforts, overall, the collaborative environment created throughout this new process helped to build trust between Metro and community members and increase a sense of ownership of the CMIP by the communities that were engaged and for whom the plan's benefits will accrue.

Metro at the request of the Board took an unprecedented approach to engage and work with impacted communities to ensure the resulting plan reflected their vision and needs. Immediately after the adoption of the CMIP, staff recognized the need to document the lessons learned from the CLC process to benefit future Metro efforts. The report begins with the historical context of the project and outlines methods of engagement, key dates in the CLC process, approaches to communication, CLC recruitment efforts, and language translation protocols. Interviews were conducted with eight CLC members, six Task Force members, five Metro staff, and three consultants. Each interview asked for

reflections on what worked and what could be improved for future Metro community leadership processes. The report (Attachment F) includes resources for Metro to incorporate community leadership into projects when feasible.

Continuation of Community Engagement

Since the adoption of the CMIP, Metro staff has been vetting internally various approaches to support the CMIP projects and intends to assemble a dedicated team of professionals for the Phase II implementation. In the interim, staff recognizes the need to regularly update the Task Force, CLC, and corridor communities and jurisdictions on the LB-ELA CMIP's progress.

To this end, Metro is planning one Task Force and CLC combined meeting, and three public meetings in the next 10 months. These meetings will be used to provide CMIP progress, including the items that are reported in this Board Report, and share Metro's plan for creating a community advisory group for the Implementation Phase of the CMIP and soliciting community feedback on the proposed community advisory group formation.

Staff also plan on hosting community engagement events on the two ZET projects for which Metro applied for SB1 TCEP funding. Envisioned as community engagement events in partnership with the ZET project developers, these events are intended to showcase the proposed ZET projects and anticipated improvements to the immediate area and discuss opportunities to deliver additional community benefits.

DETERMINATION OF SAFETY IMPACT

The LB-ELA CMIP supports the development of a safer multimodal transportation system that provides high-quality multimodal mobility options to enhance communities and lives through safer travel options to access opportunities. In particular, the projects selected for the Initial Investment Program were evaluated on their ability to deliver safety benefits identified through the CMIP process. Some examples of these projects include safer pedestrian crossings, protected bicycle lanes, improved freeway crossings for vehicles, and gates and barriers to prevent at-grade rail crossing collisions.

FINANCIAL IMPACT

Funding for these projects will be budgeted under the LB-ELA CMIP project, which is funded from the Measure R Highway Capital subfund for the I-710 Early Action Project in Cost Center 4611.

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway Funds dedicated to the I-710 South (now LB-ELA) Corridor. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The LB-ELA CMIP is a multimodal comprehensive plan that reflects the collective vision and aspirations of the corridor communities and stakeholders as gathered through a two-and-a-half-year engagement process. The plan lays out multimodal solutions and their benefits to the community, the environment, and the economy, and is a testament to the power of collaborative planning in creating a more connected, accessible, and vibrant region. Implementing the CMIP, particularly the Community Programs, will meet community needs and provide benefits that complement and exceed those found in traditional transportation investment strategies.

Throughout the development of the CMIP, community members challenged Metro to take accountability for historical and ongoing transportation-related health burdens that disproportionately impact Black, Indigenous, and People of Color (BIPOC) and other socioeconomically disadvantaged populations, and that improve community health outcomes and advance equity through Metro's transportation investments. In response, OER is developing an Equity Planning Toolkit based on the lessons learned and best practices gathered through the CMIP process. The toolkit will be integrated into the existing Metro process to support staff to think more broadly about and address the health implications of Metro projects.

The 2020 LRTP was developed in accordance with the Equity Platform and its four pillars as adopted by the Board in 2018. Amending the 2020 LRTP as explained in this Board Report ensures the LB-ELA CMIP's alignment with the Equity Platform.

The LB-ELA CMIP included a ZET Working Group whose membership was made up of partner agencies, subject matter experts, and community members who guided staff in developing the ZET Program vision, goals, and principles that reflected the communities' desired outcomes. The working group supported Metro's contribution to the POLA Drayage Truck Charging Depot Project with a recognition that the project will bring immediate air quality benefits to Equity Focus Communities (EFC) near the project location and along the LB-ELA Corridor.

The Shoemaker Bridge/Shoreline Drive Project aligns with the Measure R Board-approved guidelines and the Objectives for Multimodal Highway Investments. The Highway Subsidy Grants offer equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities. As such, each city and/or agency, independently and in coordination with its subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement it seeks to develop.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this Board item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will benefit and further encourage multimodal transportation, including active transportation due to the traffic calming and safety enhancement designs of the Shoemaker Bridge and Shoreline Drive projects. These projects will reduce driving and improve conditions for pedestrians and bicyclists. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

In addition, this item funds a project that will help transition some diesel trucks to zero emissions technology. While these projects do not directly encourage taking transit, sharing a ride, or using active transportation, they are a vital part of Metro goals to improve quality of life, as they support Metro's commitment to clean trucks and cleaner goods movement. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

- Goal 1: Provide high-quality options that enable people to spend less time traveling.
- Goal 2: Enhance communities and lives through mobility and access to opportunity.
- Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the funding allocation. However, this option is not recommended as the programmed amount has already been approved by the Board with the adoption of the LB-ELA CMIP in April 2024. Furthermore, not approving the item will delay the development and completion of one of the Board-approved 2028 Games Mobility Concept Plan projects.

NEXT STEPS

Staff will coordinate to 1) amend the 2020 LRTP to ensure consistency with the Board action on adopting the LB-ELA CMIP, and 2) negotiate and execute all necessary agreements with local jurisdictions for the Port of Los Angeles Drayage Truck Charging Depot and the Shoemaker Bridge/Shoreline Drive project upon approval by the Board.

Given the breadth of the CMIP with multimodal and multi-jurisdictional projects and programs, staff have been meeting with internal departments and groups, and external agencies and communities to chart a course to operationalize various elements of the CMIP in the near term. Staff will continue working with the subregion, cities, communities, stakeholders, and sponsor agencies to operationalize the LB-ELA CMIP and deliver projects.

ATTACHMENTS

Attachment A - LB-ELA CMIP Initial Investment Project List

Attachment B - Port of Los Angeles Drayage Truck Charging Depot

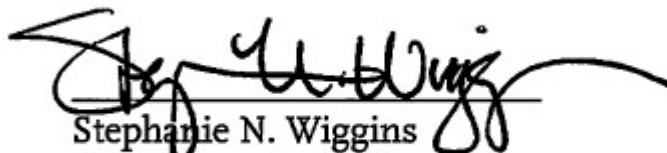
Attachment C - City of Long Beach Request for Funding for Shoemaker Bridge/Shoreline Drive

Attachment D - LB-ELA CMIP Pre-Investment Plan Opportunity Project Status Update

Attachment E - Community Leadership Committee Reflections & Recommendations Report

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Stephanie N. Wiggins
Chief Executive Officer

LB-ELA CMIP Initial Investment Project List

Project ID	Name	CMIP Amount (in millions)
LB-ELA_0203	Bus Stop Improvement Projects/Programs	\$19.00
LB-ELA_0060	Complete Street Corridor: Alondra Blvd	\$9.00
LB-ELA_0057	Complete Street Corridor: Atlantic Blvd	\$68.58
LB-ELA_0058	Complete Street Corridor: Florence Ave	\$24.89
LB-ELA_0062	Complete Street Corridor: Long Beach Blvd	\$0.75
LB-ELA_0061	Complete Street Corridor: Slauson Ave	\$3.60
LB-ELA_0023	Clean Truck Infrastructure*	*
LB-ELA_0165	Compton Creek Bike Underpasses	\$0.50
LB-ELA_0168	Compton Transit Management Ops. Center Enhancements	\$2.00
LB-ELA_0217	Freight Rail Electrification Pilot Project	\$10.00
LB-ELA_0151	Goods Movement Freight Rail Study	\$2.00
LB-ELA_0139	Humphreys Avenue Pedestrian/Bike Overcrossing	\$8.96
LB-ELA_0181	I-710 Freeway Lids, Caps & Widened Bridge Decks	\$5.00
Various	I-710 MOSAIC Program (Interstate 710 Multimodal, Operational, Safety, and Access Improvements for the Community)	\$153.60
LB-ELA_0033	I-710/Firestone Interchange Improvements	
LB-ELA_0034	I-710/Florence Interchange Improvements	
B-ELA_0028	I-710/Willow Interchange Improvements L	
LB-ELA_0029	I-710/Del Amo Interchange Improvements	
LB-ELA_0030	I-710/Long Beach Boulevard Interchange Improvements	
LB-ELA_0031	I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors	
LB-ELA_0032	I-710/Imperial Interchange Improvements	
B-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow) L	
LB-ELA_0036	I-710/I-405 Connector Project Improvements	
LB-ELA_0037	I-710/I-105 Connector Project Improvements	
LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	
LB-ELA_0091	I-710/Anaheim Interchange Improvement	
LB-ELA_0092	I-710/PCH Interchange Improvement	
LB-ELA_0093	I-710/Wardlow Interchange Improvement	
LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project	\$2.00
LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities	\$2.50
LB-ELA_0156	I-710 Traffic Controls at Freeway Ramps	\$10.00
Various	LB-ELA Corridor Bus Transit Priority Program (Eight Corridors)	\$31.08
LB-ELA_0146	• Atlantic Boulevard Bus Priority Lane Corridor	
LB-ELA_0141	• Long Beach Boulevard Bus Priority Lane Corridor	
LB-ELA_0144	• Florence Avenue Bus Priority Lane Corridor	
LB-ELA_0142	• Slauson Avenue Bus Priority Lane Corridor	
LB-ELA_0143	• Gage Avenue Bus Priority Lane Corridor	
LB-ELA_0145	• Firestone Boulevard Bus Priority Lane Corridor	
LB-ELA_0178	• Whittier Boulevard Bus Priority Lane Corridor	
LB-ELA_0179	• Olympic Boulevard Bus Priority Lane Corridor	
LB-ELA_0008	Metro A Line First/Last Mile Improvements	\$9.76
LB-ELA_0175	Metro A Line: Install Quad Safety Gates at all A Line Crossings	\$5.00
LB-ELA_0006	Rail to River Active Transportation Corridor, Segment B	\$3.15
LB-ELA_0017	Regionally-Significant Bike Projects from the Metro Active Transportation Strategic Plan	\$15.65
LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	\$9.03
LB-ELA_0111	Southeast Gateway Line Bike and Pedestrian Trail**	\$3.80
LB-ELA_0004	Zero Emission Truck (ZET) Program	\$50.00
	Community Program Catalyst Fund	\$40.00
Total		\$489.85

Notes:

I-710 = Interstate 710

* Clean Truck Infrastructure investment included as part of the Zero-Emission Truck Program (LB-ELA_0004)

** Formerly called the "West Santa Ana Branch" trail. Bikeway project name updated to reflect new rail corridor name.



To: Ray Gorski, MSRC
From: Jack Symington, LACI

RE: Conditional Award for Port of Los Angeles Drayage Truck Charging Depot; RFO 2023-01

RFI 2023-01 was released on September 2, 2022, requesting submittal of Information Packages seeking partnerships to facilitate investment in zero emission infrastructure to support the transition of goods movement trucks to zero-emissions within the South Coast AQMD region. A total of \$50M was allocated by the MSRC for this Work Program category. The RFI closing date was November 30, 2022.

An Information Package was received by LACI seeking MSRC funding to implement zero-emission battery electric drayage truck recharging at sites located on Port of Los Angeles property. In a separate RFI response, the Los Angeles Harbor Department (Port of Los Angeles) submitted an Information Package seeking to establish a partnership with the MSRC to implement zero emission truck refueling at sites located on, and in proximity to, Port property. In addition to submitting an Information Package to the MSRC, LACI was successful in receiving \$1,500,000 in federal funding to co-fund transition of the two Port sites into publicly accessible battery electric drayage truck charging facilities. The Port of Los Angeles informed MSRC Staff of their support for the project, and committed a co-funding contribution on the order of \$3,000,000. Due to the proximity of the two publicly accessible charging locations to the I-710 corridor, LA Metro also indicated their support for the project, and committed \$3,000,000 of funding to the project.

LACI and the Port of Los Angeles requested the MSRC commit \$3,000,000 in Clean Transportation Funding™ towards the partnership with LACI, the Port, and LA Metro. The MSRC approved this funding request at the August 2023 Board Meeting, conditional on Port of Los Angeles selecting a site developer and operator, and securing co-funding commitments, to demonstrate to potential site developers and operators that incentives are available to mitigate site development risk and support a third party operator business case.

This future disbursement of MSRC funding was conditioned upon the following occurring to the satisfaction of the MSRC:

1. Successful RFI Process & Selection of Site Developer;
2. Co-Funding Commitments Formalized;
3. LACI Successfully Assumes Role as Project Implementer on Behalf of the City of Los Angeles Harbor Department.

1. Successful RFI Process & Selection of Site Developer

In September 2023, the Port of Los Angeles released a Request for Proposal (RFP) seeking a developer and operator for charging facilities on the two parcels. LACI's role as administrator of Federal, MSRC and Metro funding during development of the two sites was outlined in the RFP. In June 2024, the Port of Los Angeles sent a Notice of Intent to Recommend Award to Prologis Mobility to be the developer and operator of truck charging infrastructure for the two parcels.

Site Design:

The project will utilize 600kW chargers serving four (4) stalls each, with a minimum stall charge rate of 150kW per stall that will be future proofed to 1MW charging capability (implementable once the CharIn Megawatt Charging Standard is commercially available). The site will have a total of **40 EV fast charging stalls**. Fast charging will minimize the amount of charging time required so fleets can get back on the road as quickly as the vehicle's onboard charger will allow.

Though the initial request to MSRC referenced two parcels for charging sites, **the final project design has charging stalls on one of the parcels, though both parcels will be used for operations**. The north lot will be used as a trailer drop lot for customers with a trailer in tow. An EV yard hostler will be provided for fast and easy trailer drops/pickups. The south lot will host all of the charging infrastructure. This layout allows for maximum charging density while remaining flexible for fleet users with and without a trailer. This strategy also reduces capital costs by limiting new service requests to one instead of two, with two being required if both lots were energized. This design leaves open the possibility of installing chargers on the other north parcel in the future as well.

Facility Operation:

Prologis proposes the charging infrastructure to be available 24 hours a day, 7 days a week, 365 days per year to maximize charger utilization and meet the ever-growing charging needs of PDTR fleet customers. Prologis will provide public charging stalls while balancing and meeting the needs of how fleets expect to charge. Prologis will collect feedback from our existing customer relationships and those registered in the PDTR to ensure our offering continues to meet the evolving needs of fleets at the Port.

Project Schedule	
Site Entitled	Q3 2025
Completion of Engineering and Utility Design	Q4 2025
Equipment Procurement:	Q2 2026

Equipment Delivered:	Q3 2027
Construction Complete & Site Commissioning:	Q4 2027

Project Costs	
Engineering, Design, Utility Studies:	\$725,000
Equipment Purchases (EVSE, DER, High Voltage Dist. Equipment):	\$7,125,000
Site Prep (Remediation, Grading, Paving):	\$3,900,000
Construction (Labor + Materials + Utility Payments):	\$7,500,000
Project Management and Commissioning:	\$1,000,000
Total	\$20,500,000

2. Co-funding Commitments:

In June 2023, LACI entered into a contract with the US Department of Housing and Urban Development for \$1,500,000 to fund a drayage truck charging depot on public property, with support from POLA to deploy the charging infrastructure on the parcels on 1519/1520 East I St.

The Los Angeles Harbor Department has committed to providing \$3,000,000 to Prologis in the terms of their lease agreement (still under negotiation) to defray a portion of the Site Prep costs. The below language was included in the RFP issued January 2024:

“Up to \$3 million in funding from the POLA Clean Truck Fund is available for zero emission heavy-duty truck charging infrastructure construction, subject to required City approvals, including funding agreement”

LA Metro, through a cooperative and financing agreement with the MSRC, has committed to contributing \$3,000,000 with 97.5% funding either the Equipment Purchases (only EVSE or High Voltage Distribution Equipment) or the Construction component of the project; the remaining 2.5% would support Project Management. LA Metro’s Board approved this contribution June 2023.

LACI is asking MSRC to commit \$3,000,000 to this project; 97.5% of the funds would go towards Equipment Purchases (only EVSE or High Voltage Distribution Equipment), the remaining 2.5% would support Project Management.

3. LACI's Role with Los Angeles Harbor Department

The Los Angeles Harbor Department RFP issued January 2024 (Truck Drayage Charging Depot Operator) included the below language:

"This solicitation does not serve as a grant funding opportunity notification. Grant funds may be available via a separate funding contract between the successful Proposer and the funding entity.

- *\$1.5 million in Federal grant funds is available from Los Angeles Cleantech Incubator (LACI) which was secured through a Congressional earmark (Barragan). The Harbor Department will not be a party to this funding contract*
- *Additional grant funding is authorized through METRO and the Mobile Sources Air Pollution Reduction Review Committee (MSRC). See the following links regarding funding that has been authorized for this project. See the agenda and minutes for the METRO June 22, 2023 Board Meeting, and the agenda from the MSRC Board Meeting on August 17, 2023. It is the Harbor Department's understanding that the \$6 million of METRO/MSRC funding will contractually flow through LACI to the Successful Proposer. The Harbor Department will not be a party to this funding agreement.*

LACI has already been in contact with Prologis about the site details and contracting details for the federal funds, as well as the LA Metro and MSRC funds, should the latter be confirmed.

4. Proposed Milestone Payment Schedule

To improve the ability for Prologis to meet its proposed schedule, LACI proposes a milestone based payment schedule for MSRC's \$3,000,000.

Milestone	Schedule Completion	Proposed Funding Proportion
Site Entitled	Q3 2025	0%
Completion of Engineering & Utility Design	Q4 2025	0%
Equipment Procurement:	Q2 2026	25%

Equipment Delivered:	Q3 2027	25%
Construction Complete & Site Commissioning:	Q4 2027	50%



MAYOR REX RICHARDSON

September 9, 2024

Stephanie Wiggins
CEO, Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Support for the Shoemaker Bridge Replacement Project and the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project

Dear Stephanie Wiggins,

On behalf of the City of Long Beach (City), I would like to thank the Los Angeles County Metropolitan Transportation Authority (Metro) for its continued support of the Shoemaker Bridge Replacement Project and the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project. The City remains a strong proponent of Measure R and Measure M, acknowledging the valuable support these funds have provided for these two projects, which have been instrumental in our progress so far. To ensure the two projects continue to move forward, and as requested by Metro, I am formally requesting the Metro Board of Directors to allocate the \$9 million from the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) to continue to fund the design for the Shoemaker Bridge Replacement Project. Additionally, we are seeking an additional \$24 million for the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project to support both design and construction phases.

Metro's \$9 million allocation from the LB-ELA CMIP will provide the funds needed to continue the design phase for the Shoemaker Bridge Replacement Project, which will replace several inadequate mid-20th Century bridges with one bridge designed to modern standard; create new multimodal infrastructure for vehicles, pedestrians, and bicyclists; and restore connections between communities severed by the existing roadway infrastructures. This funding is critical to continue to move this project forward as the City actively seeks federal funding for the construction phase of the Shoemaker Bridge Replacement Project. The City has submitted grant applications and is still waiting for award decisions from USDOT for the Multimodal Project Discretionary Grant and the Large Bridge Investment Program.

Additionally, I am requesting the Metro Board of Directors to allocate \$24 million for the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project. Thanks to Metro's previous support for this project, the City leveraged City and Metro funds to successfully secure \$30 million dollars in federal grant funding from the Fiscal Year 2022 USDOT Reconnecting Communities Program. This accomplishment has allowed the Shoreline Drive Realignment Project to move one step closer to completion, which will greatly improve the safety, quality, and reliability of mobility within Downtown Long Beach by realigning Shoreline Drive, reconnecting a fragmented street network, and upgrading technology systems with new fiber optic networks and traffic signals. These improvements will advance active transportation use and mobility options for residents with new multi-use paths, protected cycle tracks, sidewalks, and LED lighting throughout the Project area.

Furthermore, by removing an existing highway barrier to open space for residents and creating a 22-acre contiguous space for park development, the Shoreline Drive Realignment Project will create opportunities for recreation and healthy living that are currently limited by the freeway design. The Shoreline Drive Realignment Project will also create a more resilient and sustainable stormwater management system by adding new catch basins and bio-swales that capture excess stormwater runoff for reuse.

The Shoreline Drive Realignment Project is part of a broader set of community investments the City of Long Beach is making in the Downtown neighborhood and will support job creation in areas of persistent poverty. This includes the expansion of the adjacent Cesar Chavez Park, the realization of the Drake-Chavez Park Master Plan, and the replacement of the Shoemaker Bridge on Route 710. The projects benefits are complemented by these other efforts to improve the quality of life and safe travel for Long Beach residents and visitors. The realignment of Shoreline Drive will restore access to 5.5 acres of open space in an underserved neighborhood that lacks large parks and is cut off by the existing Shoreline Drive ramps.

As we continue to move forward, we acknowledge that transformational projects require coordination and partnership between multiple funding partners. With the City's \$10 million match commitment and USDOT's \$30 million grant, the Shoreline Drive Realignment Project is still in need of an additional \$24 million. To ensure the successful completion of all project phases for the Shoreline Drive Realignment Project, the City is seeking an additional \$24 million from Metro to finalize the design (\$4 million) and construction (\$20 million). With Metro's additional support, the Shoreline Drive Realignment Project will transform the quality of life, traffic operations and safety, multimodal infrastructure, and park equity in a historically disadvantage area of Long Beach. Additionally, Metro's support will allow for the Shoreline Drive Realignment Project to be on track to finalize design by the end of 2024 and begin construction in 2025, with completion in 2027 before the City hosts the 2028 Summer Olympics Games.

The City respectfully requests the Board's consideration in allocating \$9 million from the LB-ELA CMIP for the design phase of the Shoemaker Bridge Replacement Project and Metro's support in allocating an additional \$24 million for the design and construction phase of the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project. These projects are vital to enhancing connectivity and infrastructure, and we look forward to strengthening our partnership to complete this transformational project. We will follow up with a formal meeting request to discuss further details. If you have any questions, please contact Sarah Patterson, Manager of Strategic Partnerships and Government Affairs, at Sarah.Patterson@longbeach.gov.

Sincerely,



Mayor Rex Richardson
City of Long Beach

cc: Thomas B. Modica, City Manager, City of Long Beach
April Walker, Assistant City Manager, City of Long Beach
Eric Lopez, Director of Public Works, City of Long Beach
Ray Sosa, Chief Planning Officer, LA Metro
Michael Cano, Executive Officer, LA Metro

Attachment D

LB-ELA CMIP Pre-Investment Plan Opportunity Projects Status

Project	Discretionary Funds Awarded	Project Cost	Awarded Amount	Current Phase	Construction Start Date (expected)
Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA	Federal Reconnecting Communities Program	\$19.9 M	\$9.9 M	Interagency coordination with Caltrans	August 2026
Huntington Park Safe Routes for Students and Seniors	SB1 Active Transportation Program Cycle 6	\$4.3 M	\$4.3 M	Environmental (PA&ED) phase	December 2025
I-710 Integrated Corridor Management Project	SB1 Trade Corridor Enhancement Program	\$40.2 M	\$27.8 M	100% design	Spring/Summer 2025
Southeast LA Transit Improvement Program	SB1 Local Partnership Program	\$31.1 M	\$14.5 M	Right-of-Way Certification completed	Summer/Fall 2026

**PUBLIC RELATIONS &
SPECIAL EVENTS RECAP REPORT**

JULY 2024



U.S. TRANSPORTATION SECRETARY PETE BUTTIGIEG EVENTS/PRESS CONFERENCE, JULY 18 and JULY 19

The Public Relations and Special Events led the efforts to help support U.S. DOT Secretary Pete Buttigieg's events and press conferences during his visit to Los Angeles on July 18 and 19.

- On Thursday July 18, Secretary Buttigieg joined LA Mayor Karen Bass, Metro Chair and LA County Supervisor Janice Hahn and Metro CEO Stephanie Wiggins for a ride on Metro's E Line to Exposition Park where they then highlighted the more than \$200 million in investments headed to LA to help reconnect communities, decrease air pollution, and prepare the city to host the Los Angeles 2028 Olympic and Paralympic Games. Secretary Buttigieg then visited Division 13 where he met with bus operators and mechanics and heard from Metro leadership about how a new \$77 million grant from DOT will allow Metro to buy electric buses for their transit system, leading to less pollution and cleaner air for everyone in the area.
- On Friday, July 19, Secretary Buttigieg appeared at Humphreys Ave. Elementary School alongside U.S. Representative Jimmy Gomez, Metro Board Member Hilda L. Solis, Metro CEO Stephanie Wiggins, and other local leaders to celebrate a nearly \$10 million grant to reconnect this section of East Los Angeles that was divided by the construction of I-710.



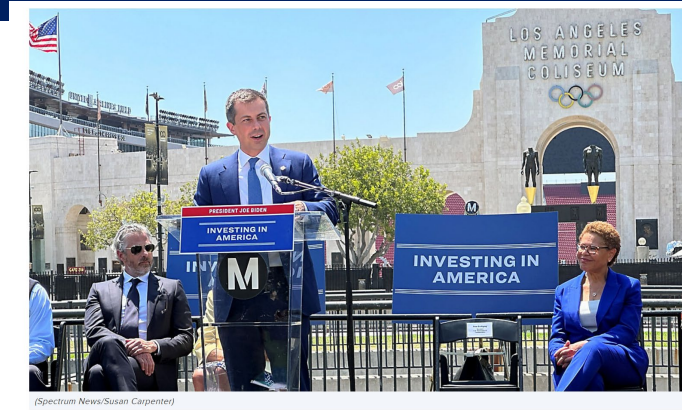
U.S. DOT SECRETARY PETE BUTTIGIEG MEDIA COVERAGE

Results:

Total Stories: 72

Print, Online and Broadcast
Impressions: 279M

Ad Value: \$2.6M



LA to get \$139M to improve public transportation ahead of 2028 Olympic Games

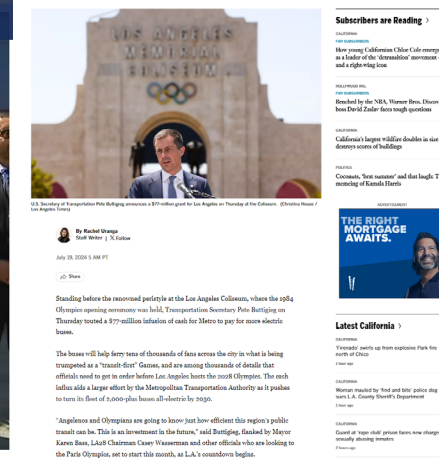
BY SUSAN CARPENTER | LOS ANGELES
PUBLISHED 2:00 PM PT JUL. 22, 2024

LOS ANGELES — One week before the 2024 Olympic Games will open in Paris, the host city of the 2028 games announced it is receiving \$139 million to improve public transportation.

The Department of Transportation is providing the funds to Los Angeles to increase bus service, add multimodal transit options such as bike shares and improve accessibility on sidewalks and roads near rail stations and bus stops.



LA to get \$77 million in federal funds to add electric buses before Olympics, hopes for millions more



Community Leadership Committee Reflections & Recommendations Report

*Resources and Templates for Community-Led Transportation Planning
Informed by Community, Task Force, and Project Team Members*

Long Beach - East LA Corridor Mobility Investment Plan



October
2024

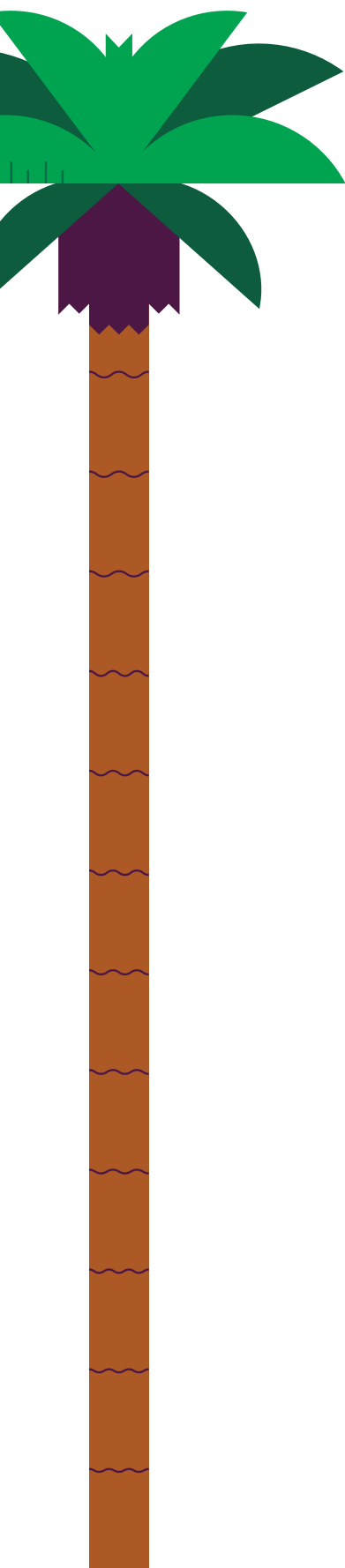


October 2024
Report prepared by:



arellano
associates

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EXECUTIVE SUMMARY

A COMMUNITY EFFORT

The Long Beach-East LA Corridor Mobility Investment Plan (CMIP) was developed between 2021 and 2024 and is the result of an extensive community-centered effort to envision new multi-modal transportation options along the project's 19-mile long and 5-mile wide corridor. Encompassing 18 cities and 3 unincorporated communities, the project area has a diverse, engaged population that has experienced a long history of harmful impacts as a result of the I-710 Freeway.

Plans to expand the freeway that were recommended in 2005 faced significant community opposition due to concerns about increased environmental and health impacts. Still, the Metro Board adopted freeway modernization Alternative 5C in 2018, which included the freeway widening and funding to purchase Zero Emissions trucks along with other community benefits. Following the approval of Alternative 5C, community activism and local pressure on Metro and Caltrans persisted. The EPA also warned that expanding the freeway would not meet air quality standards. This resulted in a shift to alternative proposals for the corridor. The Metro Board suspended the freeway expansion project in 2021 and directed staff to create a new community-oriented planning process which included the formation of the LB-ELA Corridor Task Force, Working Groups, and Community Leadership Committee (CLC).

The CMIP piloted a new approach to community engagement, by having a community-led group act as an advisory body to the project Task Force, who in turn provided recommendations to the Metro Board. Over the course of two years, a diverse group of 26* CLC members from 21 jurisdictions represented their communities at monthly meetings to review information, ask questions, provide feedback, and develop recommendations. CLC members were required to live within the project study area, which ensured representative feedback. During this robust engagement process, CLC members also participated in public workshops, collaborated with the Task Force and the project team in working groups, and reviewed key project deliverables. CLC members were compensated for their participation in accordance with Metro's Advisory Body Compensation Policy (ABC Policy). Overall, the collaborative environment created throughout the CLC process helped to build trust between Metro and community members and to increase a sense of ownership of the project.



THIS REPORT

This report provides an overview of the CLC process followed during the development of the CMIP and lessons learned for future Metro efforts. The insights of the report build on Metro's commitment to Listen and Learn, as described in the [Equity Platform](#), which includes meaningful community integration for planning processes, along with Metro's [Objectives for Multimodal Highway Investment](#).

The report begins by introducing the historical context of the project, specifically as it relates to community involvement and the factors that led to the CMIP engagement process. It outlines methods of engagement, key dates in the CLC process, approaches to communication, CLC recruitment efforts, and language translation protocols. It also references trust-building as a general theme and shares successful aspects of the CMIP's approach and lessons learned that can be adapted for future Metro planning projects.

A key source for the ideas included in this report comes from interviews with community members who were directly involved in the project. Feedback received from project stakeholders was used to analyze the CLC process and to develop lessons learned. Interviews were conducted with 8 CLC members, 6 Task Force members, 5 Metro Staff, and

3 consultants. Each interviewee was asked to share his/her reflections on what worked and what could be improved for future Metro community leadership processes. A survey was also circulated to the entire CLC and emails were sent out to CBO project partners to ask for their reflections and key takeaways. Recommendations are extracted from these correspondences and are explained through different themes. Quotes are also included to elevate the voices and sentiments of those interviewed.

In order to weigh in on major project decisions, the CLC used a consensus-based decision making model that was developed specifically for the project. The model is described in this report and analyzed in contrast to decision-making models that have been used for other transportation projects across the country.

The final section of the report provides resources for Metro to incorporate community leadership into projects when feasible. Helpful templates are provided, from scope language to correspondence. These templates can be referenced as guides and adapted for different projects in instances where Metro seeks to further integrate community participation in a meaningful way.

** There were 24 members at the CLC inception. Some members left while others were added. This resulted in a total of 26 members by the time of the adoption of the CMIP.*

01 THE CLC PROCESS

INTRODUCTION

PROJECT BACKGROUND

Between 2021 and 2024, LA Metro (Metro), community members, and other government partners developed the Long Beach-East LA (LB-ELA) Corridor Mobility Investment Plan (CMIP). The CMIP, which was adopted by Metro in 2024, established a transportation vision for the LB-ELA Corridor, a 19-mile-long and 5-mile-wide area that includes 18 cities and 3 unincorporated communities adjacent to the I-710 Freeway between Long Beach and East Los Angeles. The planning process to develop the CMIP included an unprecedented community-centered approach to decision making. This report provides a high-level roadmap of ideas and recommendations to integrate “community-first” engagement into Metro’s evolving planning processes.

A key aspect of the project’s approach was early establishment of the Community Leadership Committee (CLC), which was made up of 24 representatives at project conception from 21 communities along the Corridor. The CLC provided regular recommendations to the project’s Task Force (the decision-making body that reported to Metro’s Board). The CLC leveraged community connections and communicated lived experiences to inform and help shape the Plan, which in turn reflects the priorities of residents, addresses longstanding challenges in the region, and provides a commitment to work collaboratively on implementation.

** Task Force members were chosen to represent the logistics industry, government agencies, ports, elected officials, and community-based organizations*

FORMATION OF THE CLC

The CMIP was the result of a several-decade long history of planning relating to the I-710 Freeway. In 2005, residents asserted that a planned highway expansion would compound histories of prioritizing freight and “efficiency” over community needs. Concerns were raised about the environmental and social impacts of the proposed project. This led to two proposals 1) Alternative 5C, a version of the project that would add a Zero Emission Truck Program and a handful of bike and pedestrian freeway crossings, while still expanding the freeway, and 2) Community Alternative 7, which would increase transit service, had a community health program, and created separate, elevated zero emission truck only lanes above the freeway. The Metro Board selected Alternative 5C in 2018.

In May 2021, the Metro Board suspended the freeway expansion project by selecting the no build option (Alternative 1) and tasked Metro staff with convening stakeholders to create a more community-focused plan to improve mobility in the corridor using funding allocated for the project. In September 2021, the LB-ELA Corridor Task Force was established as an advisory body to develop recommendations for a new Investment Plan. Recruitment for the Task Force focused on ensuring representation from diverse community stakeholders* that would be impacted by the proposed multimodal projects. To further ensure community involvement, the CLC was formed in March 2022 under the directive of the Community Engagement Working Group, a sub-group of the Task Force. The CLC consisted of residents from the project area and recruitment for the CLC focused on those living

close to the freeway and/or heavy industrial areas. See pages 10-11 for details about the selection process.

PURPOSE & GOALS OF THE CLC

The CLC was created with the purpose of more directly centering community member voices and having them advise the Task Force throughout the planning and decision-making process. Although the majority of CLC members stayed consistent throughout the project, a few members left and new members were added, resulting in a total of 26 CLC members by the end of the project in April 2024. For two years, the CLC met at least monthly (and sometimes twice a month) to define the Corridor's vision, goals, and guiding principles, identify strategies, projects, and programs, and prioritize investments. See page 14 for more details about the CLC meetings.

OVERVIEW OF THIS REPORT

This report and the included resources will support Metro as it continues to ensure robust community engagement in the planning of future mobility projects. The report:

- Details the CLC's application process, membership criteria, and agreements made during the formation of the CLC.
- Recounts key lessons learned and best practices gathered from firsthand interviews with CLC members, Task Force members, the Consultant Team and Metro.
- Analyzes decision-making processes used in the CMIP and other projects.
- Lays out several templates for planning and communication that can be used to inform community leadership approaches in future Metro projects.

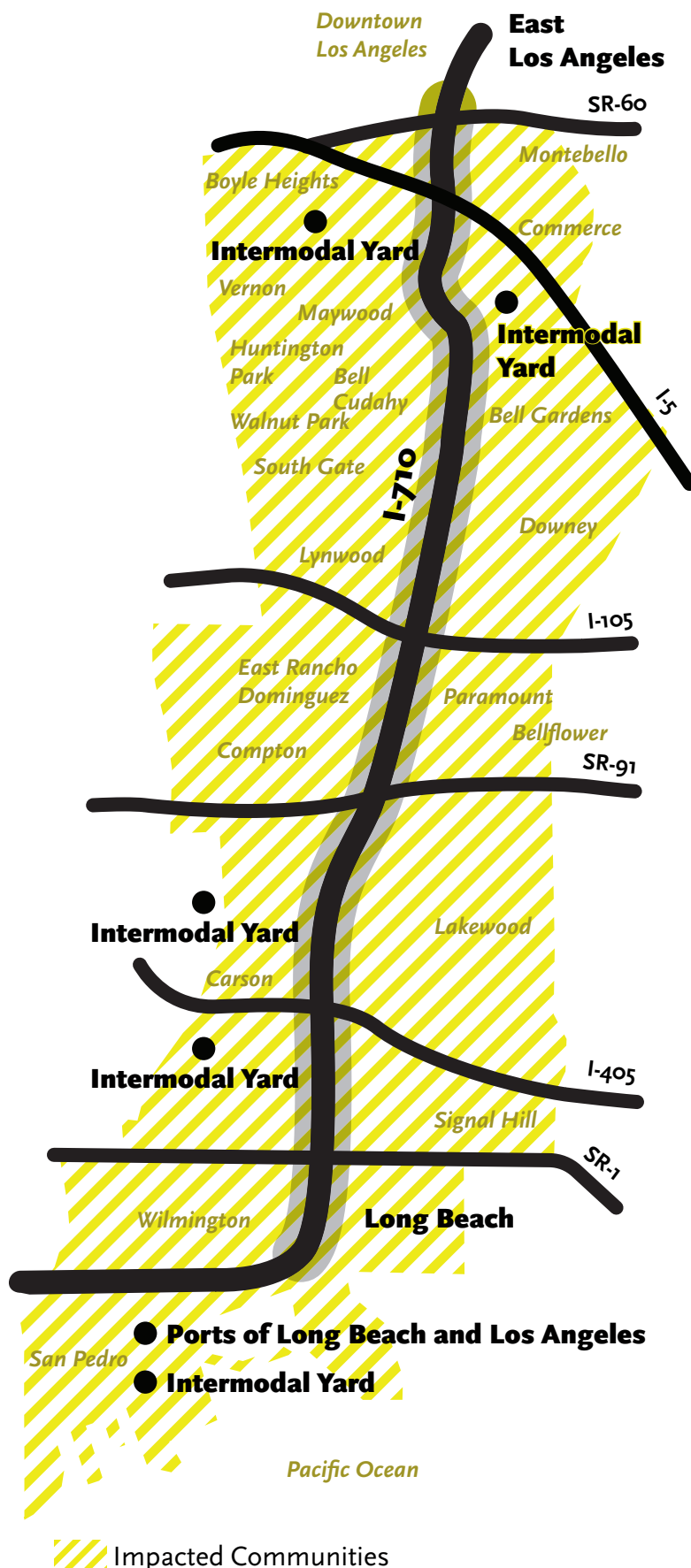


Figure 1: Jurisdictions and Key Goods Movement Facilities within the LB-ELA Corridor.

PROJECT TIMELINE

1964

I-710 Freeway constructed.

1990s

Convergence of deteriorating infrastructure, local population expansion, and increased traffic.

2005

The I-710 Major Corridor Study was completed, which recommended freeway widening, including separate truck lanes.

2012-13

Initial Environmental Review included two alternatives for widening the freeway (Alternatives 5A and 6C). Comments on the review led to the proposal of Alternative 5C, which added a Zero Emission Truck Program to the freeway expansion, and the proposal of Community Alternative 7, which included increased transit service, a community health program, and a focus on zero-emission trucks.

2018

Metro Board approved Alternative 5C as the Locally Preferred Alternative (LPA).

2020-21

Due to the increase in truck-related diesel emissions and potential issues with air quality conformity, the EPA required a hotspot analysis for Alternative 5C.

2021

- Caltrans decided to not support the project moving forward.
- Metro Board decided to suspend the project by approving a no build option, (Alternative 1) instead of Alternative 5C.
- Metro began developing the Investment Plan to ensure adoption of a community-oriented vision.
- The Plan's Task Force was launched (September).

2022-24

- The CLC and Task Force met regularly to define the Corridor vision, goals, and guiding principles, to identify strategies, projects, programs, and to prioritize investments.
- Working groups were established to further involve community members in decision-making processes.
- The CLC continued to play a pivotal role in providing recommendations to the Task Force on developing the project list, prioritizing projects, and creating the Investment Plan.

2022

- The Community Leadership Committee (CLC) was formed to advise the Task Force on proposals and project recommendations (March).
- The Coordinating Committee was established with three Task Force and two CLC members (April).
- Additional outreach was conducted to recruit from the remaining, unrepresented jurisdictions. CLC reaches 26 members (June & December).

2024

- The CLC and Task Force voted to support Metro's adoption of the Investment Plan.
- The Metro Board approved the Investment Plan, reflecting a commitment to equity as both a process and an outcome.
- The CLC term came to an end and CLC Members and the Task Force were invited to continue their advisory work on the implementation of the Investment Plan via Working Groups (April).

CLC SELECTION & LOGISTICS

MEMBERSHIP CRITERIA

To apply to be a CLC member, applicants were required to meet the criteria outlined below. The goal was to have at least one member represent each city and unincorporated neighborhood within the corridor, while additional representatives were included from jurisdictions that were larger and were highly impacted by industrial or other hazardous uses. These jurisdictions were characterized by having a significant population living near the ports, intermodal yards, or freeways. The most impacted jurisdictions had two additional CLC seats each (Long Beach – 3, East Los Angeles – 3), and the next highest impacted jurisdiction has one additional seat (Lynwood – 2). There was also one at-large representative seat.

SELECTION CRITERIA & SCORING

Criteria	Score
• Lives in the study area	<i>Required</i>
• Works in the Corridor	1 point
• Engaged community member	1 point
• Lives in a highly impacted area	1 point
• Lives in two or more highly impacted areas (port, industry, etc.)	2 points
• Black, Indigenous, and People of Color (BIPOC)	1 point
• Primary language is non-English	1 point
• Under the age of 25	1 point
• Over the age of 64	1 point

APPLICATION & ONBOARDING

The CLC application process started in March 2022. Information about the CLC was published online, along with membership criteria and information about compensation. The application was offered in English, Spanish, Khmer, and Tagalog. It included questions about demographics (e.g. where applicants lived), experience working in the community, and logistics such as preferred meeting times. The application was publicized through Metro community-based organization (CBO) partners.

There were two subsequent CLC application periods in June 2022 and December 2022. This was a result of some members dropping out after the selection process and the application was re-opened in order to fill the seats for jurisdictions for which the project team received no applications (Lakewood, Vernon, Montebello, Paramount, and Bellflower). In these cases Metro carried out targeted outreach to these communities, including mailing letters to all 110 residents in the section of Vernon that is within the project area.

Applications were reviewed and scored. The applicant(s) with the highest score was/were selected and notified in each jurisdiction.

A total of 24 applicants were selected based on the established criteria and scoring system. Selected members then completed the Metro onboarding process, which included signing agreements and enrolling in or opting out of compensation. Two CLC orientation sessions were held online that introduced CLC members to the schedule and charter (see page 46 for information on the project charter).

COMPENSATION

Consistent with Metro's Advisory Body Compensation (ABC) Policy, all eligible CLC members were compensated at a rate of \$200 per meeting for every CLC meeting and \$50 for working group meetings. This was one of Metro's first applications of the ABC Policy to the advisory body of a project.

A TYPICAL MONTH

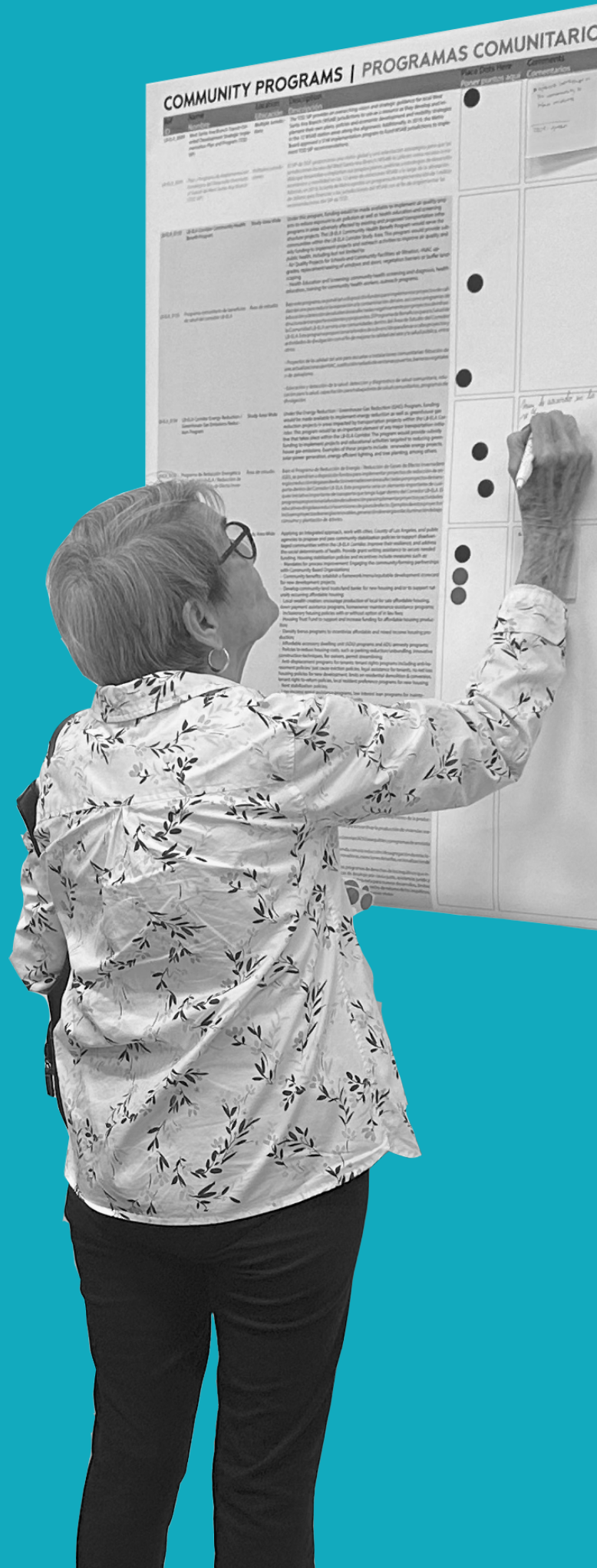
Throughout a typical month, a CLC member was expected to:

- Attend and actively contribute to CLC meeting(s).
- Review and provide feedback on key project documents.
- Sign up for office hours, if desired, to ask the Project Team any questions or provide feedback (optional).
- Participate in working group(s) (optional).



**“The CLC
is a body
that really
prioritized
community
perspectives
in what is
needed along
the I-710 South
Corridor.”**

- Task Force member



REPORTING STRUCTURE

As an advisory group intended to provide recommendations, the CLC reported their findings and opinions to the Task Force.

The Task Force was a key decision-making body made up of stakeholders representing labor groups, community groups, goods movement, and public agencies. The Task Force in turn provided guidance and recommendations to the Metro Board of Directors.

The Coordinating Committee worked with the Metro and the Consultant Team to help plan

Task Force and CLC meetings and give input on meeting content and approach. The Committee had five members, including two from the Community Leadership Committee and three from the Task Force.

Working Groups (Community Engagement Strategy, Equity, and Zero-Emission Truck) were comprised of volunteers from the Task Force and CLC, along with occasional subject matter experts. The Working Groups were able to dive deeper into subject-specific recommendations.



Figure 3: Reporting Structure of the CLC, Working Groups, and Task Force. This graphic was presented to the CLC (in English and Spanish) during one of the early orientation sessions. The Project Team is defined as Metro staff and consultants.

CLC MEETINGS

Monthly CLC meetings were mostly held virtually, due to the COVID-19 pandemic, and occasionally in-person. In these meetings, the CLC would learn and give feedback to the Project Team about project technical information, findings, and recommendations. The CLC convened for 33 meetings between December 2022 and April 2024.

MEETING FORMAT

CLC meetings were strategically planned to be held prior to Task Force meetings so that Task Force members would receive an update with feedback and recommendations from the CLC. CLC meetings were generally held from 5-7pm on the third Thursday of each month. CLC members were also invited to participate in Working Group Meetings and attend Task Force Meetings.

Meetings were held virtually, except for two in-person CLC meetings and three combined CLC/Task Force meetings. These meeting were offered at locations in the community and some had virtual options. The general public was invited to attend Task Force and CLC meetings and were allotted time to comment.

LANGUAGE & TRANSLATION

Of the 26 members of the CLC, 4 members were monolingual Spanish speakers. Based on the composition of the CLC, it was imperative that Metro and the Project Team develop an equitable bilingual communication strategy. Metro and the Project Team provided all meeting presentations, materials, and communications in English and Spanish, and released all materials at the same time in each language to ensure the same amount of review time for all members. Metro and the Project Team decided at the CLC's inception that the CLC would have a technical team liaison to provide support throughout the process. A requirement of the CLC liaison was to be bilingual in English and Spanish. The liaison was responsible for seamlessly communicating all messaging in inclusive formats. Slides and meeting tools were formatted to fit both languages simultaneously, which was important so that equal presentation time was allotted to each language.



All materials and documents, including the project list, glossary, evaluation matrix and the final CMIP were provided in English and Spanish.

Each CLC meeting was offered in English with simultaneous Spanish translation. On the virtual platform, two interpreters were always present and six interpreters were available during in-person meetings. Eventually there was an interpreter for each person that required one so that they were not limited to Spanish-only breakout groups, though sometimes those were preferred. Using Zoom's interpretation channels, all meeting attendees had the option of using the Spanish interpretation channel to listen to the meeting's live translation through the interpreters. The interpreter performed simultaneous Spanish to English translation when monolingual Spanish speakers participated in the meetings. If comments were written in the chat, meeting facilitators read the questions aloud so the interpreters could translate them to the participants on the Spanish channel. If there was an exercise where an online tool was used to gather live comments from the CLC members, members of the Project Team would work in the background to live translate written comments on the screen as they were coming in from CLC members or provided on the Zoom chat.

ADAPTING & RESPONDING

As the project progressed, CLC meetings and shared materials became increasingly technical. In response to this, the team offered additional support and more consistent messaging to members.

Office Hours

Office Hours were made available to CLC members who wanted to dive deeper into the materials and ask questions of the technical team. Interpreters were available for general, drop-in office hours and scheduled Office Hours were conducted in the preferred language of the CLC member.

WORKING TOGETHER

Office Hours along with breakout groups during meetings helped encourage discussion and collaboration.

Project Newsletters

Another important shift in messaging occurred when Metro began sending consolidated, weekly project newsletters. While eBlasts and communication were always provided in English and Spanish, the Project Team began adding videos in English and Spanish to newsletters leading up to meetings and important milestones and consolidating content. These video messages helped explain upcoming meeting information in a more accessible medium.

Breakout Groups

In response to positive feedback from CLC members, breakout groups were used during CLC meetings. Monolingual Spanish-speaking members were often given the option of participating in a breakout group that was conducted and facilitated in Spanish.

COMMUNICATION

COMMUNICATION & TRUST BUILDING

Building trust early on and maintaining that trust was critical to ensure fruitful dialogue with the community. Given the project history, some community members came into the CLC process with skepticism and doubt. While eager to participate in the process, Metro and the Project Team had to work to rectify past harms by truly including CLC members in a transparent process.

The CLC Liaison

A critical component of trust building was the inclusion of a designated CLC liaison from the Project Team who remained a constant point-of-contact for all members. Being bilingual, receptive, and accessible were critical qualities that aided the liaison in this role. The CLC liaison attended and participated in all CLC meetings, opened every meeting and, when appropriate, answered questions relating to the project's progress. The CLC liaison also provided consistent communication in several forms (e-mail, text, phone, in-person visits, etc.).

Although CLC members received project newsletters and eBlasts, the CLC liaison followed up each email with a personal message to members. These bilingual emails offered simplified language and next steps.

All communication was written with a spirit of support, offering further assistance if needed to CLC members. The team also conducted periodic follow-up calls to members, especially in the beginning of the process. These calls helped provide context needed to allow CLC members to grasp difficult transportation planning and policy concepts. Calls were also made after meetings to clarify terms, concepts, and project milestones that needed further explanation.

As the process continued to evolve and the relationship between the CLC liaison and members grew, CLC members became receptive to receiving frequent text messages regarding upcoming meetings, survey requests, or additional support needed. The CLC liaison became a channel for CLC members to ask questions and voice concerns to Metro. In turn, they provided honest feedback to Metro and the Project Team which helped shape how, and sometimes what, information was disseminated during meetings and in materials. This communication and relationship allowed CLC members to feel heard by Metro throughout the process. Along with the CLC liaison, consistent facilitators and full Metro participation during CLC meetings, provided a personal touch to the process.

In-Person Meetings

Because this process began during the COVID-19 pandemic, early CLC meetings were held virtually. As meeting in-person became a safe option again, Metro and the project team offered hybrid meetings with CLC members, and with Task Force members on several occasions, as the lack of in-person collaboration between CLC members and the Project Team may have been negatively affecting consensus building. The option of attending meetings in-person gave CLC members a chance to more meaningfully engage with each other and more comfortably communicate with Metro staff. These meetings were essential to building trust between Metro and the community.

Meeting facilitators also provided spaces for collaboration and active participation. Depending on the meeting, interactive approaches were favored when asking for participation from all CLC members. These included round robin questions, where each member was called upon to share his/her thoughts, small breakout rooms, surveys, and polls.

THE IN-PERSON ADVANTAGE

The ability to pivot to in-person meetings and include a Corridor Tour allowed CLC members to create personal connections with each other, the Task Force, and the project team. In-person activities proved to be a vital step in building consensus between CLC and Task Force members.

Corridor Tours*

Tours of the project area gave CLC members a better understanding of conditions across the corridor and helped members build trust with Metro and within the CLC. The tours aimed to highlight mobility and safety needs and opportunities while also creating space for CLC members to engage with fellow members, the Task Force, and Metro while exploring how proposed projects could help shape communities across the corridor. Many CLC members mentioned that the corridor tours were one of the first opportunities they had to travel to different communities in the corridor, which helped them understand their fellow members' priorities.

Consistent, authentic engagement through these multiple forms was key. CLC members had to feel that this effort was not just to check off a box, but that their participation was meaningful and directly impacted the creation of the CMIP.

** Two optional corridor tours were held in June 2023, with a total of 24 Task Force and 9 CLC Members attending across the two tours.*

02

REFLECTIONS & RECOMMENDATIONS

METHODOLOGY

REFLECTION INTERVIEWS

In order to inform the Reflections & Recommendations included in this report, the Consultant Team conducted interviews with representatives from the CLC, Task Force, Metro, and the CMIP Consultant Team to reflect on project successes, areas for improvement, and identification of key moments in the CLC process.* Starting one month after the adoption of the Investment Plan, interviews were held over a three week period and were conducted virtually with one or two interviewees at a time and two Consultant Team interviewers. Throughout the process, interviews were held with:

- 8 CLC Members, including 1 interview via email for accessibility, and 1 Spanish-language interview with 2 CLC Members
- 6 Task Force Members
- 5 Metro Staff
- 3 Consultants

The interviews were optional, lasting 1 hour for CLC members and 30 minutes for Task Force Members, Metro Staff and Consultants. CLC members were compensated for the time spent in the interview. The interviews were guided by discussion questions about the community leadership process. Discussion questions touched upon key themes including communication, resources provided, logistics, and lessons for future projects.

SURVEY FEEDBACK

In addition to carrying out select in-depth interviews, it was important to engage the majority of CLC members and hear broader reflections. A short online survey, which asked a subset of the interview discussion questions, was circulated to all CLC members at the same time as the interviews. The team received eight English language responses and two Spanish language responses. Together, the interviews and surveys captured the reflections of up to 70% of CLC members.

CBO PARTNER OUTREACH

The Consultant Team also reached out to Community Based Organizations (CBOs) that represent populations who were not part of the CLC to understand possible barriers to participation and ways to better integrate them in the future. An email asking CBO questions about engaging their constituents was sent to 76 contacts across 50 CBOs that were involved throughout the process. Two organizations responded with feedback that is incorporated into this report.

** CLC and Task Force members invited to interview were chosen because they were active throughout the project and represented different interest areas and backgrounds. The list of interviewees compiled also took into account different levels of familiarity with planning processes, different jurisdictions within the project area, and Spanish speaking members.*

In Their Own Words...

CLC members were motivated to join the CLC because of their personal and family histories in the Corridor.

"My family suffers from asthma... living next to the freeway."*

"I lived next to the on-ramp of the I-710."*

"I'm invested in good, safe, quality transportation [in the area] for economic development."*

"I have always felt that my community has been left out because of geography and a low voting rate."*

"It's important that Metro, lawmakers, governments, and agencies understand how it is to live along the 710, breathe in the air, experience the dirty rivers and suffer the health consequences...."*

"I approached the whole project with the lens of *what can I take back to my community.*"*

The CLC brought a unique expertise to Metro planning processes: that of lived experience & embedded community.

"The CLC is a body that really prioritized community perspectives in what is needed along the I-710 South Corridor." **

"It's a mind shift in understanding [community members'] value, expertise, and ability to engage in all parts of the process."***

"It was refreshing to see community at different levels and important to hear what the community members - outside of the typical stakeholders - had to say."**

"It created a bridge between Metro and the public to be able to understand how [Metro's] recommendations would be perceived by the public and to gain buy-in."***

* Quote from CLC member

** Quote from Task Force member

*** Quote from Metro Staff

RECOMMENDATIONS

RECOMMENDATIONS BY THEME

Key Takeaways that came up in the CLC reflection interviews, feedback surveys, and CBO email outreach are summarized on the following pages by theme. Recommendations are also provided for each theme. Metro staff is encourage to take these recommendations into account for community leadership processes in the future, whether they take the form of a Community Leadership Committee, Community Advisory, or a similar group.

Theme	Recommendations from			
	CLC	Task Force	Metro	Consultant Team
Application & Formation	✓	✓		
CLC & Project Team Communication	✓		✓	✓
Decision-Making & Power Dynamics	✓	✓	✓	✓
CLC & Task Force Report-Outs	✓	✓		
Compensation	✓	✓		
Engaging the Public*	✓			
Cross Pollination Within the CLC	✓	✓		
Understanding Technical Information	✓	✓	✓	✓
In-Person vs. Virtual Meetings	✓	✓		✓
Interactive Meetings	✓	✓		
Flow & Cadence of Meetings	✓	✓	✓	✓
Language & Translation	✓	✓		✓

* Also informed by CBO Partner Outreach

Application & Formation

Recommendations from...

CLC

TASK FORCE

What We Heard

Interviewees said that the application process was straightforward and one CLC member mentioned that the map of jurisdictions was helpful to understand the study area. Members found that the CLC was an appropriate size and representative of the diversity of the region. Many members appreciated that CLC membership was weighted to favor representatives who lived in more negatively impacted areas. A CLC member mentioned that it was beneficial to have unincorporated communities represented and said that the project content should also reflect their unique contexts. A CLC member did point out that the group was “fairly self-selected...leaning toward environmental justice folks.” Several CLC members provided recommendations for improving recruitment, including offering hard copy applications and targeting more “underrepresented communities including [more members with] disabilities and [who were] low income.” Finally, a CLC member suggested selecting alternates in case current members were unable to attend meetings.

Recommendations

1. Advertise the community leadership opportunity at Metro stations. *“Commuters tend to be more informed about issues surrounding Metro transportation.”*
2. Use news outlets to advertise the opportunity *“....more outreach in community news sources so that more individuals know about the project and can apply if interested.”*
3. Offer hard-copy applications.
4. Provide *“transparency on how the decisions were made in terms of who [is] selected”* by sharing quantitative scoring criteria for membership selection and reporting out in early meetings about the selection process, demographics, and characteristics of the group selected.
5. Conduct outreach to universities to encourage more youth (under 25) to apply for the CLC.
6. Recruit members with a disability, low-income members, and members with varied career backgrounds.

CLC & Project Team Communication

Recommendations from...

CLC

METRO

CONSULTANT TEAM

What We Heard

Every CLC member interviewed appreciated having a “CLC liaison” on the Project Team. This required a significant amount of staff time and there were differing views on whether this person should be from Metro or part of the Consultant Team. In addition, CLC members felt their voice was heard and respected by the Project Team, expressing gratitude for the presence of actively engaged Metro staff. A Task Force Member said that Metro leadership was respectful and “opened the door for more trust-building.”

Recommendations

1. Have a bilingual liaison who manages communication with CLC members and reports back to the project team. This person should also provide more detailed project information when requested from members to ensure members get necessary technical support. This person can bring up changes to the approach if they notice, for example, that additional work sessions would be beneficial.
2. Make sure Metro staff is actively engaged in communication and presentation delivery (not just the consultant).
3. Use respectful language and approaches to build trust and ensure efficient dialog.

Decision-Making & Power Dynamics

Recommendations from...

CLC

TASK FORCE

METRO

CONSULTANT TEAM

What We Heard

CLC members expressed confusion about the power dynamic and decision-making structure of the CLC and how it fit with the Task Force. One CLC member said that there was a disconnect when people felt like the CLC had the “final say” and that their votes went directly to the Metro Board, when actually the CLC recommendations were given to the Task Force, who then voted on the item. Some CLC members believed that if the CLC voted to not support various milestones, that it would change the outcome of the project. Several CLC and Task Force Members interviewed mentioned that the longstanding community relationships some CLC members had with other stakeholders impacted voting.

Recommendations

1. Create a clear graphic of the project's decision-making structure and review it in depth to ensure understanding.
2. Ensure a simple and easy-to-understand decision-making structure.
3. Consider offering an option to do closed voting at certain times (public voting statement, followed by a closed vote) so that community leaders feel less influenced by other stakeholders, rather they feel confident voting based on their own experience and goals.
4. Consider asking members about their affiliations and interest areas early in the project (i.e. during the application process).

CLC & Task Force Report-Outs

Recommendations From...

CLC

TASK FORCE

What We Heard

Interviewees pointed out that report-outs about the Task Force or CLC Meetings often felt too high-level and they often did not capture the nuance of discussions held. The report-outs also lacked a clear sense of the emotion and personal experience of the CLC/TF members. Task Force members interviewed would have preferred to hear from the CLC themselves, to be able to understand nuances and be able to ask questions.

Recommendations

1. Have CLC members provide report-outs to the body that they are advising (e.g. Task Force, Board, etc.) for back-and forth questions and conversation, which would build a mutual connection and culture of respect.
2. Provide CLC members the opportunity to speak to the group and present.

Compensation

Recommendations from...

CLC

TASK FORCE

What We Heard

Using Metro’s Advisory Body Compensation (ABC) Policy was a key way to show that Metro valued CLC members’ time and expertise. When asked about compensation, most CLC members who were interviewed said that they would have participated without compensation or with a different compensation structure, but found that it had a significant positive impact. They acknowledged that every CLC member was in a different place financially. A CLC member stated that “people benefited” from the project and another described how their “participation was greater” because of the payment. A Task Force member added that the compensation offsets costs that CLC members are bearing for having to participate, such as child care or missing work.

Recommendations

1. Outline the ABC Policy at the beginning of the project, including pointing community members to Metro Finance staff to clarify taxes and any other technicalities.
2. Clarify that people can choose to opt-out or accept less compensation. The ABC policy has an option for opt-out or sliding scale compensation.

Engaging the Public

Recommendations from...

CLC

ADDITIONAL CBO CONTACTS

What We Heard

Wider public engagement took place during the project idea collection process (after the vision, goals, and principles of the project were established) and once there was a draft plan. Some CLC members pointed out that they felt the absence of wider community engagement at the beginning of the project, ultimately suggesting that the community meetings should have happened earlier in the process. Engaging the broader public was also a key theme that was mentioned by CBOs. Respondents suggested lowering barriers to meeting attendance by offering “stipends for participants [and providing] childcare.” They also shared general best practices for wider public engagement, which are included in the recommendations.

Recommendations

1. Engage a wide range of “community members toward the beginning and during the later stages of the project (when project components and key milestones have been developed).
2. To engage with other community partners, “lower the barrier of entry by providing translation services, childcare, and transit-accessible locations for in person meetings,” in addition to offering compensation.
3. Close the feedback loop by “always sharing a follow-up report to the community with specific goals and next steps.”
4. Partner with community groups that do outreach with vulnerable populations (e.g. youth, older adults, people with disabilities, etc.) “so that they can provide input on issues that affect their quality of life.”

Cross Pollination Within the CLC

Recommendations From...

CLC

TASK FORCE

What We Heard

While some people were able to collaborate in small groups with other CLC members, many people interviewed said that the CLC could feel distant and wished there had been “more opportunities earlier on to congregate.” The CLC “didn’t spend enough time comparing notes,” especially if they didn’t have connections to other stakeholders in the project. Several CLC and Task Force members felt like without knowing about other members’ backgrounds and interests, there was a missed opportunity to understand the varied expertise CLC members brought to the table. They stated that more collaboration would facilitate peer-to-peer learning and a more successful community leadership process overall.

Recommendations

1. Consider creating a directory so that community leaders can put a face to a name and understand each other’s background and motivations for joining the project.
2. Consider allowing CLC members to opt-in to share their contact info for other CLC members to be able to contact them.
3. Create thematic focus groups, office hours, or other small groups, as appropriate.

Understanding Technical Information

Recommendations From...

CLC

TASK FORCE

METRO

CONSULTANT TEAM

What We Heard

Many CLC members said that they appreciated the ample resources provided by the Project Team. Project team members and CLC members said that the meeting topics became increasingly technical and the materials became harder to digest as the project went on. A CLC member said that the CMIP was “overwhelming,” with “academic jargon around the health metrics/criteria”. Another CLC member said “we had a lot of materials, that wasn’t the issue,” but they found that technical resources like the color coded evaluation criteria were not “user friendly.” A CLC Member said “some people have a research background and approach things differently,” referencing a

24 perceived difference in expertise.

Recommendations

1. Create a standardized ‘Metro Planning 101’ curriculum that helps ‘level the playing field’ and empowers community leaders without Planning experience to gain a baseline understanding of key topics and be able to participate more deeply.
2. Start the community leadership process before any Task Force process, if there is one, since there is more information and baseline learning to ‘catch up’ on.
3. Simplify language and resources presented, wherever possible. Use simple, clear layouts for technical resources and documents.
4. Consider offering different roles for members in the community leadership group, including roles for a more light-touch review as well as a more technical review.

In Their Own Words...

CLC Members often felt like the technical information led to confusion and an unequal dynamic.

"Some people come from a research background and... approach things a little different, but you also have lay people... you don't want to lose them"*

"The list of projects became overwhelming..."**

"I think it was just two different worlds where some of us know more than others. It would be better to have more time explaining and giving instructions before jumping in."*

"Some of that stuff was heavy in policy... so I wondered how much the community actually [understood]."*

"You come from a different level than most of us that you were working with. So that's...why I think you lost some of us."*

There needs to be a way to 'level the playing field' so that CLC members can more deeply participate.

"You need a crash course so that they're able to take it in and understand before they have to give back their feedback."***

"What if Metro and Cal State Long Beach created a community leadership training program... We need to get CLC members more confident in engaging in a creative and positive way."**

"Metro just in general should offer a Planning 101 Academy...because when it comes time to make some of these difficult decisions, people don't feel like they're equipped with the right information...and tools..."*

"Transportation Planning 101, Project Development 101, Community Health 101. In some cases, the agency reps need to be educated on certain topics."**

"Tutorial sessions would be a helpful way to educate people... in addition to peer-to-peer learning."*

* Quote from CLC member

** Quote from Task Force member

*** Quote from Metro Staff

In-Person vs. Virtual Meetings

Recommendations From...

CLC

TASK FORCE

METRO

What We Heard

Several CLC members suggested that stronger connections between members should have been fostered. They found that in-person meetings set a great tone for collaboration and appreciated the field trips and workshops. While everyone appreciated the virtual option for convenience and thought it was the best option for the regular meetings, there was a shared desire for more face-to-face communication. Outside of pandemic restrictions, it would be ideal to convene in-person meetings at key points throughout the process. Many people, however, acknowledged the challenge of meeting in-person with a large project area.

Recommendations

1. Prioritize in-person gatherings at the beginning of the project, not only when a tense subject comes up. This can humanize the process and establish a culture of collaboration, breaking down barriers between community leaders that don't feel like they have much in common.
2. Conduct site visits and field trips which can ignite conversation and collaboration among community members, while showing and interacting with real-life project examples.
3. Overestimate meeting times, adding a buffer and ending earlier, if possible.

Interactive Meetings

Recommendations From...

CLC

TASK FORCE

What We Heard

Some of the CLC members found that there was “too much listening,” rather than the CLC having a chance to share input, and they wanted to add more time for discussion. Regarding virtual meetings, interviewees were very supportive of breakout rooms, saying that they “got steam rolling,” and “round robin” discussions encouraged people to speak up. The Chat feature was seen as a crucial tool to accommodate people with disabilities. Although most people felt like the meetings could be rushed and needed more time, some interviewees pointed out that there is a threshold (about one hour) when people stop paying attention during virtual meetings.

Recommendations

1. Use breakout groups and round robin discussions whenever possible to simulate an in-person meeting style and encourage people to speak up and collaborate.
2. Limit presentation segments and break up dense topics with interactive components.

Meeting Cadence & Project Timeline

Recommendations From...

CLC

TASK FORCE

METRO

CONSULTANT TEAM

What We Heard

Feedback regarding meeting cadence and project timeline was varied. Many CLC members we spoke to or heard from in the survey expressed frustration with the fast speed of the meetings, especially at the end of the process. A Task Force Member said “we got all the technical information and we were out the door.” Regarding meeting cadence, for the most part, the monthly format worked for participants, but some CLC members and Metro staff said that at key moments, it was necessary and appreciated when the group met more frequently, since it was a complex project. Smaller scale projects may not need to meet as often or call additional meetings so it is important to right-size the meeting flow and overall project timeline to the scale and type of project. Consultant team members said that the timeline could have been shortened by doing consensus building and conducting votes less often. Overall, a uniting theme was that the project timeline must be more transparent at the project onset.

Recommendations

1. Consider establishing a monthly meeting schedule that does not require project documents to be shared beforehand. Instead, explain materials in the meeting for the first time, then offer office hours, and voting at the next meeting. This could create a cycle of “introducing, understanding, then voting.”
2. Set out a clearer overall project schedule and duration at the beginning. Also ensure that the schedule factors in enough time for additional outreach via Office Hours and other workshops.
3. Project timelines may change. Whenever you extend the process, communicate the reasoning behind the change and ask if community leaders are willing to continue. Aim to achieve a balance that accommodates both constrained schedules and time for meaningful community interaction.
4. Meeting cadence will vary depending on complexity and size of project. For larger projects, monthly meetings may be warranted. For smaller projects, meetings can be held in phases, for example during the Project Introduction, Visioning, Vetting Strategies, and Plan Finalization. Sometimes more frequent meetings are necessary to add into the process to respond to specific project needs.

Language & Translation

Recommendations From...

CLC

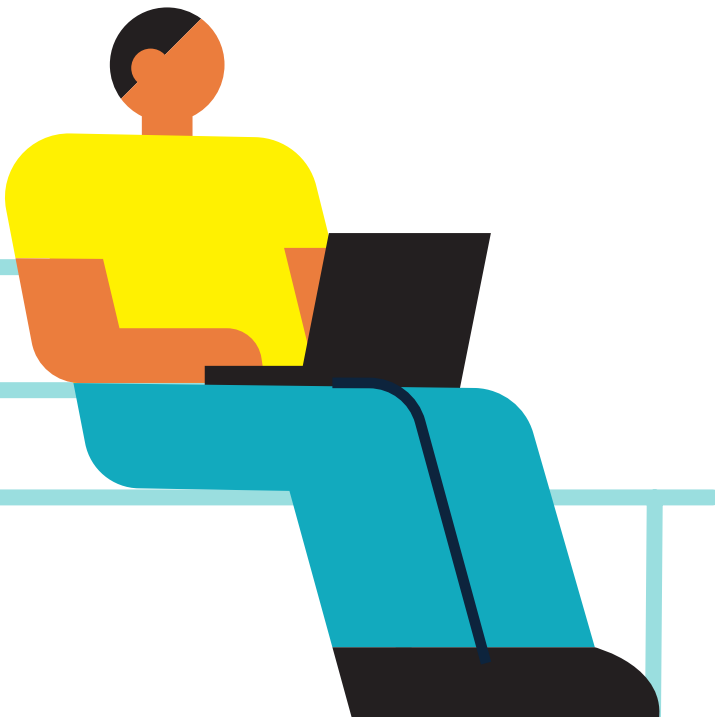
TASK FORCE

CONSULTANT TEAM

The CMIP was one of the first Metro projects to pilot translation and interpretation at such an extensive level. The integration of monolingual Spanish speakers was considered a measure of success of the project, but one that could still be improved. Monolingual Spanish speakers interviewed recognized the effort that the Project Team put in to establish good communication. At the same time, they thought the CLC meetings were fast-paced and didn't allow for ample time for interpreters to translate or for monolingual Spanish speaking CLC members understand concepts and ask questions. During the highly-technical Evaluation Phase in particular, monolingual Spanish speakers felt that the more technical content required more trust in the Spanish translation itself than true understanding of the topics.

Recommendations

1. (For facilitators) Slow down and pause when talking in meetings to ensure there is enough time for interpreters to translate in real time.
2. (For facilitators) Allow for plenty of time to for members to understand, process, ask questions, and provide input so that non-English speakers can fully participate.
3. Incorporate more in-person meetings to encourage better understanding in multiple languages.
4. **Use the same group of interpreters/ translators for meetings and written translations to ensure more consistent messages and technical translations across all collateral. Ensure these participants are well-versed with the community and contract local interpreters whenever possible.**
5. Always request no less than two interpreters for meetings so they can switch off throughout the meeting and provide effective consecutive interpretation.
6. Create a project glossary in relevant languages so interpreters, translators, and Project Team members can use consistent language. The glossary also helps community members understand technical terminology.
7. Use accessible language that takes into consideration how terms will translate during the content creation process.
8. Use special caution and think strategically about presentation slide format when providing bilingual slides. Try not to have too much text on each slide.



**“It’s important that Metro,
lawmakers, governments, and
agencies understand how it is to live
along the I-710 South, breathe in the
air, experience the dirty rivers, and
suffer the health consequences.”**

- CLC member



DECISION-MAKING

ANALYSIS OF DECISION-MAKING PROCESS

Consensus-building was a key part of the CLC process to help ensure effective decision-making and collaboration. At the onset of the project the Project Team established the Charter and Governance Structure Working Group to determine guidelines and agreements for each of the advisory bodies. This Working Group also established the Consensus-Building Model and Decision Making Model to help provide clarity for future votes. **Future Metro projects may benefit from implementing a consensus-building model and can draw from the Five Step model used in the CLC and Task Force.**

The Consensus-Building Model helped the CLC understand the various nuances of support or disagreement that individuals had. The idea was to understand, even in the

absence of unanimous agreement, what the general consensus of the group was, during discussions and prior to the vote. As per the Consensus-Building Model, the Project Team introduced a discussion topic, followed by a draft voting statement, if applicable. CLC members were then asked to share their perspectives on the proposal statement. Through an iterative process, the Project Team revised the voting statement to accommodate concerns until a majority of the group actively “supported” the proposals or found it acceptable enough to “live with” the proposal as indicated through a Test for Consensus. After this Consensus-Building approach was carried out, the CLC could then vote to finalize a set of recommendations to take to the Task Force. For the CLC, these Tests for Consensus were not always followed by a formal vote; in some cases the results of the Test for Consensus were shared with the Task Force directly.

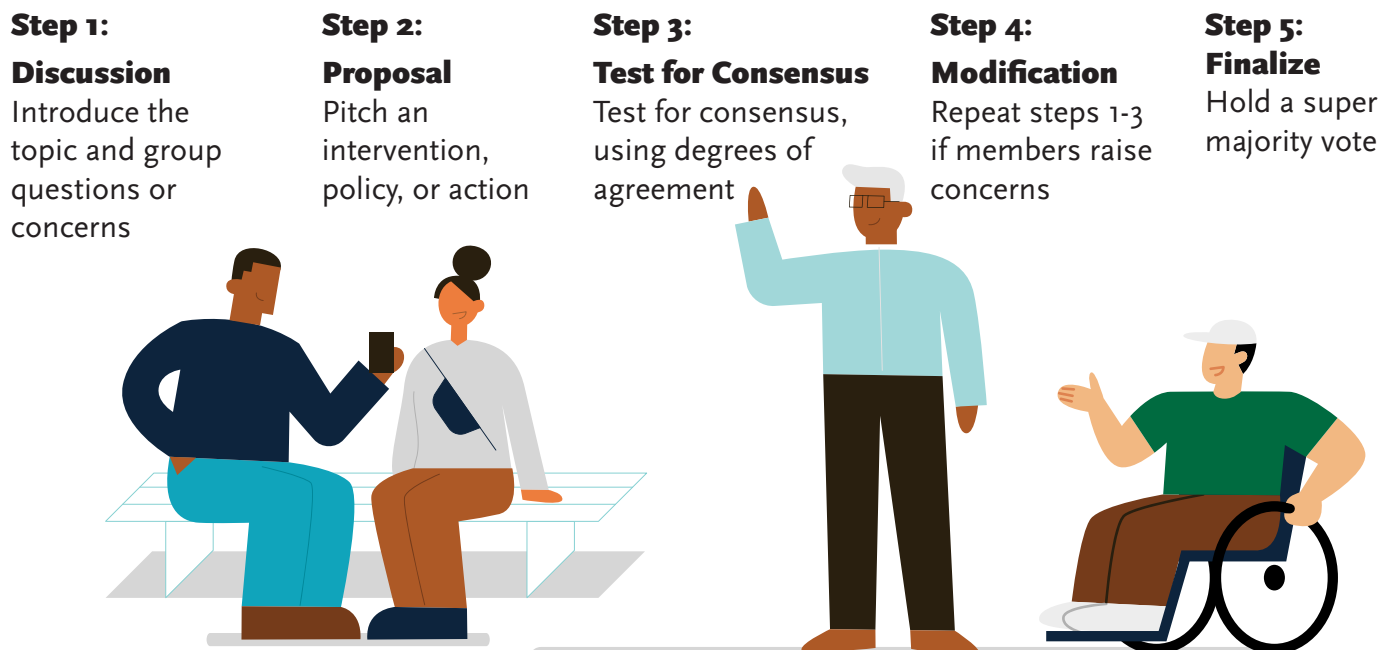


Figure 5: Five Step Consensus Building Model

COMPARATIVE ANALYSIS OF DECISION-MAKING PROCESS

Other processes can provide insights into alternative approaches to group decision making. The matrix below includes and adds to the four types of group decision-making as is described in the Public Participation Fieldbook (Bryson, J.M. & Carroll, A.R., 2007) and organizes them by the extent to which they

result in community control (horizontal axis) and capacity building (vertical axis). Capacity Building is defined here as the ability to empower the community with knowledge of the project and its outcomes. Metro is encouraged to continue using consensus for decision-making processes shown on the upper level.

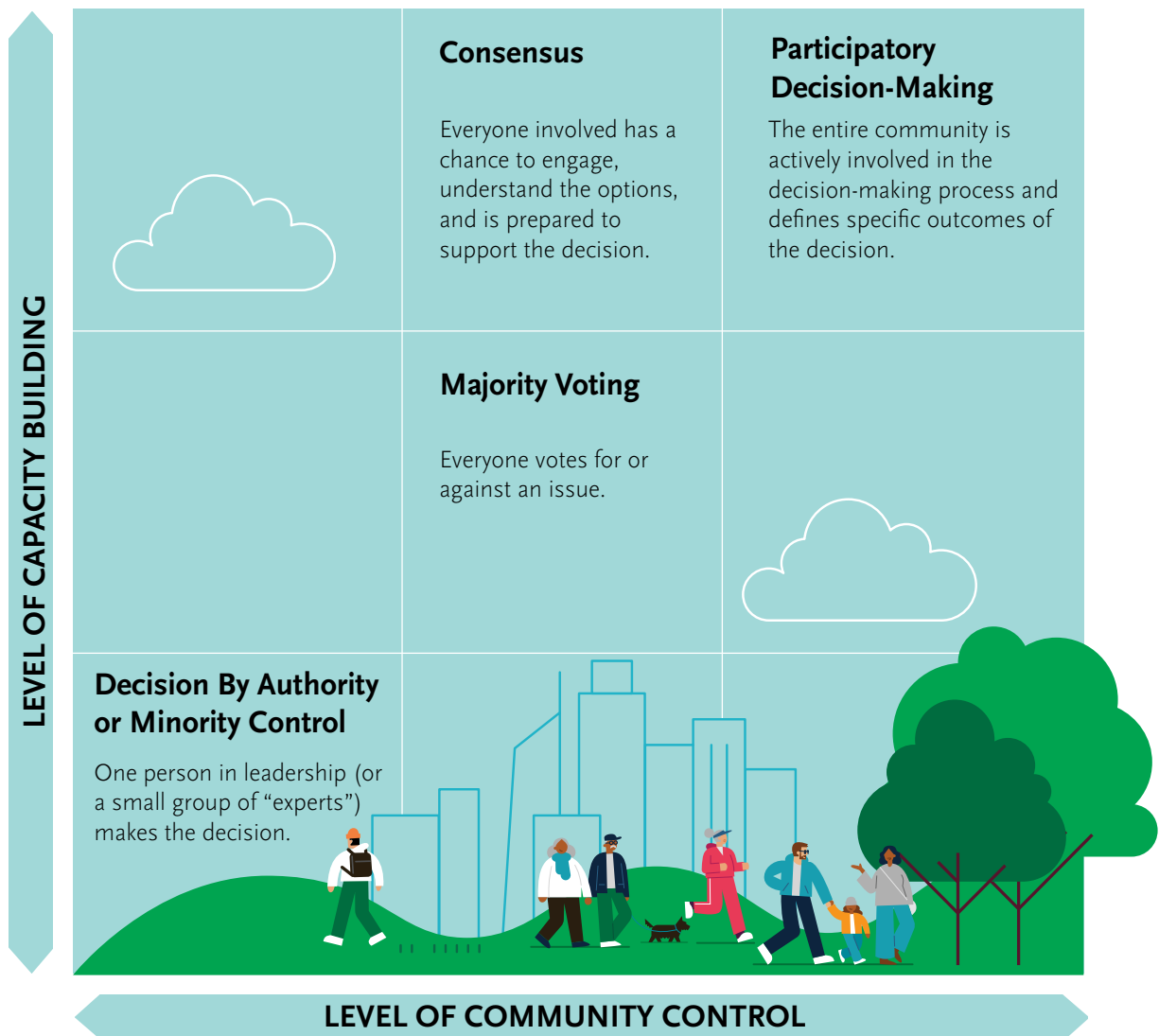


Figure 6: Four types of group decision-making, as described in the *Public Participation Fieldbook*

Examples

Decision By Authority or Minority Control

New York City DOT and the Mayor decided to redesign streets, lower speed limits, and increase enforcement without major community input.

Majority Voting

In 2016, LA County voters decide to approve Measure M after receiving information on proposed projects, costs, and benefits.

Consensus

The CLC and Task Force build consensus during the LB-ELA CMIP process.

Participatory Decision-Making

Some wards in Chicago use participatory budgeting to allow residents to propose and vote on transportation projects.

04

RESOURCES

OVERVIEW

The CMIP, which piloted the CLC model in a planning process, has set the stage for Metro to continue its commitment to community leadership in future efforts.

This section contains resources to help Metro project managers establish a community leadership process for future projects. The resources in this section are sourced from materials that were developed during the CMIP process. Some of the materials in this section have been updated to reflect lessons learned and insights gathered through interviews with CLC members, Task Force members, Metro staff, and the consultant team.

ADAPTING THE CLC MODEL

The LB-ELA CMIP is a unique project stemming from a long and contentious history. Not all projects that Metro works on will have the same needs. The resources included in this report can be used by Metro staff and extrapolated for a variety of scales and sizes of efforts. During the CLC, Task Force, Metro Staff, and consultant interviews, participants were asked how the CMIP's community leadership model could be adapted to projects at different scales.

RECOMMENDATIONS

1. Assessment of the project geography and local context should inform how extensive and how complex the Community Leadership component should be. For smaller, less intensive projects, you will likely need less groups, committees, and advisory bodies, meeting less often.
2. For more complex projects, consider making the CLC the main body and have a technical advisory committee support the project. "You could tailor their [CLC] work and focus so it wouldn't be as hard to educate people, get them up to speed, and work toward a clear goal."

TYPE OF PROJECT	SMALL Site-specific, <1 year, e.g. Station Redesign.	MEDIUM City-wide, 1+ year, multimodal, e.g. Active Transportation Plan.	LARGE Many jurisdictions, 1+ year, multimodal, e.g. Corridor Mobility Investment Plan.
APPLICATION PROCESS	Open Call	Application & Ranking System	Application & Ranking System <i>Suggested Addition:</i> Interviews
# OF MEMBERS	10+ (At least 1 per jurisdiction or interest area)		~30 (Consider more than 1 per jurisdiction or interest area, based on relative population)
MEETING CADENCE	1 Visioning 1 Methodology 1 Project Identification 1 Final Draft Review	At least Quarterly	Monthly
TRANSLATION	Project Glossary Document & Presentation Translation		Project Glossary Document & Presentation Translation CLC Liaison Live Interpreters (2+)
CORRESPONDENCE	Email Text/Call (As Needed Basis)	eBlasts & Email Text/Call Reminders	Project Newsletter eBlasts & Email Text/Call Reminders

Figure 7: Matrix showing different resources recommended for different project scales. Projects can be defined as Small, Medium, and Large depending on things like duration, scope of work, budget, involved stakeholders, community history, and geographic coverage.

REFERENCE MATERIALS

The following section includes a variety of resources that can be used when setting up future projects. These resources can be edited and built upon by Metro staff in future projects of varying scales. Resources include:

- A** Example Scope Language
- B** Recommended Milestones & Example Schedules
- C** Application Parameters & Sample
- D** Agreements Parameters & Sample(s)
- E** Project Charter Parameters & Sample
- F** Correspondence Samples
- G** Membership Logistics & Sample Communications
- H** Project Glossary

A Scope Language

RECOMMENDED ELEMENTS

When developing a scope of services for consultant support in community leadership for a project, the following tasks and deliverables can be considered for inclusion. These examples are not exhaustive and should be tailored to each project.

Task 1: Community Leadership

The Contractor will be responsible for leading the Community Leadership process in coordination with Metro. The process will be informed by the Metro Equity Platform to ensure racial, gender, and socioeconomic disparities are addressed in the proposed outreach process.

Task 1.1 Selection Process

The Contractor will be responsible for leading the recruitment and selection of community leadership members to join a Community Leadership Committee (CLC). The Contractor will, in coordination with Metro, design and manage the application and draft the eligibility criteria. The Contractor will also design fliers or other materials to promote the application opportunity. Metro will work with the consultant to connect with local Community Based Organizations, community services, broadcast channels, and transit agencies to promote the application. Applications will be offered digitally and in hard-copy and will be available in all relevant languages, based on project area demographics.

Deliverables

1. CLC application materials.
2. Selection and scoring criteria.
3. Promotional materials for the application.
4. Conduct outreach activities to recruit members.

Task 1.2 CLC Meetings

The Contractor shall, in coordination with Metro, schedule and facilitate recurring meetings with the CLC to effectuate the project work plan. These meetings should be interactive, effective in achieving the goals of the meeting and adapted to the knowledge of the group. The Contractor will develop all meeting materials and provide them to Metro for review before meetings. All materials should be translated in project-specific relevant languages, and live interpretation should be available at all meetings, as needed. Office hours and other ad-hoc meetings may also be required.

Deliverables

1. 1 information session and 2 orientation sessions, with in-person options. Meeting agendas and notes submitted electronically.
2. 12 monthly meetings with meeting agendas and meeting notes submitted electronically.
3. Various tools and materials to support interactive components of meetings.
4. Office hours and ad-hoc meetings (as necessary).
5. Glossary of key project terms.

Task 1.3 Informational & Educational Materials

The Contractor shall provide comprehensive, digestible and educational materials pertaining to the project topic and tailored to the diverse CLC audience. This may include training and capacity building materials, e.g. Planning 101 or Project Development 101 workshops.

The Contractor will also be responsible for ‘translation’ of detailed technical analyses into simplified and accurate information in the languages relevant for the project.

Deliverables

1. Informational brochures/pamphlets, educational presentations, infographics explaining technical processes in the project, and videos illustrating key points.
2. Digital content for use on Metro website, including project documents, invites, etc.
3. Training materials for Workshops.
4. FAQ document addressing common inquiries.

Task 1.4: Translation & Interpretation Services

The Contractor and Metro should work in partnership to translate all materials into languages other than English, as necessary. All translations must be internally reviewed by Metro and Contractor must build in working days into the production schedule for this review of translations. A long or complex document may require up to 10 days and a shorter document may require as few as 2 days.

Meeting interpretation should also be provided, It is recommended that there are at least 2 interpreters for meetings and that they use consistent language as defined in a glossary for the project.

Deliverables

1. Community engagement materials in English and relevant languages based on project area demographics.
2. Interpretation services for relevant languages based on project area demographics.

B

Recommended Milestones

COMMUNITY INTEGRATION TIMELINE

While every project is different, there are several milestones that can be used as a reference for future Metro planning efforts. The timeline below highlights key milestones from the CLC process, and it takes into account the reflections and recommendations discussed in this report. Note that some milestones may be jointly covered

in one meeting. See the following pages for example schedules. You can use this timeline as a guide when developing scopes and project workplans. As a reminder, be sure to check in regularly throughout future projects to see how community leaders feel about the format of meetings and ways to improve your approach.

Orientation

- Meet with selected applicants to introduce members to each other and to the project team, present project goals, member bios, CLC responsibilities, and key milestones.
- Introduce agreements compensation, and Project Charter. Clarify any compensation questions.
- In-person meetings highly recommended for orientation and first meeting.

Planning 101

- Provide educational content for people less familiar with project topics.
- May include a glossary of key terms and other information so that members can fully engage.
- Make materials fun and interactive!

Application

- Open call or application released (3-4 week window) with reminders.
- Opportunity promoted through existing community channels.
- Project team or Task Force select applicants based on quantitative criteria, using a scoring matrix.
- Team may interview applicants.

Agreement & Charter

- Discuss compensation options and limitations and expectations for participation.
- Community leaders have up to a month to review and provide feedback on the Project Charter and to read contracts. Community leaders sign MOU.
- Community members may opt in or out of compensation and sign related paperwork.

Blue tape indicates that guidance and/or templates for this milestone are included in this report.

**Indicates that this milestone should include a Test for Consensus or Vote.*

Vision & Goals*

- Co-create a Vision Statement, Goals, and Principles for the project. Refer to Metro's [Equity Planning and Evaluation Tool \(EPET\)](#) for guidance.
- Community review and feedback on Project Vision & Goals, Guiding Principles, or other related items.
- Cross-pollinate between community leadership group and the Task Force, if applicable.
- Use break-out groups, round-robin sessions, and conduct in-person meeting(s).

Draft Plan Review*

- Community leadership group reviews and advises on Draft Plan.
- Consider topical or geographically-based break-out groups. Can hold Lunch-and-Learns or other sessions to explain recommendations and answer questions.
- Send materials at least a week before the meeting so members have time to review them prior.

Correspondence

- Send out regular correspondence to CLC members via email, text message/phone call, and newsletters, using templates.
- Designate a CLC liaison to respond to any questions, comments or feedback from CLC members outside of meetings, throughout the project.

Project Development*

- ***This is the “meat” of the project, and should take up the majority of the project timeline.***
- Community leadership group meets regularly to review and advise on project components, prioritization, and design recommendations.
- Hold office hours regularly and consider break-out groups during meetings so community members can ask questions and work through items together to increase understanding.

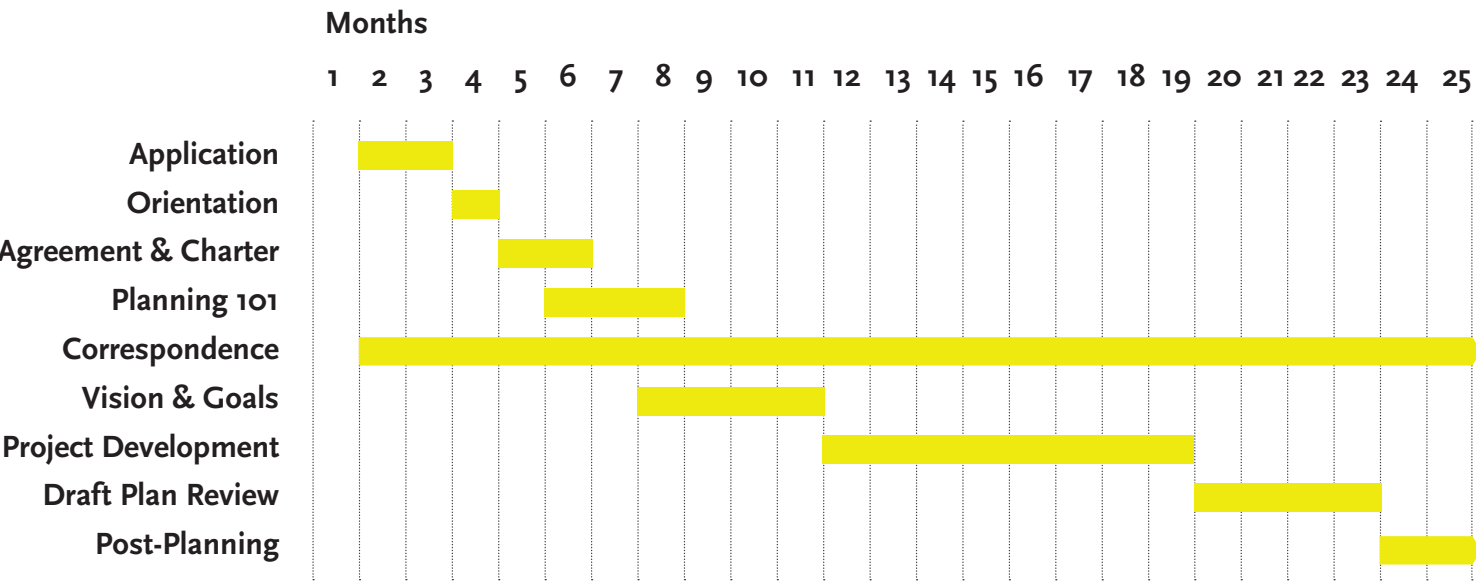
Post-Planning

- After the project, continue communication with community leaders, to update them on progress or invite them to participate in ongoing working groups.
- Reflect on lessons learned and changes you and community leaders would like to make for future processes.

Example Schedules

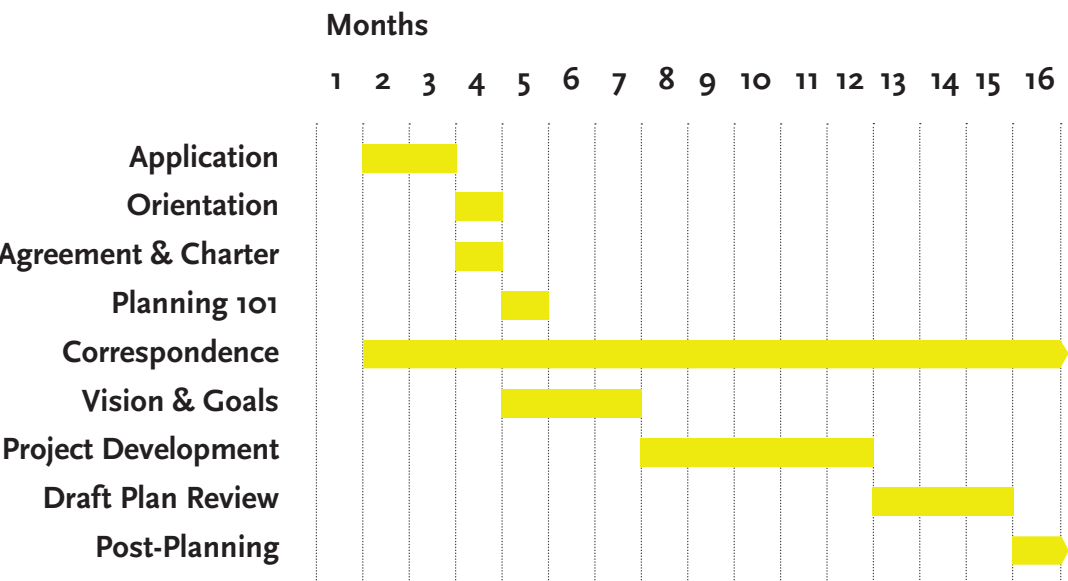
LARGE PROJECT

Many jurisdictions, 1+ year, multimodal, e.g. Corridor Mobility Investment Plan



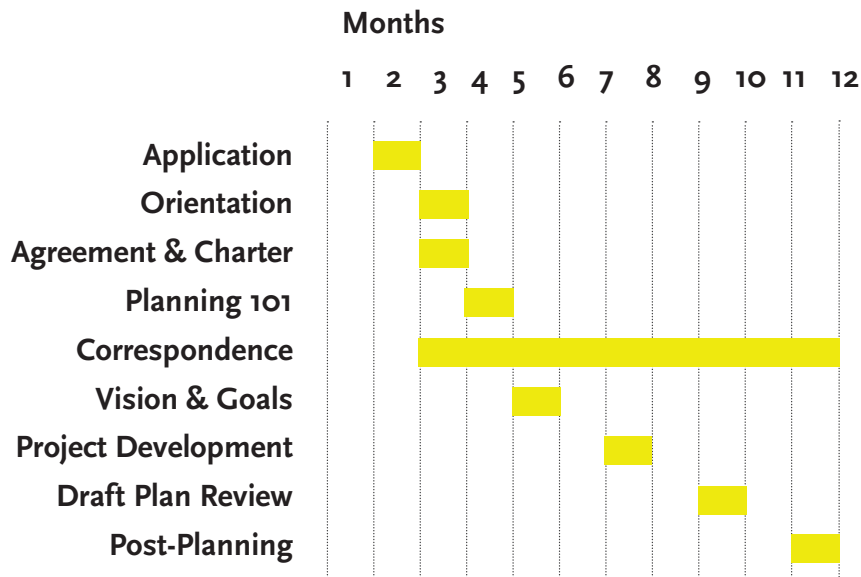
MEDIUM PROJECT

City-wide, 1+ year, multimodal, e.g. Active Transportation Plan



SMALL PROJECT

Site-specific or neighborhood area, <1 year, e.g. Station Redesign



C Application

APPLICATION PARAMETERS

Applications should be written in clear, simple language, translated into the languages spoken in the project area, and disseminated virtually

and through hard copy. Applications should use project branding and should include the following components:

INTRODUCTION	<ul style="list-style-type: none"> • Describe project background and goals. • Define Community Leadership Committee purpose/goals.
RESPONSIBILITIES	<ul style="list-style-type: none"> • Summarize committee responsibilities. • Provide a time estimate for commitments expected (e.g. approximately 2 hours per month). • Provide a project and participation timeline.
COMPENSATION	<ul style="list-style-type: none"> • Clearly describe compensation and Metro's ABC Policy, as it applies to the project.
QUALIFICATIONS	<ul style="list-style-type: none"> • Succinctly (bullet point) list qualifications for applying, e.g. "Must live in study area." • List preferred qualifications, e.g. "engaged and connected to broader community networks."
INFORMATION	<ul style="list-style-type: none"> • Request information from applicants, e.g. address, community affiliations, preferred meeting times, preferred language, demographics, etc. • Include both qualitative and quantitative questions. Make sure qualitative questions are "scorable."
SELECTION CRITERIA	<ul style="list-style-type: none"> • Provide link to selection criteria summary that outlines how applicants will be chosen.
SELECTION PROCESS & THANKS!	<ul style="list-style-type: none"> • List all key dates in the selection process, e.g. application deadline and notification period. • Thank applicants for their time.

APPLICATION SAMPLE

An application should be offered online (e.g. using an online survey platform) and in hard copy. It should include details about the project and use simple language. The sample below shows the CLC application introduction page.



Metro I-710 South Corridor Community Leadership Committee (CLC) Application

Haga clic aquí para español | ចុចទីនេះសម្រាប់ភាសាខ្មែរ | Mag-click dito para sa Tagalog

The I-710 South Corridor Community Leadership Committee (CLC) is being established by Metro to create a direct participation mechanism and a continuous channel of communication between residents of and workers in the impacted communities along the I-710 South Corridor and the 710 Task Force. The CLC will advise the 710 Task Force throughout its process on goals, proposals, and recommendations. The CLC will also “ground-truth” (verify) data and findings, advise on community engagement efforts and take an active role in supporting the 710 Task Force’s work to engage with a broad base of local community members.

Metro is seeking a diverse and committed group of community members representative of the I-710 South Corridor to participate in the CLC from March to December 2022 for approximately 4-6 hours per month.

⏱ Takes 5 minutes

Start

press Enter ↵

Metro Project Branding

Multiple Languages Offered

Purpose of CLC

Responsibilities

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Figure 9: Original CLC application

D Agreements

AGREEMENT PARAMETERS & SAMPLES

In accordance with the Metro Advisory Body Compensation Policy (ABC Policy), community leaders are required to fill out the ABC Policy agreement, which is tailored to each project. The agreement outlines requirements to receive payment and allows the advisory body member

to opt in or out of receiving payment. All CLC members were also required to submit tax and payroll forms. Metro project managers can reach out to equityandrace@metro.net for the latest version of the agreement.



Los Angeles County
Metropolitan Transportation Authority

Metro™

LACMTA Compensation Agreement for Advisory Body Members


Contingent upon continuous fulfillment of the roles and responsibilities identified in the I-710 South Task Force Charter and confirmed attendance at meetings, advisory body members are eligible for compensation on a per meeting basis under LACMTA's Advisory Body Compensation Policy.

The compensation tier is a rate of \$200 per meeting for each **I-710 South Corridor Task Force Meeting** for regular advisory body members and \$175 per meeting for alternates. The compensation rate for subcommittee (working group and coordinating committee) meetings is \$50 per meeting. The maximum compensation for eligible advisory body members is \$5,500 for regular members and \$4,900 for alternates per fiscal year. I understand that attendance taken at each meeting will be used to issue payment. Members will not be compensated for meetings they do not attend. It is their responsibility to confirm their attendance at each meeting or correct any errors in regards to documenting their attendance.

The Policy excludes LACMTA employees and any public agency, Councils of Governments, or elected office staff who serve on advisory bodies as part of their professional role. Members who 1) work for a contractor or organization holding an active contract with LACMTA and 2) participate or are listed in the contract activities, while serving on an advisory body are not eligible for advisory body compensation for the duration of the contract. This applies to all contractors, including non-profit organizations and community-based organizations. Once no longer under contract with LACMTA, an advisory body member may receive compensation.

Advisory body members are independent, and no language in this Compensation Agreement shall be construed to create the relationship of agent or employee, as between an advisory body member and LACMTA. Advisory body members shall not be, or be construed to be, the employees or agents of the LACMTA.

Statement explaining the ABC Policy

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Los Angeles County
Metropolitan Transportation Authority

Metro

For Eligible Members:

I elect to do the following with the compensation I am eligible for as a member of the advisory body:

- ☐ Opt-in to receive compensation as part of my term on the advisory body
- ☐ Opt-out of receiving compensation as part of my term on the advisory body

For Ineligible Members:

- ☐ I acknowledge that I am not eligible due to: _____

_____.

Member Name

**Advisory Body Administrator
Name**

Member Signature

**Advisory Body Administrator
Signature**

Date:

Date:

Figure 11: *Metro Advisory Body Compensation Policy Agreement.*

E Charter

CHARTER PARAMETERS

The Project Charter defines the why, who, what, when, and how of a project. For this project, the Project Charter outlined the purpose and goals of the CLC, membership criteria, decision-making protocols, and planned milestones. The Project Charter should be developed by the Project Team

based on the scope, and stakeholders can workshop each component before agreeing to the Charter. The Project Charter should be referenced throughout the project and can be officially amended by members, if needed. The charter should be concise (under 20 pages) and incorporate visual aids.

PURPOSE & GOALS	<ul style="list-style-type: none"> Describe purpose and goals of the leadership group. Identify project milestones, e.g. develop vision and Goals, Confirm Prioritization Criteria, etc.
LOGISTICS	<ul style="list-style-type: none"> Describe meeting structure and membership criteria. List project duration and time commitment expected, e.g. quarterly or monthly meetings, 2 hours/month. Detail compensation per Metro's ABCP. Differentiate between public and community leadership participation. Describe protocol if someone misses meetings, leaves, or there are other vacancies.
ORGANIZATIONAL STRUCTURE	<ul style="list-style-type: none"> Outline group and committees structures. Include the following specifications for each: <ul style="list-style-type: none"> ✦ Composition: membership and rules. ✦ Leadership: how CLC organized, who is involved. ✦ Relationships: to the other groups/committees. ✦ Meetings: type(s), format, frequency, and purpose.
DECISION-MAKING MODEL* <p><i>* For more information on Project Decision-Making Models, see Section 3.</i></p>	<ul style="list-style-type: none"> Describe the model that will be used, e.g. 5-step decision-making model. Define roles for members and designated alternates. Lay out parameters for voting, e.g. anonymous or open voting, thresholds for passing votes, how abstentions "count," etc.
WORKPLAN, CHECKPOINTS, AND DELIVERABLES	<ul style="list-style-type: none"> List the overall work stages for the project. List planned public comment periods. List the expected consensus checkpoints and or votes. Describe the expected end product(s), e.g. final report, materials for board presentation, etc.

CHARTER SAMPLE

The Charter is a front-facing document that should be translated into multiple languages. The sample below is from the CMIP. A Project Charter should be project-specific and all of the sample Charter elements should be compiled using the unique scope and parameters of the project.

I-710 SOUTH CORRIDOR PROJECT

The 710 Task Force convenes various meetings with Task Force Members and members of the public. Exhibit B – *710 Task Force Meeting Descriptions* outlines the various meeting types, frequency, purpose, membership, and meeting format. The green color outline indicates opportunities for the public to provide comment and input directly, while the gold color outline indicates opportunities for the Community Leadership Committee (CLC) to participate directly.

710 Task Force Meetings	Coordinating Committee Meetings ^a	Community Leadership Committee (CLC) Meetings ^a	Working Group Meetings	Listening Sessions and Other Community Meetings
<ul style="list-style-type: none"> > Frequency: Monthly > Purpose: Discuss and come to consensus on recommendations > Members: Up to 50 representatives from a broad cross-section > Format: Public Webinar 	<ul style="list-style-type: none"> > Frequency: Monthly, one week following each Task Force meeting > Purpose: Plan meetings and support CLC and 710 Task Force > Members: Three Existing Task Force members and Two CLC Members > Format: Internal Teams or Zoom Meetings 	<ul style="list-style-type: none"> > Frequency: At least once a month and will be open to the public, including opportunities for public comment and engagement > Purpose: Advise on 710 Task Force proposals and recommendations > Members: Residents from the Project Area > Format: Internal Teams or Zoom Meetings 	<ul style="list-style-type: none"> > Frequency: As-needed > Purpose: Research and analyze specific issues to develop proposals and recommendations for consideration by the 710 Task Force and CLC > Members: No more than 25 710 Task Force and CLC members > Format: Internal Teams or Zoom Meetings 	<ul style="list-style-type: none"> > Frequency: Regularly scheduled throughout the process in alignment with project phases > Purpose: Share updates and hear directly from community members > Audience: Stakeholders along the I-710 South Corridor > Format: To be determined

^aCoordinating Committee (previously called the Executive Steering Committee)

Exhibit B: 710 Task Force Meeting Descriptions

Coordinating Committee (CC)

Purpose

The purpose of the Coordinating Committee (CC) is to work with Metro and Caltrans staff to plan Task Force meetings and to support the work of the Community Leadership Committee (CLC), working groups, and other Task Force activities as described above in Exhibit B.

Composition

The CC will be comprised of five members, including two members from the CLC and three members from the Task Force. The three Task Force members will include one representative elected by the Task Force members from each of the three groups of members:

- > Community-Based Organizations
- > Cities/Governmental Agencies

710 TASK FORCE CHARTER

Lays out meeting structure

Infographics

Describes roles & responsibilities

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Figure 13: Original Task Force Charter for the LB-ELA CMIP.

F Example Correspondence

DIGITAL NEWSLETTER

Digital newsletters were developed by the Project Team using Flodesk and sent out to the Task Force and CLC members every week. Newsletter messages were addressed from a Metro team member, used the LB-ELA CMIP project branding, and included icons and photos. While future Metro project correspondence may be shared with a different frequency, consider consolidating your information

into a “newsletter” format like the sample below to make it easier for participants to see all information in one place. Newsletters may include the following items:

- News, interesting facts, resources
- Meeting schedule
- Link to project website
- Project team contact details

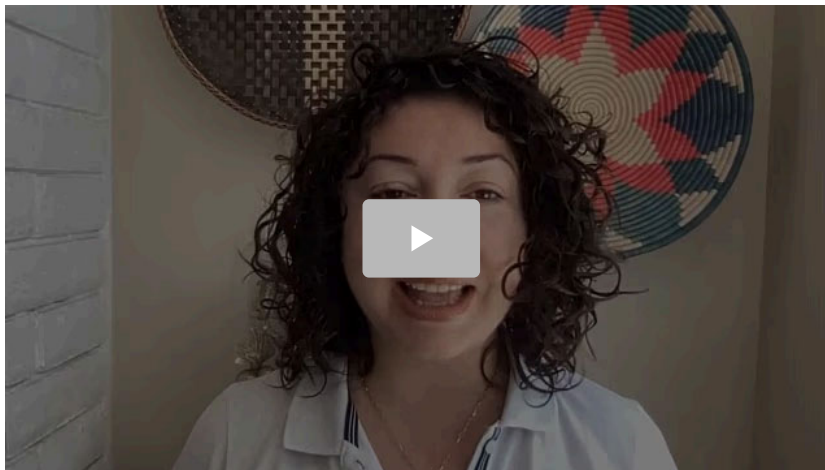


[Haga clic aquí para español](#)

Hello-

We hope you can join us at next week's Community Leadership Committee (CLC) Meeting #14!

Check out the special video message from CLC Co-Facilitator Erika Morales, [here!](#)



Project header & branding

Multiple languages offered

Embedded video message

More information below

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EMAIL BLASTS (eBLASTS)

Email was a key channel that the Project Team used to send out information and resources. Meeting invitations should be sent (to committee members and members of the public) **one week before** meetings and followed up with a reminder email the day before or morning of the meeting. An example eBlast invitation is shown below.



[Haga clic aquí para español](#)

Important Updates

The next Combined Task Force and CLC Meeting will be **held virtually** on Thursday, September 21 from 5-7pm.

During this meeting, the Project Team will continue discussion around the evaluation process, scoring, concerns, project readiness, and prioritization.

We will also review the updated project timeline and schedule.

For more information, please visit our [Project Hub](#).

September Combined Task Force and CLC Meeting
Thursday, September 21, 2023
5-7pm

Virtual Meeting Details

[Register Here!](#)

Meeting ID: 875 0466 2418

Passcode: 5851

Call-in: 213.338.8477

For meeting materials, please click [here](#).

Interpretation in Spanish will be provided.

Project header & branding

Multiple languages offered

Meeting date & time

Link to project information

Meeting link

Meeting materials

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Figure 15: Example E-Blast (Meeting Invite).

REMINDER EMAIL BLASTS (eBLASTS)

Reminder emails were sent the day before or morning of a meeting. They had a more casual tone and included all relevant meeting information.

Greetings in
English & Spanish

Key information
(e.g. meeting date/time
and links to review)

Hello CLC Members / Hola Miembros de CLC,

This is a just a quick reminder to join the Combined Task Force and CLC Meeting tomorrow evening from 5-7pm. You will find your unique panelist link to join the meeting [here](#) or in the calendar invitation. Also don't forget to review the meeting materials [here](#), which include the presentation and the Concerns document. It will get you up to speed for the conversation tomorrow. Please let me know if you have any questions. 😊

Este es solo un recordatorio rápido para unirse a la reunión combinada del Comité Consultivo y CLC mañana por la tarde de 5 a 7pm. Encontrará su enlace único de panelista para unirse a la reunión [aquí](#) o en la invitación del calendario. Además, no olvide revisar los materiales de la reunión [aquí](#), que incluyen la presentación y el documento de Preocupaciones.

Esto te pondrá al día para la conversación de mañana. Por favor hazme saber si tienes preguntas.

Sincerely / Sinceramente,

Figure 16: Example E-Blast (Meeting Reminder)

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HARD COPY MAILERS

To ensure that all CLC members had access to project documents regardless of Internet proficiency or computer access, key documents were mailed to the residences of CLC members. Any resource that was a critical element of the project was mailed to CLC members, in addition to supplemental documents to help inform CLC members on items they would be voting on.

These materials included:

- Evaluation criteria
- Project and program scoring results
- Project list by jurisdiction
- Draft Investment Plan
- Final Investment Plan

Although these items were mailed to all members, it was recommended by a CLC member to provide each person with the option of opting out of hard copy mail if they preferred PDF only.

TEXT MESSAGES

Text message reminders were sent out in advance of each meeting. They were also sent if there were any special tasks to complete beyond the monthly meetings (i.e. items to review, surveys, or votes). Example text messages are included below.

Thu, Mar 21 at 11:48 AM

Hello [REDACTED],
This is a reminder that tonight is our CLC Workshop at Bateman Hall, Room 2 from 5:30pm-7:30pm. Please bring your printed copy of the Draft Investment Plan. We'll be serving dinner. If you can't make it, we'll miss you. Hope to see you soon! 😊

Key meeting information

Short message

**ACCESS SAMPLES
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Hello [REDACTED]!

We wanted to make sure you are able to go to the next CLC meeting on June 22. It will be in-person at Horchateria Rio Luna in Paramount from 5-7pm. We will also have an option to join on Zoom. Please let us know if you are coming by clicking here: <https://survey.typeform.com/to/D6826mXj> (<https://survey.typeform.com/to/D6826mXj>)

Also, our Corridor Tours are quickly approaching too! Please let us know if you are able to join us on either Saturday, June 24 or Wednesday, June 28. You can RSVP here:

e:

<https://survey.typeform.com/to/eKVXOLiS> (<https://survey.typeform.com/to/eKVXOLiS>)

Key meeting information

Reminder of task

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Figure 18: Example text message with tasks/links.



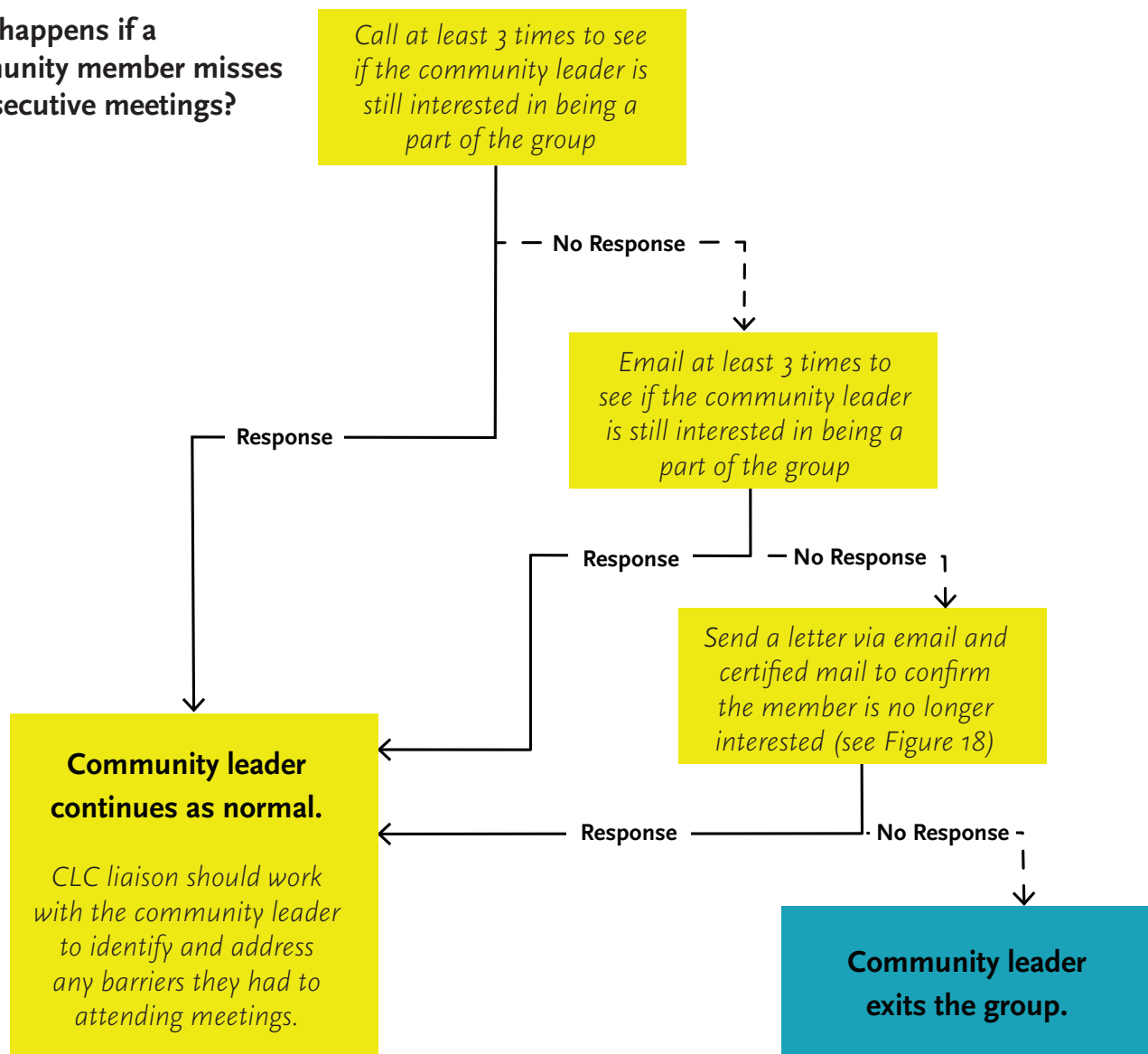
Membership Logistics

CHANGING MEMBERSHIP

When assembling a group of community leaders you should expect a few people to drop out over time, especially for multi-year projects, while others may attend infrequently. You can use a “three meeting” rule as a helpful guide. If a community member’s lack of attendance is

impeding their participation because they have missed three consecutive meetings, take action and make sure to use multiple communication channels to ask if that member still wants to be part of the group.

What happens if a community member misses 3 consecutive meetings?





September 20, 2022

RE: Continued Participation in the Community Leadership Committee – Response requested by Friday, September 30

Dear [REDACTED]

Since Metro formed the Community Leadership Committee (CLC) of the I-710 Task Force in March, we have convened seven CLC meetings along with several special meetings. During that time, we completed a major milestone with the approval of the Vision Statement, Principles, and Goals and are approaching the conclusion of the Multimodal Strategies Projects and Programs. The outcome of these milestones will guide the process for the ensuing months that will culminate in the I-710 South Corridor Transportation Investment Plan.

Active participation by CLC members is important for this project to advance to the next step in the process, which is to develop a list of projects and programs for the communities along the I-710 Corridor. Based on our records of attendance, you have not attended a CLC meeting. We have reached out to you on 5 occasions to remind you of meeting dates and times and confirm your desire to continue as a CLC member. Due to your lack of participation thus far, we are writing to once more to inquire if you are still available to participate as a CLC member. We understand there may be demands on your schedule that may make it difficult for you to participate in this effort.

If you wish to remain a CLC member, you will be required to attend our next CLC meeting which is scheduled for Thursday, September 22, 2022. If you do not attend and we do not hear from you by September 30, 2022, we will have no choice but to remove you from the CLC roster.

As we move forward in the process, active participation at CLC meetings will be expected for the next 9-10 months.

Please contact [REDACTED] who supports the efforts of the CLC to follow up on your continued CLC participation.

Thank you,

KeAndra Cylear Dodds
Executive Officer, Equity and Race
metro.net | facebook.com/losangelesmetro | [@metrolosangeles](https://twitter.com/metrolosangeles)
Metro provides excellence in service and support.



**ACCESS SAMPLES
AT THIS LINK**



Figure 18: Sample letter from Metro sent via email and certified mail to a CLC member that did not respond to calls or emails.

RECRUITING A NEW MEMBER

When a member needs to leave the group for any reason, the Project Team should start the recruitment process for another community member to fill the spot, as long as the project

has not progressed too far for a new member to get integrated into the project. A standard approach and protocol for special cases are outlined below.

STANDARD APPROACH

- Return to the original application responses and see if there are any other viable applicants for that jurisdiction.
- Ask the person with the next highest score if they would be interested, and if so, offer them the opportunity.
- Provide the names to project decision-makers (in this case, the Task Force) to be approved and appointed before the next community leadership meeting.

SPECIAL CASES

In cases where there are no other applicants:

- Re-open the application for the jurisdiction represented by the community member who left.
- Provide the application details to City Officials (e.g. City Manager's Office).
- Share the application with local newsletters and other sources.
- Share an e-blast (see Figure 20) with project stakeholders encouraging them to recruit an applicant.

Figure 19: Protocol for recruiting a new member .

OTHER REMINDERS & NEWS

The CLC Application has been re-opened for Bellflower, Downey, Lynwood, Montebello, and Vernon. We encourage you to share this application with anyone who may be interested in joining the CLC. [Click here](#) for more information about eligibility. This is the last push for members to be added to the CLC before the November Task Force meeting.

Let us know what projects, programs, and other improvements you would like to see in your community and along the I-710 South Corridor by taking the survey and leaving a comment on the interactive mapping tool [here](#). The survey and interactive mapping tool will remain open through **Monday, October 31**, so be sure to share the project and survey with your friends, neighbors, and coworkers. We look forward to continuing to gather your input throughout this planning effort.

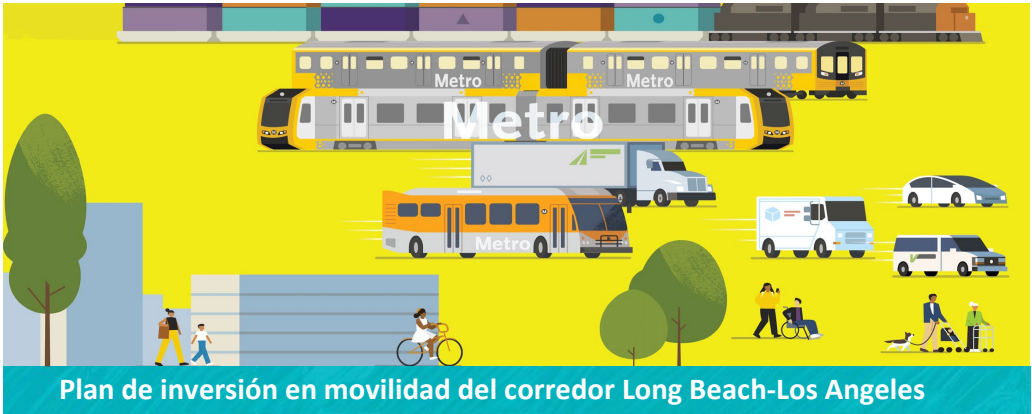
Figure 20: Snippet from a monthly e-blast regarding recruiting new community members.



Project Glossary

DEFINING KEY TERMS

A project glossary helps community members understand technical language. The project glossary promotes consistent terminology among interpreters, translators, and project team members in various languages and can serve as a vital resource for any project.



Lista inicial de proyectos de LB-ELA CP: Glosario de términos

A partir del 23 de diciembre de 2022

Este glosario define las palabras clave que aparecen en la Lista Inicial de Proyectos y Programas para el Plan de Inversión en Movilidad del Corredor Long Beach-Este de Los Angeles (Corredor LB-ELA). Los Proyectos y Programas de la Lista Inicial de Proyectos se clasifican en Tipos y Subtipos, tal y como se muestra a continuación, que sirven también de base para la organización de este glosario.

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Bolardos:	7
Brownfield:	7
Calidad del aire:	
Calles completas:	

Guía de recursos de CLC: LB-ELA Lista preliminar de proyectos y programa

**ACCESS SAMPLES
AT THIS LINK**

Figure 18: Snippet from Spanish-English Project Glossary.

WORKSHOP INPUT

The lessons learned that are outlined in this report were presented to a team of Metro staff in September 2024. Workshop attendees engaged with the material and also shared suggestions for meaningful engagement

with community leaders, drawing from their own project experiences. Their additional recommendations are summarized in the table below. Recommendations are categorized by theme.

THEME

RECOMMENDATION

COMMUNICATION

- **Establish a Group Code of Conduct.** Co-create a community leadership group code of conduct for meetings and include it in meeting agendas and materials as a reminder for all participants.

ENGAGING THE LARGER PUBLIC

- **Continue to Engage with Communities with Disabilities.** Proactively participate at existing meetings held by leadership organizations in the disability community. Explore partnerships with the Aging and Disabilities Transportation Network and the Center for Independent Living.

LANGUAGE & TRANSLATION

- **Use a Project Glossary.** Consider referring to the glossary from this project or creating another glossary to ensure consistent understanding of key transportation planning terms in all relevant languages.

COMPENSATION

- **Improve ABC Policy Implementation.** Metro should ensure all staff involved in implementation of the ABC Policy are properly trained and up-to-date on the policy and procedures.

CONTEXT SETTING

- **Create an Organizational Chart.** Sometimes community members are unclear about Metro's structure and where projects fall. Develop a chart that clearly describes "who we are" within the agency to set context.

(VARIOUS THEMES)

- **Review Any Other Standard Operating Procedures.** Engage any other Standard Operating Procedures or relevant materials developed by the Metro Office of Equity and Race and Metro Community Relations for guidance.

Thank you!

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

Contact Us

Metro Office of Equity and Race
equityandrace@metro.net

December 2024



Metro



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

Planning and Programming Committee
April 16, 2025
Executive Management Committee
April 17, 2025



Metro

Recommendations

CONSIDER:

A. APPROVING:

1. Amending the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of “No Build” for the I-710 South Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project’s new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services.
2. Programming up to \$3 million in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3 million originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project.
3. Programming \$9 million in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project.

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions.

C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

Issue & Background

Amending the 2020 Long Range Transportation Plan (LRTP)

Funds supporting the LRTP include Measures R and M, which provide funding for the I-710 South Corridor Projects (Phases I and II). This project has been replaced by the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) through Board action, which requires an amendment to the 2020 LRTP for consistency.

Zero-Emission Truck (ZET) Program

The Board approved up to a \$3 million Metro contribution for the Port of Los Angeles Drayage Truck Charging Depot in 2023 with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Since the Board's adoption, the award process has shifted from Metro to the Southern California Association of Governments, with a two-year funding cycle. The current CMAQ funding cycle does not align with the timing of the project's construction phase activities.

Shoemaker Bridge/Shoreline Drive Project

The LB-ELA CMIP prioritizes the Shoemaker Bridge/Shoreline Drive Project in its Initial Investment Project list to support the City of Long Beach's effort to enhance safety and multimodal connectivity, provide access to parks and open spaces, address sustainability and climate change, stimulate the local economy, and serve as a gateway to sports venues and hospitality accommodations for the 2028 Olympic and Paralympic Games.

Status Report on the Long Beach-East LA Corridor Mobility Investment Plan (CMIP)

Pre-Investment Plan Opportunity (PIPO)

All four projects successfully received state and federal discretionary grants prior to the CMIP adoption

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

Rail to River Segment B Project

Requesting \$3.15 million from CMIP's Initial Investment funds (Measure R) through a Board Report #2025-0141

Grant Opportunities Pursued to Leverage CMIP's Investments

2024 Federal Reconnecting Communities Pilot Program for *the I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities* (an Initial Investment project) (*not awarded*)

2024 Senate Bill 1 (SB1) Trade Corridor Enhancement Program for *the Long Beach-East Los Angeles Corridor ZET Project* (*announcement pending*)

Community Leadership Committee Reflections & Recommendations Report Published (October 2024)

Summarizes the lessons learned from a new approach to create a collaborative environment to build trust between Metro and community members to benefit future Metro efforts

Continuation of Community Engagement

Task Force, Community Leadership Committee (CLC), corridor communities/jurisdictions

Equity Platform

- > The Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) is a multimodal comprehensive plan that reflects the collective vision and aspirations of the corridor communities and stakeholders as gathered through a two-and-a-half-year engagement process.
- > Implementing the LB-ELA CMIP, particularly the Community Programs, will meet community needs and provide benefits that exceed those found in traditional transportation investment strategies.
- > Metro's Office of Equity and Race is developing an Equity Planning Toolkit based on the lessons learned and best practices gathered through the LB-ELA CMIP process.
- > Recommendation to amend the 2020 Long Range Transportation Plan ensures the LB-ELA CMIP's alignment with the Equity Platform.
- > The Zero-Emission Truck Working Group's vision, goals, and principles reflect the communities' desire to bring immediate air quality benefits to Equity Focus Communities near the project location and along the LB-ELA Corridor.
- > The City of Long Beach conducted decade-long public engagement for the Shoemaker Bridge/Shoreline Drive to reflect the desired outcomes expressed by local communities to create greater mobility and safer roads for all users, and improve access to parks and public spaces.

Next Steps

Upon Board approval, staff will:

- 1) Amend the 2020 Long Range Transportation Plan to ensure consistency with the Board action on adopting the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP),
- 2) Negotiate and execute all necessary agreements with local jurisdictions for the Port of Los Angeles Drayage Truck Charging Depot and the Shoemaker Bridge/Shoreline Drive project upon approval by the Board,
- 3) Continue working with the subregion, cities, communities, stakeholders, and sponsor agencies to operationalize the LB-ELA CMIP and deliver projects.



Board Report

File #: 2025-0028, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE APRIL 16, 2025

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in California Cap-and-Trade proceeds accumulated in State Fiscal Year (FY) 2024-25 disbursed through LCTOP, and to use \$48,761,092 for A Line operations, as enhanced by the opening of the Regional Connector, and \$4,460,720 for Special Event Supplementary Bus Service;
- B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

ISSUE

The Low Carbon Transit Operations Program (LCTOP), a California Cap-and-Trade program established in 2014, provides operating and capital assistance funds to public transportation agencies to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving State-designated disadvantaged communities, which partially overlap with Metro's Equity Focus Communities (EFC). The State issued the FY 2024-2025 LCTOP Guidelines in January 2025 and requires agencies to claim these formula grant funds by April 24, 2025. A complete grant package includes an adopted Board resolution that provides recipient project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff seeks Board approval of the Resolution contained in Attachment A.

BACKGROUND

Created by California Senate Bill 862 (2014), LCTOP provides proceeds from California's Cap-and-Trade Program to support transit agency investment in various projects intended to reduce

greenhouse gas emissions. Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation in coordination with the California Air Resources Board (CARB) and the State Controller's Office (SCO).

On February 14, 2025, the State notified eligible agencies of their FY 2024-25 fund allocation amounts, including \$49,045,872 apportioned to Metro. In addition, 15 Los Angeles County municipal operators requested to transfer to Metro \$4,175,940 of their FY 2024-25 LCTOP fund allocations in exchange for more flexible local funds.

DISCUSSION

To claim the total \$53,221,812 grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP proceeds. The complete allocation request package must include a Board resolution that: 1) authorizes the CEO or their designee to claim \$53.2 million in FY 2024-25 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2024-25 LCTOP funds to Metro by the 15 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align a portion of the FY 2024-25 funds with the supplementary bus service needs for the 2026 FIFA World Cup, included in the Mobility Concept Plan, and the remainder to the operation of the A Line.

LCTOP Program Funding

In FY 2024-25, \$202.2 million was allocated to LCTOP statewide, with \$49 million allocated to Metro.

Transit agencies receiving funds from the LCTOP must submit proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

Additional Project Eligibility Criteria

For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility. All projects are required to benefit disadvantaged communities, low-income communities, and/or low-income households.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors in the analysis that resulted in the recommendation to utilize FY 2024-25 LCTOP funding for Metro's A Line operations and supplementary bus service for a range of extra bus service for the 2026 FIFA World Cup, which includes eight games in Los Angeles. Potentially viable grant uses collected during prior years' LCTOP efforts and new requests were analyzed by Staff. The analysis included evaluation of potential LCTOP recipient project's alignment with Metro's Strategic Vision, each proposal's project and program costs, equity, community engagement undertaken, and the extent to which allocating LCTOP funding to a project improves the balance between Metro's financial commitments and funding availability. As a result of this analysis, staff recommends Metro A Line operations and the ramp up, ramp down, and deployment of supplementary bus service for the eight 2026 FIFA World Cup matches. Further proposal details are outlined below:

Metro A Line Operations:

Metro's Regional Connector Transit Project, which opened to the public on June 16, 2023, created 1.9 miles of new track and three new underground stations, enabling light rail travel between Union Station and 7th Street/Metro Center Station in Downtown's Financial District. The project's completion also allowed Metro to merge the L Line with the A and E Lines, creating two train lines where there were once three. This new/expanded and enhanced rail service, which provides smoother, faster, one-seat rides between Long Beach and Azusa, and East LA and Santa Monica, has helped increase rail ridership on the A Line by 14 percent in the first half of FY25. Like other Metro construction projects, the Regional Connector line was designed and built with significant community input. The opening of the Regional Connector Transit Project, creating the new A Line connecting Long Beach to Azusa, and an upcoming 9.1-mile extension to Pomona, aligns well with LCTOP eligibility requirements.

Special Event Supplementary Bus Service:

Metro is planning permanent, long-term improvements and benefits to its system. In partnership with local jurisdictions, Metro plans to deliver projects and implement initiatives that aim to restore community connectivity by investing in high-quality multimodal transportation options to enable affordable, reliable mobility and access to opportunity ahead major events like the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games ("the Games"). Metro worked with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, and the City of Los Angeles Mayor's Office, a group collectively known as the Games Mobility Executives (GME), to develop the 2028 Mobility Concept Plan (MCP) which was adopted by the Board in December 2022. Metro and the GME identified a list of 15 priority MCP workstreams deemed to either serve a specific Games delivery need or be highly beneficial and supportive of the transport strategy for the Games. Capital and operational improvements in the MCP include system reliability investments and optimized customer experience, including supplementary bus service, that can be activated to meet the demand associated with mega-events, security-sensitive activities, and other requirements that might exceed existing operator capacity or capability. Stakeholder engagement for the MCP included input

from partner agencies and riders, including advisory meetings, service council meetings, and LA28 coordination meetings. Metro also engaged with municipal bus operators on the MCP for feedback and best practices for the Games. The MCP shows how Metro seeks to improve access and create a core system that is faster, more reliable, safer, and connected, to encourage mode shifts and provide permanent benefits beyond these major events. These benefits include learning best practices, accelerated improvements, an established brand for major events, and enhanced customer experience.

The MCP anticipated that major events leading up to the 2028 Games would help Metro pilot test and create strategies to improve mobility and manage congestion. Over the past several and in upcoming years, Los Angeles hosted or will host major sporting events such as the NFL Super Bowl, WrestleMania, the 123rd US Open Men's Golf Championship, the 2024 NCAA Division 1 Men's Basketball West Region Championship, and the 2026 US Open Women's Golf Championship. A supplementary bus service, which is included as a priority MCP workstream, is a supplementary transit system that enhances service by providing additional vehicles and staff resources, from partner operators, to meet the unprecedented demand associated with very large or security-sensitive events like the 2026 FIFA World Cup and the 2028 Games. This is an example of how Metro can test and scale new mobility options, as contemplated in the MCP. Staff recommends funding the ramp up, ramp down, and deployment of supplementary bus service for the eight 2026 FIFA World Cup matches. This pilot can be scaled up to improve mobility and manage congestion, it aligns with LCTOP eligibility requirements, and meets the program goals, as it is expected to reduce GHG emissions, improve mobility, and benefit priority populations. This will augment bus system service for the World Cup's spectators and workers locally and regionally, including traveling to and from the matches at SoFi Stadium, as well as FanFests or Live Sites throughout the County. This supplementary service is necessary to provide a safe, secure, and sustainable transit solution for the tournament, and serve as a test ahead of the 2028 Games. The service will help avoid externalities experienced by community surrounding SoFi Stadium if all spectators and workers had to travel in private autos.

DETERMINATION OF SAFETY IMPACT

The requested actions will not impact the safety of Metro customers or employees.

FINANCIAL IMPACT

Claiming the LCTOP funds would positively impact the agency's budget by making \$53.2 million available to Metro for new or enhanced transit service.

Impact to Budget

LCTOP funds are eligible for bus and rail operations.

EQUITY PLATFORM

Senate Bill 525 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged and low-income communities.

The California Environmental Protection Agency (CalEPA) provides tools, such as CalEnviroScreen 4.0, for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. As the lead agency, Metro must select the document information to show that a proposed project meets all DAC and other priority population requirements. Staff considered both projects by utilizing the CalEnviroScreen 4.0 mapping tool, Metro's EFCs Map, and engagement from Regional Connector, LA28, and adoption of the Mobility Concept Plan. Additionally, continued community engagement for supplementary bus service will follow Metro's protocols with the communities around SoFi Stadium in Inglewood with proposed operating plans.

The Metro A Line is located in or adjacent to neighborhoods designated as disadvantaged and/or low-income communities per SB 535 and AB 1550. Twenty-three (23) stations along the A Line are located within Metro's Equity Focus Communities in (EFCs) in Long Beach, South Los Angeles, and East Los Angeles. Stations in census tracts along the A Line's EFC boundaries have an average of 61 percent of low-income households and an average of 22 percent of zero-vehicle households. At least 80 percent of the A Line is located within a DAC as defined by CalEnviroScreen 4.0. The proposed grant funding will help Metro fund the operations of the A Line, which will benefit the impacted communities by providing direct, safe, and reliable transit service to major centers in Long Beach, Downtown Los Angeles, Pasadena, and Azusa. The anticipated A Line extension to Pomona will also expand to other destinations further East and increase access to available multi-modal transit service. Robust public engagement was initiated for communities in the extended corridor area, including public scoping meetings that drew 229 participants.

Through the opening of the Regional Connector, 1.9 miles of new track and three new stations in Downtown Los Angeles allowed Metro to merge the former L Line with the new and enhanced A and E Lines. Community engagement for the Regional Connector included in-person and virtual Community Leadership Council meetings. Outreach completed during the draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) provided the public with opportunities to comment during scoping meetings. These meetings were advertised in multi-lingual publications and press releases, and multi-lingual notices were placed on Metro buses and trains. Part of the community outreach efforts during the EIS/EIR phase was the formation of the Little Tokyo Working Group (LTWG) in response to concerns by stakeholders on potential impacts on the community. Metro worked collaboratively with the LTWG to identify concerns and propose mitigation measures to address the potential effects of the Regional Connector.

The grant will also fund special event supplementary bus service, which will deploy additional buses on transit services needed to meet demand for spectator and worker transport during the upcoming 2026 FIFA World Cup consisting of eight games in Los Angeles. This will also help serve to build a long-term approach for Metro to meet high transportation demands for mega and security-sensitive events. SoFi Stadium is located in Inglewood, an area that includes Metro designated EFCs. An average of 88 percent of these census tracts around SoFi Stadium are low-income households, 20 percent are zero-vehicle households, and 97 percent identify as Black, Indigenous, and People of Color (BIPOC). Proposed Metro bus services for this event also serve to avoid equity-focused communities seeing high volumes of private car traffic in their neighborhoods to access the event. Funding supplementary bus service for the 2026 FIFA World Cup would provide environmental and health benefits by reducing greenhouse gas emissions from workers and spectators accessing the

stadium using private autos in the absence of such supplementary services which will allow better access to and from the venue and games. Projects identified in the MCP follow Metro's Equity guidelines and scored projects with an emphasis on equity with a weighted score of 40 percent.

Approval of the Resolution and disbursement of LCTOP Funds for both projects would help provide fast, frequent, reliable, and accessible service to the communities along the A Line and the South Bay region. Metro's goals beyond the World Cup would be to create a model for long-term solutions to transportation for mega events across Los Angeles County, including the 2028 Olympic and Paralympic Games. This model would provide equitable access to transportation, by providing residents with reliable and efficient commuting options, access to education centers, job opportunities and essential services.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Travelled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT, as it is related to investment activities that will benefit and encourage taking transit, including rail and bus.

As a step for meeting the State's requirements, staff also calculated VMT associated with the proposal to show that the net effect of this multi-modal item is to decrease VMT. The California Air Resources Board's GHG Benefits Calculator (QM-Tool) is used in the LCTOP Allocation Request to demonstrate GHG and VMT reductions. Based on projected ridership numbers and estimated annual fuel use for A Line operations, the estimated VMT reduction is 113,011,848 miles. The supplementary bus service for the 2026 FIFA World Cup estimates VMT reduction of 885,931 miles, based on projected ridership, annual VMT, and transit bus models.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1 to provide high-quality mobility options that enable people to spend less time traveling, and goal #3, enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of \$53,221,812 in State FY 2024-25 LCTOP funding - \$49 million allocated directly and \$4.1 million in funds transferred by 15 municipal operators to Metro.

NEXT STEPS

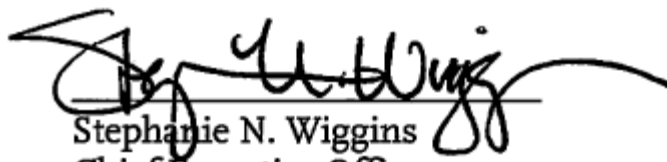
- April 24, 2025: Metro submits LCTOP allocation request to Caltrans.
- September 2025: Caltrans and CARB approve the List of Projects and submit it to SCO.
- December 2025: SCO releases approved project list.

ATTACHMENTS

Attachment A - Board Resolution to Execute LCTOP Project

Prepared by: Wendy San, Principal Transportation Planner, (213) 547-4321
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Reviewed by:
Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

**Authorization for the Execution of the Certifications and Assurances and
Authorized Agent Forms for the Low Carbon Transit Operations Program
(LCTOP) for the Following Projects:**

Metro A Line Operations - \$48,761,092

Special Event Supplementary Bus Service - \$4,460,720

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, fifteen (15) Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$4,175,940 in PUC 99314 FY2024-25 LCTOP funds to Metro for Metro's FY 2024-25 LCTOP A Line Operations Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or their designee; and

WHEREAS, Metro wishes to implement the following LCTOP projects also listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.



NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or their designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nominations and allocation request to the Department in FY 2024--25 LCTOP funds:

Project Name: Metro A Line Operations

LCTOP Funds Requested: \$48,761,092 comprised of Metro's allocation of \$49,045,872 and PUC 99314 allocations transferred to Metro from 15 Los Angeles County LCTOP Contributing Sponsors totaling \$4,175,940 for Metro's FY 2024-25 LCTOP Project.

Description: Operations of Metro's A Line light rail service.

Benefit to Priority Populations: The project improves connectivity and provides one-seat rides within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, City of Gardena, City of Glendale, City of La Mirada, City of Norwalk, City of Redondo Beach, City of Santa Clarita, City of Santa Monica, City of Torrance, and Long Beach Public Transportation Company.

Project Name: Special Event Supplementary Bus Service

LCTOP Funds Requested: \$4,460,720 comprised of Metro's allocation of \$49,045,872.

Description: Supplementary bus service for the 2026 FIFA World Cup.

Benefit to Priority Populations: The project is located in and/or provides service in communities designated as DACs, low-income communities, and/or a DAC ½ mile neighbor: low-income household eligible.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, April 24, 2025.

By: _____
Collette Langston, Board Clerk
Los Angeles County Metropolitan Transportation Authority

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro



CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

PLANNING AND PROGRAMMING COMMITTEE
APRIL 16, 2025

APPROVE RECOMMENDATIONS

LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

- A. Authorizes the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in Fiscal Year (FY) 2024-25 LCTOP grant funds and distribute \$48,761,092 for A Line operations and \$4,460,720 for Special Event Supplementary Bus Service;
- B. Certifies that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. Authorizes the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).



LCTOP ELIGIBILITY REQUIREMENTS

- > LCTOP can fund eligible operating and capital projects for transit agencies – with a priority on serving disadvantaged communities – that reduce greenhouse gas emissions (GHG) and improve mobility.
- > Eligible projects include:
 - New or expanded bus, rail, water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
 - Operational expenditures that increase transit mode share; and
 - Purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure.



Airport Metro Connector



**J-Line Zero Emission
infrastructure**

PRIOR LCTOP-FUNDED PROJECTS

- > Gold Line Foothill Extension 2A Operations (OPS) – 2015-19
- > Expo Phase 2 Ops – 2016-19
- > Division 9 Electric Bus Charging Infrastructure – 2020
- > Crenshaw/LAX Transit Corridor Ops and/or Fareless Initiative Pilot – 2021-22
- > Division 8 Charging Infrastructure for North San Fernando Valley Transit Corridor – 2023-24
- > E-Line Operations – 2024



Gold Line Foothill



K- Line

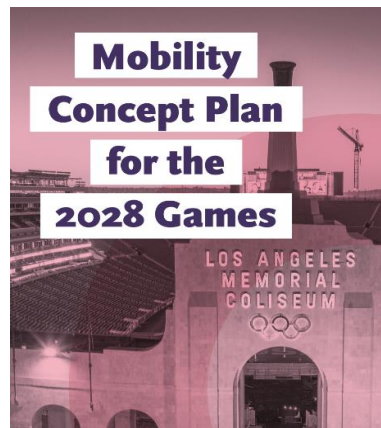
RECOMMENDATIONS

> A Line Operations

- The A Line is located within Metro's Equity Focus Communities boundaries and would provide a one-seat ride between Long Beach and Azuza. This light rail-line is estimated to reduce VMT by 113,011,848 as well as green house gas emissions.

> Special Event Supplementary Bus Service

- This supplementary service would provide special event bus services for the FIFA 2026 World Cup, a important but smaller sample of the demand and mobility needs for the 2028 Games. The service is within Metro's Equity Focus Community boundaries, would reduce VMT by 885,931 miles as well as green house gas emissions.





Board Report

File #: 2025-0235, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE APRIL 16, 2025

**SUBJECT: COMPLETION OF SURFACE TRANSPORTATION PROGRAM-LOCAL (STP-L)
ANNUAL APPORTIONMENTS TO LOCAL AGENCIES**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE:

- A. the reallocation of \$25.74 million of Proposition C discretionary funds from the Access Services (Access) budget to fulfill unprogrammed STP-L funding program balances; and
- B. the Chief Executive Officer (CEO) or their designee to execute STP-L balance fulfillment agreements with local agencies, allowing them to receive their unprogrammed STP-L balances using available non-federal Metro funds.

ISSUE

Metro had historically apportioned, on an annual basis, \$31 million of Federal (STBG) formula funding by Metro to agencies in Los Angeles County based on population through the STP-L funding program to deliver basic maintenance projects that did not have air quality impacts, such as pavement rehabilitation and slurry seal projects. In 2021 and 2022, the federal government issued Corrective Actions to Caltrans and the Southern California Association of Governments (SCAG), respectively, finding that this practice was out of compliance with STBG funding requirements. While Metro can no longer apportion STBG funds to agencies based on population, several agencies still have STP-L fund balances from previous apportionments.

During the outreach process for the first SCAG Corrective Action Call for Project Nominations, several agencies and subregions requested that Metro develop a method by which the STP-L balances could be fulfilled by Metro with non-federal funds. The proposed action will shift an equivalent amount of local discretionary funds from Access, the Consolidated Transportation Services Agency (CTSA) that provides paratransit services throughout Los Angeles County, Proposition C budget to fulfill the fund balances from the former STP-L program to local jurisdictions.

BACKGROUND

Since the early 1990s, Metro has, on an annual basis, subvented approximately \$31 million of the STBG funding apportioned to Los Angeles County to all 88 agencies and the County of Los Angeles based on each agency's share of the County's population. This program was called the Surface Transportation Program-Local (STP-L). Each agency was responsible for obligating those funds to projects through the Federal Transportation Improvement Program (FTIP) process. Agencies were allowed to accumulate their annual STP-L apportionments until they had sufficient funding to complete a project. It was common for agencies to carry a balance of STP-L funds over from year to year. Attachment A lists the existing STP-L balances for each agency grouped by subregion.

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Corrective Action to Caltrans on the administration of the STBG and Congestions Mitigation and Air Quality (CMAQ) Improvement Programs. The findings require Caltrans to ensure that sub-recipients of STBG and CMAQ funds throughout the state administer these programs in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a Corrective Action to SCAG, requiring a review of Caltrans' STBG and CMAQ administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs. Also, Metro has discontinued the STP-L funding program because of these Corrective Actions.

SCAG developed and adopted a STBG/CMAQ Compliance Action Plan, which outlines the regional approach for addressing the Corrective Action to ensure that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to agencies and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

In 2024 SCAG held its first nomination process for STBG and CMAQ funds, and Board approval was obtained in March 2024 for the project ranking list for Los Angeles County.

DISCUSSION

With the Corrective Action, STP-L funds that were programmed in the first four years of 2023 FTIP (FFY23-FFY26) before July 1, 2023, are considered "Grandfathered.". In the current 2025 FTIP, Grandfathered STP-L are only allowed to be programmed in FFY25 and FFY26, which must be obligated with an E-76 through Caltrans by December 31, 2026, or the funds will be lost permanently.

Conversely, the \$25.74M of STP-L balances are funds that are not programmed, grandfathered, or allowed to enter the FTIP. Per Board action in June 2023, local funds for Access operating and

capital budget can be replaced with federal STBG. Through this Board action, Metro staff coordinated with Access to allocate an equivalent amount of STBG in exchange for its Proposition C discretionary funds to fulfill STP-L balances.

Adoption of the recommendations would allow Metro to provide a one-time fulfillment of the unprogrammed STP-L balances to agencies using Proposition C discretionary funds from the Access budget.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not directly impact the safety of Metro customers or employees. However, as some of the projects eligible for these funds include safety enhancements, avoiding potential risks and maintaining the grant funding helps to ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the recommendations would allow Metro to provide a one-time fulfillment of the unprogrammed STP-L balances to agencies with Proposition C discretionary funds from the Access budget.

Impact to Budget

This fulfillment does not impact Metro's or Access's budgets, given that Access had previously received an equivalent amount of Surface Transportation Block Grant (STBG) funds. Per Board action in June 2023, local funds for Access's operating and capital budget can be replaced with federal STBG. The source of funding for this action will come from local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

STP-L funds are intended to provide a flexible funding source to local agencies for transportation projects and programs. The Board action will provide one-time funding to advance transit and other multimodal plans, programs, and infrastructure improvements throughout Los Angeles County, including lower-resourced communities, areas of concentrated poverty, and historically disadvantaged communities. The types of projects historically funded by local agencies with STP-L include street and sidewalk maintenance as well as the operation of local transit services. These projects have provided benefits to bicyclists, pedestrians, and transit riders.

SCAG's competitive grant process implements a process that allows agencies to secure funding based on the merit of their project as opposed to the STP-L program, which apportioned funds based on population. Through the competitive CMAQ/STBG grant process a small city can now compete for a much larger funding amount than they would have received based solely on their population.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This initiative provides funding for surface transportation projects, typically pavement maintenance projects. Some projects may include active transportation and pedestrian safety treatments that may help reduce VMT. Local agencies have historically funded projects such as street and sidewalk maintenance and the operation of local transit services with STP-L. These projects have benefitted bicyclists, pedestrians, and transit riders. Traditionally, projects funded with STP-L do not increase capacity by adding new lanes but rather focus on improving the pavement conditions on local roadway safety through pavement maintenance and resurfacing.

Overall, this project may increase Vehicle Miles Traveled (VMT), as improvements in travel time could encourage more vehicle trips. However, any increase in VMT resulting from these projects is expected to be minimal. Additionally, the safety improvements and the benefits for cyclists, pedestrians, and transit users will help offset any potential growth in VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of these recommendations will support the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding to conduct planning, create and enhance programs, and build infrastructure that accelerates infill development, facilitates housing supply, choice, and affordability, affirmatively furthers fair housing, and reduces VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended actions. Staff does not recommend this alternative because without the reallocation of \$25.74M of Proposition C 40% from the Access Services budget to the STP-L program, local agencies will not be able to receive their unprogrammed STP-L balances.

NEXT STEPS

Staff will contact cities with unprogrammed STP-L balances and provide them with a deadline of December 31, 2026, and directions for the final one-time opportunity for Metro to fulfill their STP-L

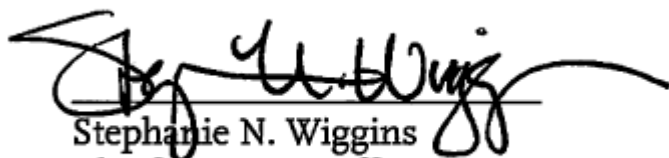
balances with local funds. Staff will also ensure that all eligible agencies in Los Angeles County are aware of future CMAQ/STBG/ funding through SCAG's Call for Nomination. The next SCAG Call for Nominations will start in the Spring of 2025, and Metro, as the County Transportation Commission, will lead the competitive call for projects for the Los Angeles County region.

ATTACHMENTS

Attachment A - Summary STP-L Balances for Agencies in Los Angeles County

Prepared by: Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-2558
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

#	AGENCY	FULFILLMENT BALANCE	SUBREGION
1	Agoura Hills	\$ -	Las Virgenes/Malibu
2	Alhambra	\$ 248,698	San Gabriel Valley
3	Arcadia	\$ 169,622	San Gabriel Valley
4	Artesia	\$ 49,177	Gateway Cities
5	Avalon	\$ 30,562	Gateway Cities
6	Azusa	\$ 151,224	San Gabriel Valley
7	Baldwin Park	\$ 215,114	San Gabriel Valley
8	Bell	\$ -	Gateway Cities
9	Bellflower	\$ 234,692	Gateway Cities
10	Bell Gardens	\$ 117,259	Gateway Cities
11	Beverly Hills	\$ 281,504	Westside
12	Bradbury	\$ 8,033	San Gabriel Valley
13	Burbank	\$ 1,446,029	Arroyo-Verdugo
14	Calabasas	\$ 69,204	Las Virgenes/Malibu
15	Carson	\$ 281,969	South Bay
16	Cerritos	\$ 146,346	Gateway Cities
17	Claremont	\$ 331,086	San Gabriel Valley
18	Commerce	\$ 36,783	Gateway Cities
19	Compton	\$ 2,964,096	Gateway Cities
20	Covina	\$ 88,976	San Gabriel Valley
21	Cudahy	\$ 67,946	Gateway Cities
22	Culver City	\$ -	Westside
23	Diamond Bar	\$ 162,985	San Gabriel Valley
24	Downey	\$ 339,952	Gateway Cities
25	Duarte	\$ 196,754	San Gabriel Valley
26	El Monte	\$ 325,096	San Gabriel Valley
27	El Segundo	\$ 214,802	South Bay
28	Gardena	\$ 182,781	South Bay
29	Glendale	\$ 1,183,526	Arroyo-Verdugo
30	Glendora	\$ 156,537	San Gabriel Valley
31	Hawaiian Gardens	\$ 124,832	Gateway Cities
32	Hawthorne	\$ 262,300	South Bay
33	Hermosa Beach	\$ 171,137	South Bay
34	Hidden Hills	\$ 15,353	Las Virgenes/Malibu
35	Huntington Park	\$ 162,830	Gateway Cities
36	Industry	\$ 3,815	San Gabriel Valley
37	Inglewood	\$ 325,046	South Bay
38	Irwindale	\$ 27,699	San Gabriel Valley
39	La Canada Flintridge	\$ 60,907	Arroyo-Verdugo
40	La Habra Heights	\$ 50,629	Gateway Cities
41	La Mirada	\$ 165,340	Gateway Cities
42	La Puente	\$ 113,822	San Gabriel Valley
43	La Verne	\$ 98,399	San Gabriel Valley
44	Lakewood	\$ 244,957	Gateway Cities
45	Lancaster	\$ 529,697	North County
46	Lawndale	\$ 94,081	South Bay

ATTACHMENT A

#	AGENCY	FULFILLMENT BALANCE	SUBREGION
47	Lomita	\$ 61,851	South Bay
48	Long Beach	\$ 1,102,418	Gateway Cities
49	Los Angeles (CITY)	\$ -	n/a
50	Los Angeles (COUNTY)	\$ 945,648	n/a
51	Lynwood	\$ 202,398	Gateway Cities
52	Malibu	\$ 32,126	Las Virgenes/Malibu
53	Manhattan Beach	\$ 1,645	South Bay
54	Maywood	\$ 75,014	Gateway Cities
55	Monrovia	\$ 114,787	San Gabriel Valley
56	Montebello	\$ 188,392	Gateway Cities
57	Monterey Park	\$ 181,512	San Gabriel Valley
58	Norwalk	\$ 1,210,672	Gateway Cities
59	Palmdale	\$ 506,958	North County
60	Palos Verdes Estates	\$ 113,830	South Bay
61	Paramount	\$ 297,669	Gateway Cities
62	Pasadena	\$ 418,646	Arroyo-Verdugo
63	Pico Rivera	\$ 186,322	Gateway Cities
64	Pomona	\$ 458,569	San Gabriel Valley
65	Rancho Palos Verdes	\$ 125,517	South Bay
66	Redondo Beach	\$ 1,747,973	South Bay
67	Rolling Hills	\$ 15,101	South Bay
68	Rolling Hills Estates	\$ 73,315	South Bay
69	Rosemead	\$ 153,186	San Gabriel Valley
70	San Dimas	\$ 104,721	San Gabriel Valley
71	San Fernando	\$ 71,778	San Fernando Valley
72	San Gabriel	\$ 117,754	San Gabriel Valley
73	San Marino	\$ 108,421	San Gabriel Valley
74	Santa Clarita	\$ 704,957	North County
75	Santa Fe Springs	\$ 56,443	Gateway Cities
76	Santa Monica	\$ 280,703	Westside
77	Sierra Madre	\$ 297,850	San Gabriel Valley
78	Signal Hill	\$ 66,572	Gateway Cities
79	South El Monte	\$ 59,823	San Gabriel Valley
80	South Gate	\$ 1,197,204	Gateway Cities
81	South Pasadena	\$ 244,843	Arroyo-Verdugo
82	Temple City	\$ 109,389	San Gabriel Valley
83	Torrance	\$ 887,289	South Bay
84	Vernon	\$ 7,433	Gateway Cities
85	Walnut	\$ 84,510	San Gabriel Valley
86	West Covina	\$ 330,249	San Gabriel Valley
87	West Hollywood	\$ 106,330	Westside
88	Westlake Village	\$ 70,945	Las Virgenes/Malibu
89	Whittier	\$ 468,169	Gateway Cities
	TOTAL	\$ 25,740,531	



COMPLETION OF SURFACE TRANSPORTATION PROGRAM-LOCAL ANNUAL APPORTIONMENTS TO LOCAL AGENCIES

Planning and Programming
Committee

April 16, 2025

File No. 2025-0235



Metro

RECOMMENDATION

Authorize:

- A. The reallocation of \$25.74 million of Proposition C discretionary funds from the Access Services (Access) budget to fulfill unprogrammed STP-L funding program balances and;
- B. The Chief Executive Officer (CEO) or their designee to execute STP-L balance fulfillment agreements with local agencies, allowing them to receive their unprogrammed STP-L balances using available non-federal Metro funds.

BACKGROUND

- Federal STBG (includes STP-L) formula funding that had previously been apportioned to agencies in Los Angeles County by population can no longer be programmed by those agencies due to the federal Corrective Action. While Metro can no longer apportion STBG to agencies, several agencies have fund balances from previous apportionments that staff proposes to fulfill with local funds.
- As a result of the Corrective Action, local agencies who had not programmed their STP-L balances in the 2023 or 2025 Federal Transportation Improvement Program (FTIP) will not be able to access those STP-L funds.
- During the outreach process for the first 2024 SCAG Corrective Action Call for Project Nominations, several agencies and subregions requested that Metro develop a process by which the STP-L balances could be fulfilled by Metro with non-federal funds.

NEXT STEPS

- Staff will contact cities with unprogrammed STP-L balances and provide them with a timeline and directions for the final one-time opportunity for Metro to fulfill their STP-L balances with local funds.
- Staff will also ensure that all eligible agencies in Los Angeles County are aware of future CMAQ/STBG/CRP funding through SCAG's Call for Nomination.



Board Report

File #: 2025-0140, **File Type:** Informational Report

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE APRIL 16, 2025

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Countywide Planning & Development Major Project Status Report.

ISSUE

Countywide Planning and Development's major projects status report provides highlights of capital projects in planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and complete streets and highway improvements.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on transit, active transportation corridor and complete streets and highway projects in various stages of development.

DISCUSSION

The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is provided on a quarterly basis to the Metro Board's Construction Committee.

As requested by Director Horvath, updates on the Pacific Coast Highway projects in the City of Malibu as well as an update from the California Department of Transportation (Caltrans) on the Pacific Coast Highway Master Plan remain in this quarter's report.

EQUITY PLATFORM

Because this report is provided on a regular basis and includes status updates for multiple projects, equity assessments are provided as baseline summaries with subsequent updates when equity conditions change. This quarter includes a refreshed set of baseline assessments for all the projects that are presented in this board report (Attachment B).

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The VMT outcomes of each project discussed in this report are detailed in Attachment C. The projects in this report have mixed outcomes, but taken together they will likely decrease VMT in LA County. Although some individual projects may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region.

Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, multimodal options, improve safety and mobility; and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. Additionally, some projects reported here do not have a Locally Preferred Alternative (LPA) yet and therefore the VMT outcome is not yet able to be determined, although Metro staff will ensure that the Board and public will have access to analysis related to VMT during the process of selecting an LPA or when any action on the project is being requested of the Board. Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient movement of people and goods, as required by state law.

*Based on population estimates from the US Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in July 2025.

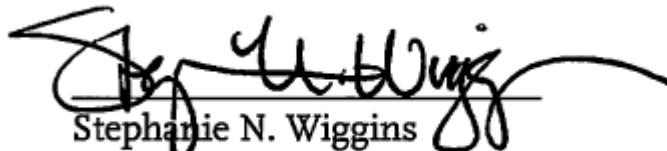
ATTACHMENTS

Attachment A - Project Status Report
Attachment B - Equity Assessment Baseline
Attachment C - Vehicles Miles Traveled (VMT) Outcome

Prepared by:

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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

April 16, 2025

Presented By

Allison Yoh

Executive Officer
Mobility Corridors

Michelle E. Smith

Executive Officer
Complete Streets and Highways

Transit and Active Transportation Projects



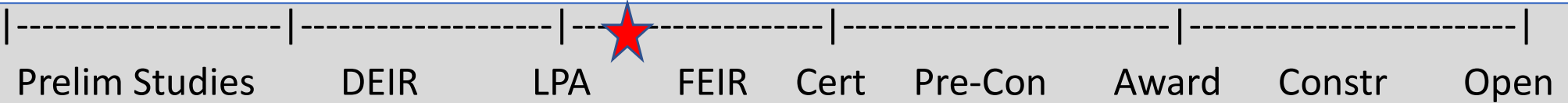
> Major Pillar Projects

- (1) C Line Extension to Torrance
- (2) Sepulveda Transit Corridor
- (3) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared Right of Way (ROW) Study
- K Line Northern Extension

C (Green) Line Extension to Torrance

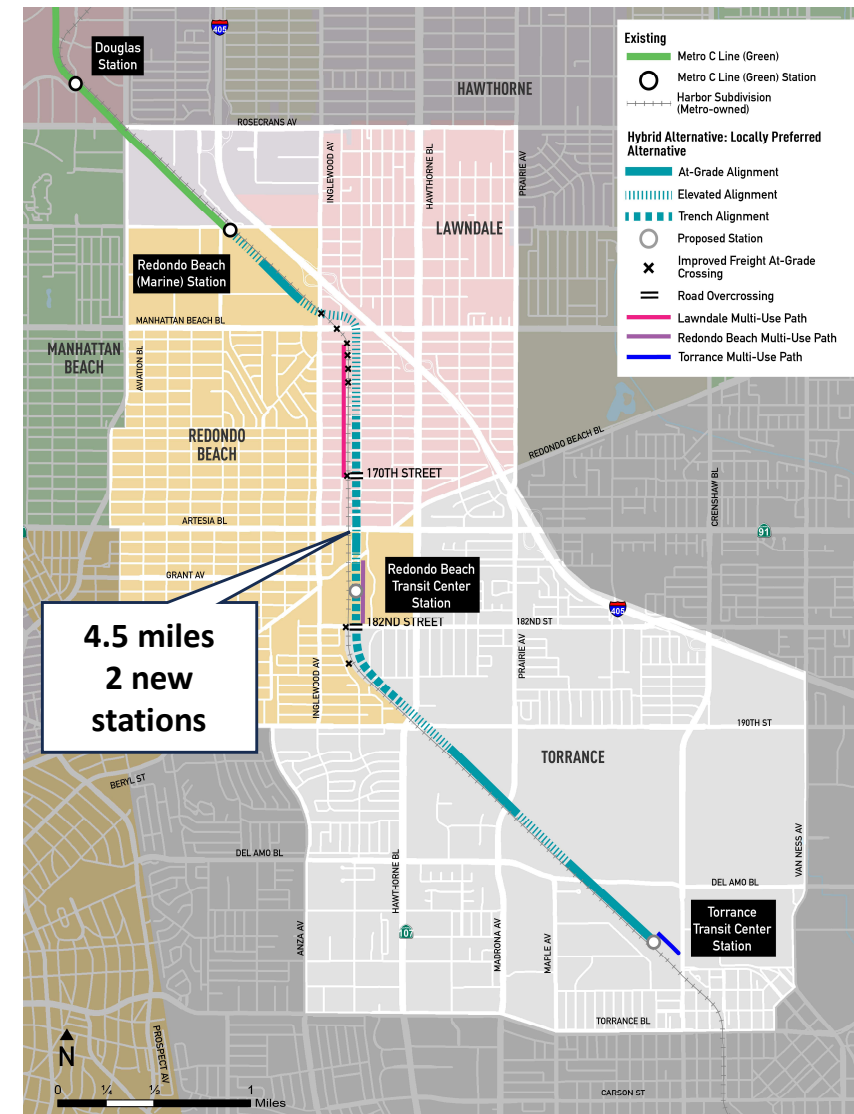


Recent Activities

- Continue preparation of Final Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), including responses to all comments
- Field work underway (e.g., surveys to confirm right of way and project footprint)
- Coordinating with cities, stakeholders and Community Based Organizations (CBOs)

Next Actions

- Complete field work to respond to public comments on Draft EIR
- Update engineering drawings for Hybrid Locally Preferred Alternative (LPA)
- Refine cost estimates and funding plan for LPA



Eastside Transit Corridor Phase 2



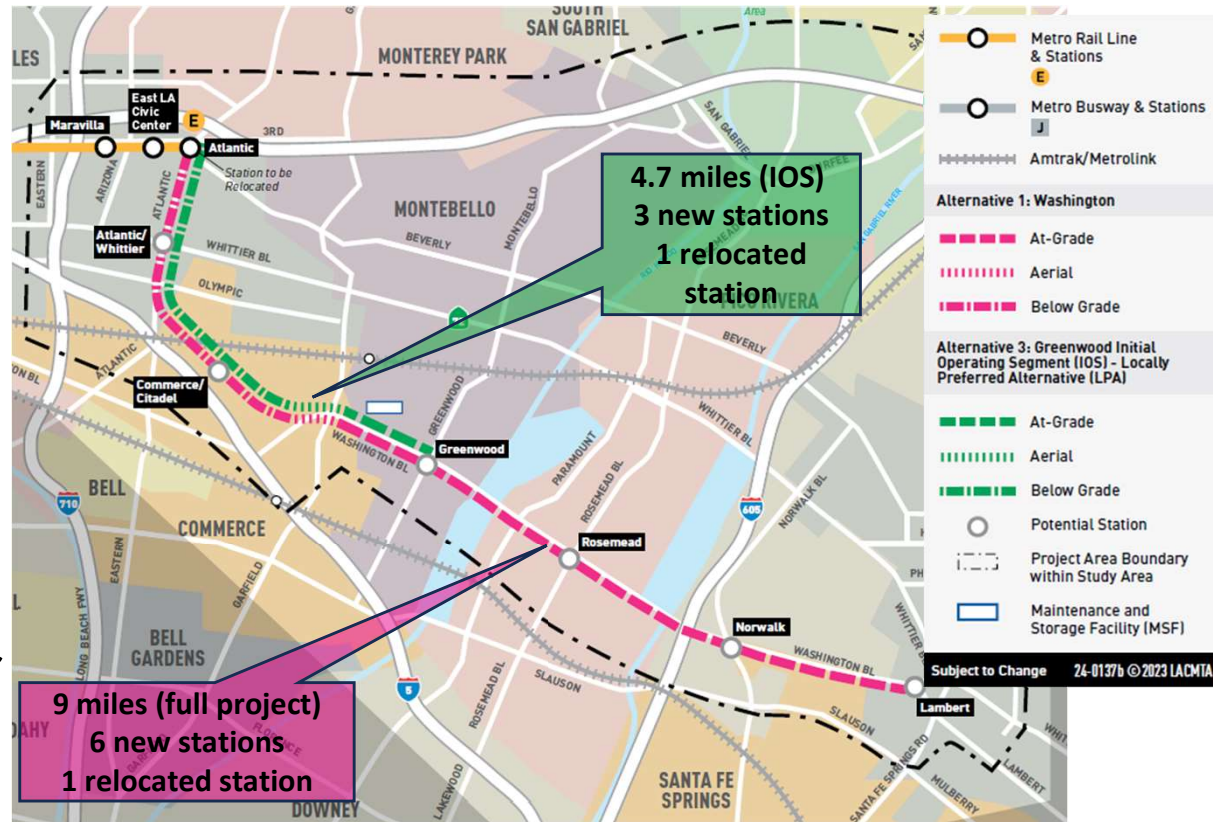
Prelim Studies DEIR LPA FEIR CERT NEPA Pre-Con Award Constr Open

Recent Activities

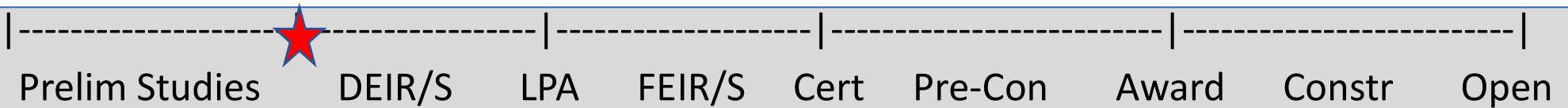
- Community meetings in East LA, Commerce, Montebello, and virtual (Total 216 participants)
- Master Cooperative Agreements (MCA) executed with Montebello in February
- Utility potholing in Montebello, Commerce, and East Los Angeles
- Ongoing coordination with corridor cities, utility owners, railroads

Next Actions

- MCAs expected with Commerce and Whittier in April
- Geotechnical investigations in Spring 2025
- Coordinate with Gateway Cities Council of Governments (COG) to initiate a city manager technical advisory committee in Spring 2025



Sepulveda Transit Corridor



Recent Activities

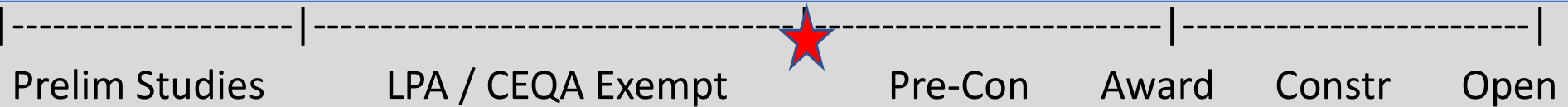
- Completed environmental technical analyses and draft chapters
- Review of Administrative Draft Environmental Impact Report (EIR)
- Development of cost information
- Coordination with Federal Transit Administration on Planning and Environmental Linkages (PEL) study

Next Actions

- Final check on Administrative Draft EIR
- Schedule public update meetings
- Schedule release of Draft EIR and open public comment period

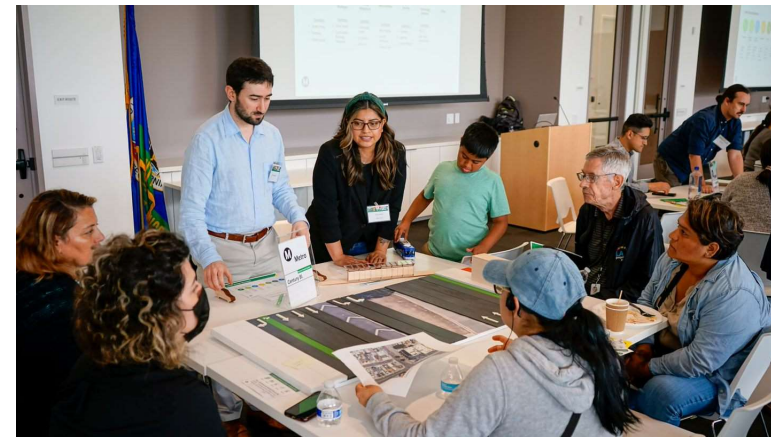


Vermont Transit Corridor



Recent Activities

- March 2025 Board actions
 - Approval of Locally Preferred Alternative (LPA) as a 12.4 mile, at-grade, side-running Bus Rapid Transit (BRT) line
 - Concurrence that project is exempt from California Environmental Quality Act (SB 922)
- Federal Transit Administration (FTA) approval of entry into Project Development Phase for Small Starts Grant Program



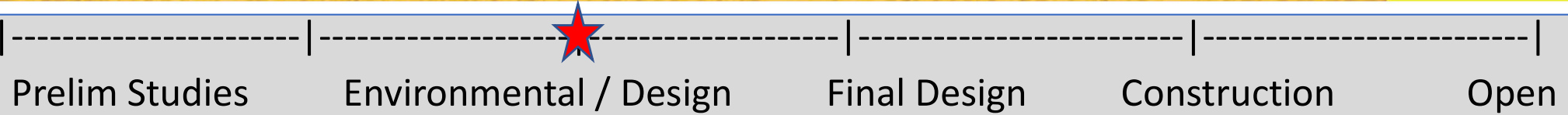
Next Actions

- Continue design work to 30% completion
- Continue coordination with City and County of Los Angeles on project advancement
- Coordinate with FTA on path for environmental clearance under the National Environmental Protection Act



Rail to River Active Transportation Corridor

Segment B



Recent Activities

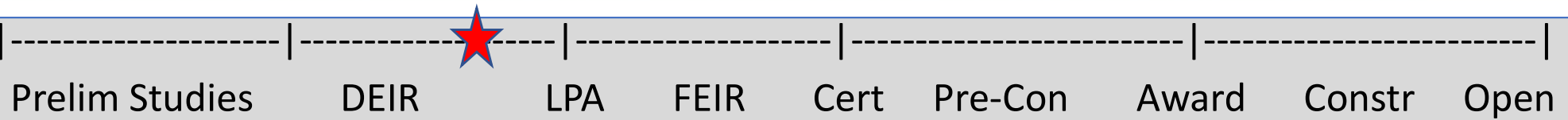
- Feb-Mar 2025: Completion of three community meetings (2 in-person, 1 virtual)
- Addressing stakeholder feedback received
- Preparing staff recommendation for next Board actions



Next Actions

- Continue design work in coordination with the Randolph Corridor AT Project
- Work with local jurisdiction(s) to develop/amend necessary funding agreement(s)

Los Angeles River Path



Recent Activities

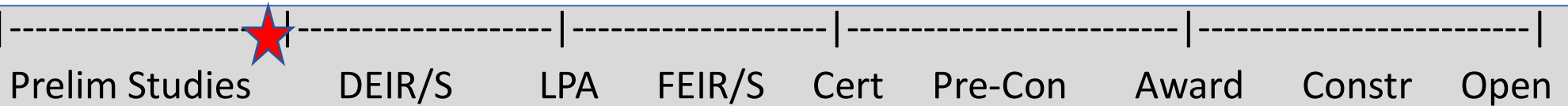
- Preparation for release of Draft Environmental Impact Report (EIR)
- Provided Board update on Draft EIR status, phasing, and next steps including identifying responsible agencies for operations and maintenance
- Project update briefings to Infrastructure LA, Gateway Cities/Transportation Summit, LA Department of Transportation (LADOT)



Next Actions

- Schedule public update meetings
- Schedule release of Draft EIR

East San Fernando Valley Shared ROW Study



Recent Activities

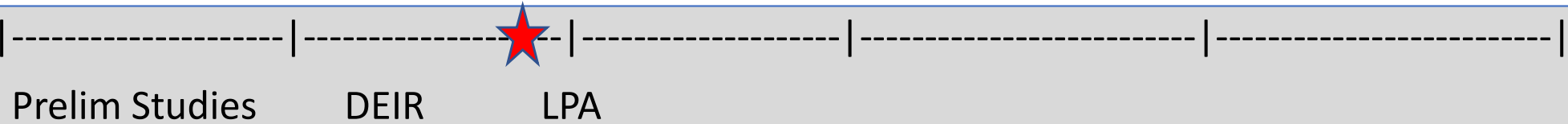
- Technical briefings provided for City of San Fernando and Metrolink
- Preparation for community meetings to share study results and scenarios



Next Actions

- Briefings for area stakeholders
- Schedule public update meetings

K Line Northern Extension



Recent Activities

- Reviewing comments on Draft Environmental Impact Report (EIR)
- Additional alignment analysis in Mid-City area
- Reviewing tunnel safety research
- Informational meetings with stakeholders and elected officials (Cedars-Sinai, Mid-Wilshire communities, etc.)



Next Actions

- Complete analysis of alignments and tunnel safety research in response to community feedback on Draft EIR
- Share findings with stakeholders to receive input on project

Quarterly Major Projects Report

Complete Streets & Highway Projects

Presented by Michelle E. Smith
Executive Officer, Complete Streets & Highways

April 16, 2025

I-605 Corridor Improvement Project (I-605 CIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Reinitiate work on DEIR/EIS* for the Project.
- Meet with corridor cities in late Spring 2025 to get feedback on the development of a multimodal Complete Streets framework.
- Initiate contract modification summer 2025.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
 - 3,329 collisions occurred within I-605 project limits: 1,771 on SR-60, 2,387 on I-10, 375 on I-105, and 990 on I-5 between July 2012 and June 2015.

Scope

- Convert carpool lane to ExpressLane (one or two lanes).
- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management and Transportation Demand Management strategies.

Project Benefits

- Equitable outcomes after meeting and working with community.
- Enhance local and regional connectivity and access; increase person throughput while avoiding residential displacements.



Challenges

- Some partial right of way may be needed.
- Project alternatives are partially funded.

Metro & Caltrans Roles

- Metro: Project Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-605/Beverly Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Pre-construction with Program Management.
- Community Engagement: Ongoing pre-construction community meetings and briefings with project stakeholders.
- Next Major Milestone: Begin construction expected by late 2025.

Purpose and Need

- Address safety and operational deficiencies at the ramps, mainline, and local interchange at Beverly Boulevard (346 collisions occurred within the project limits from January 2016 to December 2018).

Scope

- Implement diamond interchange design and signalize intersection.
- New 5 ft shoulder on overcrossing that can accommodate future Class II bicycle lane.
- 400 linear feet of new high visibility continental crosswalks, a wider sidewalk, and new ADA* ramps.
- High visibility traffic signals at newly constructed intersection.

Project Benefits

- Improve safety and southbound operations by eliminating short “weaving” length between existing loop ramps.
- Allow safe right and left turn movements on local arterials.
- Optimize traffic signal operations.
- Improve overall safety, mobility, and pedestrian access.



Metro & Caltrans Roles

- Metro: Project Sponsor and Construction lead.
- Caltrans: Construction oversight.

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Final design be completed/approved by March 2025.
- Begin Construction expected by October 2025.
- Community Engagement: Council of Governments (COG) to convene pre-construction meetings.

Purpose and Need

- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Scope

- Reconfigure ramps, upgrade & coordinate traffic/railroad signals.
- Upgrade ADA* infrastructure (curb ramps, sidewalks, and pedestrian pathways) and rehab adjacent local roads.
- Install pedestrian gates at railroad crossings, special signals, shorter crosswalk, and median island refuge.

Project Benefits

- Reduce collisions, congestion, weaving conflicts, and queuing.
- Enhance pedestrian access and safety.
- Provide better truck access/maneuverability along freeway ramps.
- Improved railroad safety to reduce the potential for pedestrian, vehicular, and train (freight and passenger) conflicts.



Metro, Caltrans & COG Roles

- Caltrans provides oversight of environmental and design tasks led by Metro contractor.
- San Gabriel Valley COG to build project.

SR-91 Westbound Improvements (Alondra to Shoemaker)

91/605/405 Hot Spots Program

Status/Schedule

- Project being transitioned to Program Management (PM).
- PM preparing pre-bid package.
- Ongoing pre-construction outreach.
- Begin construction expected by Fall 2025.

Purpose and Need

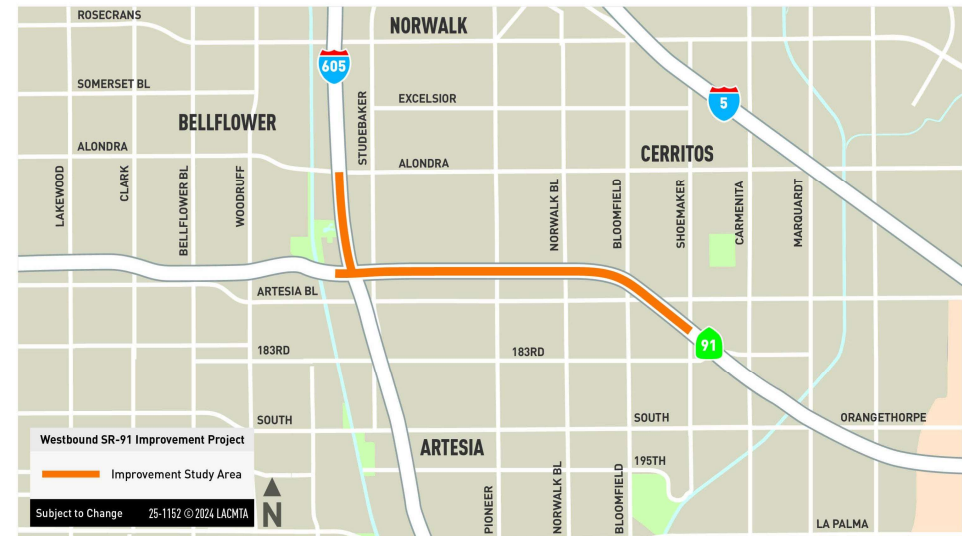
- Address existing safety and weaving conflicts (1,177 collisions occurred within the project limits between January 2012 and December 2014).

Scope

- Reconfigure interchanges.
- Reconstruct Gridley Rd and Bloomfield Blvd overcrossings.
- Construct soundwalls.
- New 200 linear foot bicycle lane.
- ADA* upgrades and sidewalk improvements.

Project Benefits

- Provide multimodal options.
- Enhance pedestrian safety and access.
- Improve overall safety and mobility.



Metro & Caltrans Roles

- Metro: Project Sponsor and Construction lead.
- Caltrans: Construct and provide construction oversight.

Challenges

- Updating Caltrans latest design upgrades.
- Prepare construction phase transition to Caltrans.

SR-91 Improvements (Central to Acacia)

91/605/405 Hot Spots Program

Status/Schedule

- Current Phase: Design.
- Community Engagement: On hold.
- Next Major Milestone: Construction on hold.

Purpose and Need

- Reduce number of ingress/egress points along the freeway mainline.
- Address existing safety and weaving conflicts caused by short weaving distances (615 collisions occurred within the project limits between April 2016 and March 2019).

Scope

- Build collector-distributor road along SR-91 from Central and Wilmington Avenues to the Acacia Court interchange.
- Class II buffered bicycle lane along Artesia Boulevard (Central and Acacia), and on Albertoni Street (between Lysander Drive and Central Avenue).
- ADA*-compliant curb ramps at all intersections, high-visibility crosswalks, sidewalk upgrades, and LED** lighting.



Project Benefits

- Enhanced pedestrian safety and access.
- Improve overall safety and mobility.

Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

Challenges

- Project on hold until Measure M accrues funding (Fiscal Year 30).



*Americans with Disabilities Act
** Light Emitting Diode

I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)

I-405 South Bay Curve Improvements

Status/Schedule

- Final (95%) design plan review underway.
- Pursuing funds to close the construction funding gap.

Purpose and Need

- Improve safety and operations by reducing conflicts at high congestion on/off ramp locations and by providing auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way (ROW).
 - 1,141 of collisions occurred within the project limits between January 2016 and December 2018.

Scope

- Complete final design and ROW certification of the auxiliary lanes and a lane extension along southbound I-405 between I-105 connector and the off ramp to eastbound Rosecrans Avenue within project limits.
- New high visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- New transit stops.

Project Benefits

- Provide multimodal options.
- Enhance pedestrian & cyclist safety and access.
- Improve overall safety and mobility.



Metro & Caltrans Roles

- Caltrans provides oversight of design tasks led by Metro.

Challenges

- Construction not fully funded.

I-405 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements

Status/Schedule

- Current Phase: Environmental Phase. Caltrans is reviewing and approving technical studies to support DEIR/EA*.
- Community Engagement: Scoping period completed in October 2024. Additional engagement expected in Summer 2025.
- Next Major Milestone: Circulation of Draft Environmental document expected in early 2026.

Purpose and Need

- Traffic safety and operational needs.
 - From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Scope

- Build four auxiliary lanes (2 northbound & 2 southbound).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- Transportation System Management and Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

- Improve overall mobility and safety for pedestrians, cyclists, and vehicular travel.



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

- Metro: Project Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.



* Draft Environmental Impact Report/
Environmental Assessment

SR-14 North Los Angeles County Safety & Mobility Improvements (Newhall Avenue Undercrossing to Pearblossom)

Status/Schedule

- Current Phase: PA/ED*. Caltrans is reviewing and approving technical studies to support DEIR/EA**.
- Community Engagement: Scoping Period completed in December 2024. Additional engagement expected in Fall 2026.
- Next Major Milestone: Circulation of Draft Environmental Document expected in late 2026.

Purpose and Need

- Address safety:
 - 475 collisions from 2020 to 2022 on NB #1 (172) and SB #2 (303) segments.
 - Rear-end and sideswipes make up 70% of all collisions.
- SR-14 provides one of the only travel routes throughout the corridor.

Scope

- Obtain PA/ED* clearance for Preferred Alternative that focuses on improving safety and multimodality.
- Reconfigure existing lanes that have short weaving distances and address lane gaps.
- TSM/TDM strategies (including complete street elements), safety design refinements, and a truck climbing/descending lane.



*Project Approval/Environmental Design
** Draft Environmental Impact Report/
Environmental Assessment



Project Benefits

- Multimodal options to provide increased access, connectivity, and improved safety.
- Improve overall mobility and safety.

Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigation to be determined.

Metro & Caltrans Roles

- Metro: Project Sponsor for environmental phase.
- Caltrans: CEQA/NEPA lead.

City of Malibu Projects on the Pacific Coast Highway

Measure R Pacific Coast Highway (PCH) Projects

Malibu PCH Signal Synchronization Project

- Metro and Malibu executed an amendment in October 2024 to extend the lapse date and program additional funds.
- Proposed improvements extend from John Tyler Drive to Topanga Canyon Road.
- Construction is underway and expected to be completed in December 2025.

Malibu PCH Trancas Canyon Road Intersection Improvements

- Proposed improvements include a new right turn lane along westbound PCH and traffic signal updates.
- The Project is in the design phase and expected to be completed in Spring 2025.
- City cannot start project until Caltrans completes the Trancas Bridge replacement project.

Malibu PCH and Las Flores/Rambla Pacifico Intersection Improvements

- Proposed improvements include safety and efficiency improvements to improve traffic circulation, reduce collisions, provide safer access for pedestrians.
- It is anticipated the environmental phase of Project will begin in Spring 2025.



Caltrans Safety Improvements on the Pacific Coast Highway

Pacific Coast Highway (PCH) Master Plan

The PCH Master Plan Feasibility Study Overview

- Website: <https://engage.dot.ca.gov/07-pchmpfeasibilitystudy>
- Purpose: The purpose of this Study is to identify potential transportation improvements to improve safety and connectivity for all PCH users, which will also support and maintain Malibu's beachside character. As part of the analysis, the roadway's existing conditions, stakeholder and community outreach, feasibility, and estimated construction costs of the proposed recommendations were evaluated.

Public Engagement and Stakeholder Coordination

- Three rounds of public workshops
 - **Round One** (July 2024) (complete) - three public workshops (in-person and virtual) to identify the community's safety priorities.
 - **Round Two** (August - September 2024) (complete) - three public workshops (in-person and virtual) focused on presenting and soliciting feedback on design alternatives and other recommendations to improve safety on PCH.
 - **Round Three** (April-May 2025)— Three public workshops (one in-person April 9 and two virtual April 16 and May 12) to present the Draft Feasibility Study on the website for a 60-day public review and comment period.
- **Stakeholder Coordination**
 - Over a dozen stakeholder meetings were conducted throughout Study development to inform stakeholders of the Study's goals and objectives, identify critical priorities, and address potential concerns.
 - Stakeholders included representatives from local government, emergency services, environmental groups, local businesses, and community organizations.
- Over 1,300 respondents completed the survey and provided over 1,300 additional comments.

Recommendations

- The Study's recommendations include roundabouts, sidewalk gap closures, bicycle facilities, traffic calming devices, crosswalks, angled parking, community gateways, etc.
 - Short-term (1-10 years), Medium-term (10-20 years), and Long-term (20+ years) project tiers.

PCH Master Plan Feasibility Study Delivery Schedule

- Due to the wildfires, delivery of the Draft Study and Round Three public workshops have been postponed until Spring 2025. Final Report delivery is scheduled for June 2025.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The full project alignment traverses 6 Equity Focus Communities (EFC), and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile IOS. Besides Metrolink and the C Line, there currently are no mass transit projects in the eastern/southeast region of Los Angeles County.
Sepulveda Transit Corridor	The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies and first/last-mile connections, and invest in disadvantaged communities. EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project will provide a needed connection from the Valley to employment opportunities on the Westside. As the Project advances through CEQA analyses, the 2022 EFC definition will be used as appropriate to guide the studies and will conduct robust community engagement.
Green (C) Line Extension to Torrance	The C Line Extension to Torrance Project will connect the South Bay with the Metro Rail network, increasing access to employment, education, housing, and regional centers, and serving many Equity Focus Communities (EFC) along the C and K Lines, including high-need communities such as Hawthorne, Gardena, West Carson, and Inglewood. The 2022 Metro Customer Satisfaction Survey shows that 73% of existing C Line riders are from very low-income households and 74% do not have access to a vehicle for trips. Four out of five C Line riders identify as BIPOC. Based on Metro's 2022 Equity Focus Community data, a small portion of Lawndale is considered an EFC. Around the two proposed station areas, there are census tracts in which 20% to 39.9% of households are low-income (Redondo Beach Transit Center) and 10% to 19% of households are low-income households (Torrance Transit Center). Given that most Metro rail riders are low-income, and that South Bay is projected to experience future growth in jobs, analyses showed a significant need for transit options in the Project area, and communities along the C and K lines would be served by increased access to a high-growth area.
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4 mile, end-to-end side running BRT service on Vermont Avenue from Sunset Boulevard to 120 th Street. This is the County's busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. The Project serves several communities heavily dependent on transit, providing connectivity to four Metro rail lines, several east-west bus routes, and major activity centers. The Vermont Transit Corridor is almost entirely (98%) within EFCs. The percentage of BIPOC individuals in the Project Study Area is 88.8%, significantly higher than the County's (74.8%) BIPOC population. The Project Area includes 55.6% low-income households, and 20.4% of households do not have access to a car. Metro partnered with 38 Community-Based and Faith-Based Organizations in alignment with Metro's CBO Partnering Strategy; the team conducted design workshops to engage with community members on safety, mobility and customer experience needs and preferences resulting in a recommended BRT alternative.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
Rail to River Active Transportation Corridor (Segment B)	The Segment B Project of the Rail to River Active Transportation Corridor includes approximately 6 miles of active transportation facilities extending Segment A (between Metro K Line and Metro A Line), further east to the LA River. The corridor traverses a small segment of unincorporated Los Angeles County and the cities of Huntington Park and Bell. Based on 2022 Equity Focus Community criteria, the entire (100%) corridor is located in EFCs. the project area has a low-income population of 28.3%, as defined by the 2019 Metro Title VI Update, which considers individuals with incomes below \$41,500 (the median income for a three-person household). The area is predominantly (94.6%) Hispanic and 2.2% identifying as Black. In partnership with 13 local Community-Based Organizations, the Project team promoted meetings and outreach efforts to engage residents and stakeholders on the preferred alignment and improvements.
Los Angeles River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the corridor. Within this 3-mile radius, approximately 23% of the population lives in poverty, and 92% are Black, Indigenous, or People of Color (BIPOC) with limited English proficiency. 77% of the population is Latino and more than 17% of the population relies on multi-modal transportation options for getting to work, including walking, bicycling, and taking public transit. The Project team anticipates releasing the Draft EIR this year and will include alternatives which were developed as a result of community and stakeholder engagement that started in 2019.
East San Fernando Valley Shared ROW Study	The study examines the completion of connectivity through the northern segment of the East San Fernando Valley Transit Corridor Project. The study area is a 2.5 mile corridor in a shared right of way (ROW) extending northwest from the intersection of Van Nuys Boulevard and San Fernando Road, where the ESFVTCP light rail transit (LRT) project terminates. The 2.5 mile corridor traverses disadvantaged, densely populated, and underserved communities where access to premium transit service is limited, particularly in the EFCs of Pacoima and the City of San Fernando. The Board authorized this study to address safety and mobility improvements along the ROW study area given current Metrolink and freight service in the corridor, and projected growth. Findings from the study will be used to recommend strategies to avoid and/or minimize potential harm and impacts to these communities, while maximizing mobility benefits.
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection to create more access to opportunity for residents throughout LA. The Project connects communities throughout LA County from the South Bay to Hollywood, including LAX, South Los Angeles, Inglewood and the Crenshaw Corridor (including Hyde Park and Leimert Park) to West Adams, Mid City/Central LA, Mid City West, West Holly and Hollywood. The project links four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. Study area includes EFCs in Mid-City, West Adams and Hollywood and includes neighborhoods in which a significant proportion of residents are transit dependent. Projected travel patterns and ridership show that the Project will serve many EFCs along the K Line, connecting people to jobs, schools, regional centers and services. To date, the Public Hearings have included translators for Spanish and Russian speakers based on area demographics. Future stages of project

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Transit Projects	
Project Name	Equity Assessment
	development will include partnerships with local community groups to help advise on outreach and engagement methods and ensure a diverse set of project stakeholders.

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
91/605/405 Hot Spots Program- The 91/605/405 Hot Spots Program includes a suite of safety and operational improvement projects within and/or adjacent to EFCs. All projects have separate environmental review processes and community outreach efforts.	
I-605 Capital Improvement Project (CIP) from I-10 to I-105	The Board recently authorized staff to resume work on the I-605 CIP environmental phase with an emphasis on developing and implementing safety and multimodal projects, expanding community outreach efforts, and avoiding the displacement of residences. The CIP study area encompasses nine jurisdictions and parts of unincorporated Los Angeles County, within the Gateway Cities and San Gabriel Valley Council of Governments subregions. The 16-mile CIP study area traverses through and adjacent to fourteen (14) EFCs that are zoned for multiple land uses. According to Census Data, more than 50% of the total population in nearly all the cities and unincorporated Los Angeles are Hispanic or Latino. Approximately 80% of commuters in the CIP study area drive alone, 10% carpool, 4% take transit, 2% walk, and .5% bike. The CIP alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies. For example, the following proposals will be studied-- new pedestrian/equestrian trail improvements along the north and south side of the San Gabriel River to provide more transportation options; a new pedestrian bridge to Vista Del Rio Drive and ADA infrastructure upgrades to provide safer and better access for those who choose to walk, bike or roll; roadway connections to transit stations in addition to improved bus stops on northbound and southbound Pioneer Boulevard near Slauson Avenue for better system connectivity and accessibility; and transportation system management and transportation demand management strategies such as signal synchronization projects, and the conversion of high occupancy vehicle (HOV) lanes to ExpressLane projects to better manage and utilize existing roadway/corridor lanes, and improve traffic flow.
I-605/Beverly Boulevard Interchange Improvements Project	The Project is within the Gateway Cities Council of Governments subregion and in the City of Pico Rivera (a Metro-designated EFC). The project area is primarily zoned for industrial land uses that support freight facilities (and a recreational vehicle storage lot). Pico Rivera is comprised of four ethnic groups-- Hispanic or Latino (91%), White (4%), Asian (3%), and Black or African American (2%). Most Pico Rivera residents (76%) drive alone to work and 9% carpooled to work; followed by 9% working from home, 2% rely on public transit, 1% prefer walking, and 2% use other means of transportation. The Project will replace the existing interchange with a diamond interchange to improve traffic flow; reduce collisions by eliminating weaving conflicts; and provide pedestrian enhancements such as high visibility continental crosswalks, ADA curb ramps, and wider sidewalks for safer and better access. The El Rancho Unified School District serves the community of Pico Rivera. The planned improvements will provide safer and better access to two area schools within the district by

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	alleviating congestion and improving mobility. Also, Pico Rivera contracts with the Los Angeles County Sheriff's Department for police protection. Although the Pico Rivera station is outside of the study area, the proposed improvements are expected to improve emergency response times and yield greater efficiency in terms of law enforcement by improving traffic operations, reducing delays, and providing better access to Beverly Boulevard and the interchange. The Project is within Caltrans right-of-way and does not require residential or business displacements. The final design phase of the Project has been completed. The construction schedule for the Project is to be determined in the future.
I-605/Valley Boulevard Interchange Improvements Project	I-605 is a major north-south regional interstate freeway in Los Angeles County that is used for interregional travel and goods movement. The I-605/Valley Boulevard interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions if nothing is done. The Project is in the San Gabriel Valley Council of Governments subregion, in the City of Industry and unincorporated Los Angeles County. There are no Metro-designated EFCs within the project area. The project area land uses are designated as employment, commercial, institutional, and recreation/open spaces. According to Senate Bill 535 for California for Investments, most of the population surrounding the project area is designated as disadvantaged and low-income communities. According to 2022 census data, 65.9% of workers in the City of Industry drove alone to work; followed by 17.6% working from home, and 10.6% carpooling to work. Also, 5.71% of the workforce is reported to have "super commutes" that are over 90 minutes. According to 2023 census data, the three largest ethnic groups within the project area are Hispanic or Latino (51.93%), White not Hispanic or Latino (25.97%), and Asian (23.20%). This safety and operational improvement project will reconfigure on and off ramps to reduce collision rates that exceed the statewide average; upgrade adjacent local arterials, and traffic/railroad signals; improve truck ramp access for goods movement; provide pedestrian enhancements that include ADA infrastructure upgrades; and provide railroad safety upgrades to reduce the potential for vehicle, passenger, freight and/or pedestrian conflicts in proximity to the Metrolink and Union Pacific Railway at-grade crossings that are adjacent to the interchange. The Project does not displace any residences or businesses. The Project is in the final design phase and the start of construction is slated for the end of 2025, pending all ROW activities are completed and all interagency agreements are executed by the end of the 2025 fiscal year.
SR-91 Westbound Improvements (Alondra Boulevard to Shoemaker Road)	This operational and safety improvement project is within the Gateway Cities Council of Government subregion and in the cities of Bellflower, Cerritos, and Artesia. While the Project does not traverse through Metro EFCs, four census tracts report BIPOC populations along the corridor. No major improvements have taken place within the study area since SR-91 was built in 1968, while populations within the study area are forecast to grow and likely result in more traffic. Within the project area, approximately 84% of commuters travel by car, truck, or van, 12% carpool, 5% take public transportation, and .5% walk. The Project adds 200 linear feet of bike lanes along Pioneer Boulevard, ADA infrastructure upgrades, and sidewalk and pedestrian improvements. Gridley Road is a designated school route within the project/study area. The Project reconstructs Gridley Road Overcrossing by providing wider sidewalks on both sides of the structure and a shoulder for bicycles. The design phase for the Project has

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	been completed, and construction is targeted for the summer of 2025, should additional construction funds become available.
SR-91 Improvements (Central Avenue to Acacia Street)	This operational and safety improvement project is located within a Metro-designated EFC in the City of Compton, and adjacent to non-EFCs in the Cities of Carson and Long Beach in the Gateway Cities Council of Government subregion. The project area is primarily designated for industrial land use. The four largest ethnic groups within the project area are Hispanic or Latino (71.2%), Black or African American (25%), Multiracial Non-Hispanic (0.94%), and Asian (0.94%). The majority drive alone to work (79.2%), carpool to work (11.9%), or take public transit to work (3.8%). Most pedestrian and bicycle activities are expected to take place during the weekday AM and PM peak hours (when workers arrive and depart the workplace) as well as during the noon lunch hour, despite the project area's industrial land use designation. The Project consolidates multiple ingress and egress points along the corridor to reduce weaving conflicts and potential collisions. In addition, the Project includes mainline and ramp improvements from Central Avenue to Acacia Court and signage upgrades throughout the project area; complete street elements such a Class II buffered bicycle lane with bicycle tolerant drainage grates and conflict zone green paint on eastbound and westbound Artesia Boulevard; bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas; ADA-compliant curb ramps with high-visibility crosswalks; better bridge access and new sidewalks (on Central and Wilmington Avenues) that eliminate existing gaps/access points to the bridge and intersections between eastbound and westbound Artesia Boulevard; a traffic island with a pedestrian refuge area at Acacia Court/Artesia Boulevard intersection(in the southeast quadrant) with marked high-visibility crosswalks; and ADA compliant pedestrian signals, pedestrian change interval countdown displays at the marked crosswalk, and rectangular rapid flashing beacons, with leading pedestrian interval (LPI) with countdown displays at the eastbound Artesia Boulevard and Wilmington Avenue intersection. Also, as part of the Project, Metro and Long Beach transit bus stops (Bus Route Nos. 51, 60, 61, 130, 132, 202, and 260) at Artesia Boulevard and Acacia Court will be relocated east on Artesia Boulevard to improve access and connectivity. In addition, new concrete bus pads, transit shelters, benches, transit information (kiosks), lighting and other pedestrian enhancements will be provided for better and safer access for all users. The design phase of the Project is underway and expected to be completed in 2025.
I-405 South Bay Curve Improvements- These projects include safety and operational improvements on the freeway mainline and ramp termini between I-105 and Artesia Boulevard, and Main Street and Wilmington Avenue along I-405. All projects have separate environmental review processes inclusive of independent utility and logical termini and community outreach efforts.	
I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)	The Project is within the South Bay Cities Council of Governments subregion and in the cities of Torrance, Hawthorne, Redondo Beach, Lawndale, El Segundo, Manhattan Beach, and unincorporated Los Angeles County. Many of the cities within the project limits are designated within Metro's Equity Need Index as High and Moderate Needs or an EFC. There are some communities within the project area that is identified in the Caltrans Transportation Equity Index (a tool used to identify transportation-based priority populations); and there is one Metro-designated EFC in the City of Lawndale. The Project constructs seven auxiliary lanes that are between I-105 and Artesia Boulevard to improve mobility and safety along I-

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	405. The Project also includes high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless push buttons, and wayfinding cyclist signage to enable safer travel within the project area. There are several key destinations and marketplaces within the project area that attract people who choose to drive, walk, bike or roll. In addition, the Project will improve access to several elementary, middle, high and adult schools, and El Camino Community College that are east and west of the project area. The proposed improvements are within Caltrans right-of-way and do not displace residents. The final design phase of the Project is nearly completed. The construction schedule for the Project is to be determined in the future.
I-405 Auxiliary Lanes (I-110 to Wilmington Avenue)	The Project is within the South Bay Cities Council of Governments subregion and located in the City of Carson. There are no Metro-designated EFCs within the proposed project area, but there is an EFC within one mile of the project area; and some communities within the project area are identified in the Caltrans Transportation Equity Index. The four largest ethnic groups within the project area are Asian (25%), Black or African American (23.6%), Hispanic or Latino (41%), and White (11.7%). The majority drive alone to work (78.1%) and/or carpool to work (9%); followed by 7.8% that work from home, 2% that take public transportation, 1.9% that walk, 0.2% that bike, and 1.1% that take taxicabs, ride motorcycles, or use other means of transportation. The Project improves access to several key destinations/marketplaces within the project area that attract people who choose to ride, walk, bike or roll. For example, there is the Carnegie Middle School, Bonita Street Elementary School, Carson Event Center, Calas Park, and Torrance Memorial Healthcare Center southwest of I-405; and Del Amo Park and South Bay Pavilion Mall and the surrounding retail plazas northeast of I-405. Twenty-eight percent (28%) of trips are made by people who choose to walk and less than one percent (<1%) of trips are made by people who choose to bike as their primary modes of travel to and from destinations that start and end within half mile of the project limits. The Project is expected to increase access and connectivity; and provide better and safer streets and highways to help connect residents to jobs and other key community destinations. The proposed improvements are within Caltrans right-of-way and do not displace residents. The Project is in the environmental phase. The circulation of the Draft Environmental Document for the Project is expected early next year (2026).
SR-14 Improvements (Newhall Avenue Undercrossing to Pear Blossom Highway)	SR-14 is an interregional commuter corridor that provides access between the Antelope and Santa Clarita Valleys and to the Los Angeles Central Business District (LACBD) and other employment centers south of SR-14. Commuter traffic originates mainly from the cities of Palmdale, Lancaster, Santa Clarita, and other unincorporated communities within north Los Angeles County. North Los Angeles County continues to experience population growth due to its affordable housing market (compared to other areas of Los Angeles County) which results in high traffic volumes along SR-14 in the southbound/westbound directions during the morning peak hours, and similar high northbound/eastbound traffic volumes during the afternoon peak hours. The Project is within the North Los Angeles County subregion. Communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro's Equity Need Index designation of Very High Need, High Need and Moderate Need areas, inclusive of EFCs, and Caltrans' Equity Index. Project segments currently operate near or over capacity during these peak hours.

UPDATED EQUITY BASELINE ASSESSMENTS

TRANSIT AND HIGHWAY CAPITAL PROJECTS	
Complete Streets and Highways Projects	
Project Name	Equity Assessment
	Within the project segments, mandatory lane changes and vehicle weaving movements between closely spaced interchanges contribute to collision rates that are higher than the statewide average. The proposed improvements are expected to benefit users by providing more reliable travel times and reducing the potential for collisions/injuries for commuters that travel from North Los Angeles County to LACBD. The circulation of the Draft Environmental Document for the Project is expected at the end of next year (2026).
City of Malibu Projects	
Malibu Pacific Coast Highway (PCH) Projects- The Malibu PCH Projects are not located within or directly adjacent to EFCs. Safety and operational improvements are being proposed along this corridor to reduce speeds and collision rates, enhance safety through increased use of traffic monitoring cameras, and provide better and safer access for those who choose to walk, roll, cycle or drive. Malibu is particularly susceptible to mud slides and rockslides during heavy rains, and in some instances, emergency maintenance contracts are let by the State (Caltrans) to clean up the roadway, repair roadway damage and restore traffic operations.	
PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)	The Project includes communication upgrades, installation of traffic control system, changeable message signs, and CCTVs, the relocation of traffic signal poles and pedestrian safety treatments. The scope of work for the Project was amended to include additional safety-related enhancements such as pedestrian signals and red-enforcement cameras to monitor traffic. The proposed improvements are along the Pacific Coast Highway/ SR-1 from John Tyler Drive to Topanga Canyon Boulevard. Although there are no EFCs within the project area, there are several popular and key destinations on PCH that are near the Project such as Pepperdine University, Malibu County Mart, Malibu Village Mall, Malibu Lagoon State Beach, Malibu Bluffs Park, Malibu Pier, The Getty Villa, and various local and State operated beaches that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. Project construction is underway and is expected to be completed in December 2025.
Malibu PCH Trancas Canyon Road Intersection Improvements	The Project includes a new right turn lane on the westbound side of PCH and traffic signal upgrades to improve traffic operations and access; and enhance safety for all roadway users. Although there are no EFCs within the project area, there are several popular and key destinations on PCH and near the Project such as Trancas County Market, Trancas Beach and Zuma Beach that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. The Project is in the design phase.
Malibu PCH and Las Floras/Rambla Pacifico Intersection Improvements	Safety and efficiency improvements are proposed at the Las Floras/Rambla Pacifico intersection to optimize traffic operations and improve access for all roadway users. Although there are no EFCs within the project area, there are several popular destinations, restaurants and various local businesses and La Costa Beach in proximity to the Project that attract locals and tourists who may use various modes of transportation while traversing to and through the project area. It is anticipated that the design phase of the Project will begin in Spring 2025.

VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
TRANSIT AND ACTIVE TRANSPORTATION											
Eastside Transit Corridor Phase 2	Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. In 2024, the Board approved the 9-mile Locally Preferred Alternative (LPA) and a 4.6-mile Initial Operating Segment (IOS) to Greenwood. The certified environmental study under the California Environmental Quality Act (CEQA) found that the Project would reduce daily regional VMT by approximately 34,500 miles relative to 2042 conditions without the Project.		X	X				X			X
Sepulveda Transit Corridor	The Sepulveda Transit Corridor (STC) would create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. Five alternatives currently are under environmental evaluation. The STC project does not yet have an identified LPA. Since this is a regionally significant project providing a mass transit option through the congested Sepulveda Pass, it is anticipated to result in VMT reduction.		X		X			X			X
Green (C) Line Extension to Torrance	The C Line Extension to Torrance Project would extend Metro rail by 4.5 miles from the existing Metro Redondo Beach (Marine)Station to the new Torrance Transit Center. The project would travel through the cities of Lawndale, Redondo Beach and Torrance, and build two new light rail stations to connect the South Bay with the regional rail network. Analysis presented in the Draft Environmental Impact Report (DEIR) estimates that the Project will offset approximately 34,566 daily VMT		X		X				X		
Vermont Transit Corridor	The Vermont Transit Corridor Bus Rapid Transit Project is a 12.4-mile, end-to-end side- running BRT service on Vermont Avenue from Sunset Boulevard to 120th Street. This is the County’s busiest bus corridor with 38,000 weekday boardings today, expected to increase to 66,000 by 2025. Environmental analysis performed as		X	X				X			X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	part of the CEQA VMT exemption found that the Project will result in a decrease of 85,000 daily VMT, due to mode shift from auto to transit.										
Rail to River Active Transportation Corridor (Segment B)	Segment B of the Rail to River Active Transportation (AT) Corridor will extend the nearly completed six-mile-long Segment A project – also referred to as Rail to Rail – with an additional four miles of AT improvements that will connect to the LA River bicycle path. This project is not expected to increase VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.		X		X				X		X
Los Angeles (LA) River Path	The LA River Path Project proposes to close an 8-mile contiguous gap in the active transportation corridor along the LA River, connecting Elysian Valley and the City of Maywood through downtown Los Angeles and the City of Vernon. The Project would create a safe and accessible pathway for pedestrians, cyclists, and users of all ages and abilities, particularly for residents living within a 3-mile radius of the corridor. This project is undergoing environmental analysis and is expected to reduce VMT by a new, high quality active transportation connection that's fully separated and protected from vehicle traffic.		X		X			X			X
East San Fernando Valley (ESFV) Shared ROW Study	The study examines transit connectivity from the northern terminus of the ESFV Light Rail Transit (LRT) project (currently in construction) through a 2.5-mile freight and commuter rail ROW along San Fernando Road between Van Nuys Boulevard and Sylmar. Continuation of LRT through the Shared ROW is environmentally cleared as part of the ESFV LRT Project, but a supplemental evaluation is underway to re-evaluate options. Any of the options to improve transit in this corridor are likely to decrease VMT.		X	X			X			X	
K Line Northern Extension	K Line Northern Extension Project will create a north-south rail connection for communities throughout LA County from the South Bay to Hollywood and connects with four Metro Rail lines and 6 of the top 10 busiest bus lines in LA County. This		X		X				X		X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	Project does not yet have an LPA. The Draft EIR identifies annual VMT reductions between 46.5 and 49.5 million miles, depending on the alignment.										
COMPLETE STREETS AND HIGHWAYS											
I-605 Capital Improvement Project (CIP) from I-10 to I-105	The Project is in the environmental phase; the study area encompasses nine jurisdictions and parts of unincorporated Los Angeles; and alternatives evaluated will include multimodal travel options, pedestrian enhancements, and corridor management strategies.	NA		X			X				X
I-605/Beverly Boulevard Interchange Improvements Project	The final design phase of the project has been completed, and it is now in pre-construction with Program Management. The construction schedule will be determined in the future. The Project will replace the existing interchange with a diamond interchange to improve traffic flow, reduce collisions by eliminating weaving conflicts, and provide pedestrian enhancements such as high-visibility continental crosswalks, ADA-compliant curb ramps, and wider sidewalks. These improvements will ensure safer and better access throughout the City of Pico. The final environmental document was signed in September 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because a new interchange will be constructed.	X		X			X				X
I-605/Valley Boulevard Interchange Improvements Project	The Project is in the City of Industry and unincorporated Los Angeles County; and in the final design phase. The Project will reconfigure the freeway on and off ramps; upgrade local arterials (Valley Boulevard and Temple Avenue), upgrade signals and the infrastructure; and provide railroad safety upgrades to reduce the potential for vehicle, train (passenger and cargo) and pedestrian conflicts. The start of construction is slated for the end of 2025. The Project will likely increase VMT.	X		X			X				X
SR-91 Westbound Improvements	The Project traverses through the cities of Bellflower, Cerritos, and Artesia and will reconfigure interchanges; add 200 linear feet of bike lanes and pedestrian	X		X			X				X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
(Alondra Boulevard to Shoemaker Road)	improvements; upgrade ADA infrastructure; and reconstruct the Gridley Road Overcrossing to accommodate pedestrians and cyclists. The design phase has been completed, and construction is slated to start in the summer of 2025. The final environmental document was signed in January 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because of the new roadway improvements (new interchanges).										
SR-91 Improvements (Central Avenue to Acacia Street)	The Project is in Compton and adjacent to the Cities of Carson and Long Beach. The Project will consolidate multiple ingress and egress points along the freeway to improve the mainline and ramp operations; construct a collector road; and upgrade signage throughout the project limits. The design phase of the Project is underway and expected to be completed in 2025. The environmental phase was initiated in October 2019, prior to the implementation of SB 743, and therefore exempt from CEQA VMT analysis. However, the Project will likely increase VMT because of the new roadway improvements.	X		X			X			X	
I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)	The Project area extends through six jurisdictions and unincorporated Los Angeles County. The Project will construct seven auxiliary lanes and provide pedestrian improvements (high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless push buttons, and wayfinding cyclist signage) to enable safer travel within the project area. The final design phase is nearly completed. The construction schedule will be determined in the future. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	X		X			X			X	
I-405 Auxiliary Lanes (I-110 to Wilmington Avenue)	The Project is in the City of Carson and in the environmental phase. The Project may construct four auxiliary lanes; increase access and connectivity; and provide pedestrian improvements (high-visibility crosswalks, pedestrian flashing beacons, bicyclist signage and new transit/bus stops). The LPA will be selected after	NA		X			X				X

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VEHICLE MILES TRAVELED (VMT) OUTCOME

Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
	considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.										
SR-14 North LA County Safety & Mobility Improvements (Newhall Avenue UC to Pear Blossom Highway)	The Project is in Antelope Valley and in the environmental phase. The Project may reconfigure the existing lanes, close the lane gaps, and implement TSM/TDM strategies. The LPA will be selected after considering community input, environmental impacts, and engineering studies, and will be presented in the final environmental document.	NA		X			X				X
CITY OF MALIBU PACIFIC COAST HIGHWAY (PCH) PROJECTS											
PCH Signal Synchronization Project (John Tyler Drive to Topanga Canyon Boulevard)	The Project includes the installation of communication links between traffic signals and the Caltrans Traffic Management Center, fiber links, adaptive signal control systems, changeable message signs, closed-circuit televisions to monitor traffic, and traffic loops and sensors and the installation of other traffic management techniques to manage traffic flow. In addition, the Project will include pedestrian safety treatments and other related enhancements such as pedestrian signals and red-enforcement cameras to monitor traffic. Construction is expected to be completed in December 2025. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	X				X			X	X	
Malibu PCH Trancas Canyon Road Intersection Improvements	The Project includes installing a new right turn lane on the westbound side of PCH and traffic signal upgrades to improve traffic flow reduce collisions. The Project is in the design phase and expected to be completed in Spring 2025. This PCH project will likely increase VMT.	X				X			X	X	

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Project Name	Project Description Summary	VMT & Environmental Approval Status									
		VMT		CEQA Done			NEPA Done			LPA	
		↑	↓	Y	N	NA	Y	N	NA	Y	N
Malibu PCH & Las Floras/ Rambla Pacifico Intersection Improvements	It is anticipated the environmental phase of Project will begin in Spring 2025. The Project may include adding a left-turn lane as well as bike and pedestrian improvements. While the Project includes elements that will enhance walking and bicycling, it also includes vehicle-oriented improvements that will likely increase VMT.	X				X			X	X	

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