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**MOTION BY SUPERVISOR JANICE HAHN
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Long Beach - East Los Angeles Corridor Mobility Investment Plan Community Programs

The Long Beach-East Los Angeles Corridor spans a 19-mile stretch of the I-710 South Freeway, from the Ports of Long Beach and Los Angeles in the south to East Los Angeles in the north. The corridor connects the ports with shipping and warehousing facilities throughout Southern California and is a corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the ports. Metro has been studying ways to improve safety, relieve congestion, and address air quality concerns along this corridor for more than two decades, with a particular focus on the freeway.

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

In 2018, the Board of Directors of the Los Angeles County Metropolitan Transportation

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

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

In May 2022, the Metro Board approved a motion directing the development and implementation of an investment plan, to leverage available local Measure R and Measure M sales tax funds dedicated to the project for a suite of investments that could be made along the I-710 South Corridor. After nearly two years of development, with extensive engagement of its Task Force, Community Leadership Committee, Working Groups, and now two months of direct public engagement, Metro staff are prepared to present the agency's final "Long Beach-East Los

Angeles Corridor Mobility Investment Plan” for Board consideration and adoption in April 2024.

That Investment Plan includes 15 Community Programs, for which Metro plans to set aside \$40 million in Measure R and Measure M sales tax receipts to be available as seed funding. The

15 Community Programs in the Investment Plan include:

- Community Health Benefit Program
- Zero-Emissions Infrastructure for Autos
- Bus Electrification Projects
- Air Quality Monitoring Stations
- Energy/Greenhouse Gas Emissions Reduction Program
- Urban Greening Initiative
- Public Art/Aesthetics
- Southeast Gateway Line Transit-Oriented Development Strategic Implementation Plan and Program
- Housing Stabilization Policies
- Transit-Oriented Communities/Land Use
- Homeless Programs
- Economic Stabilization Policies
- Targeted Hire Programs
- Employment/Recruitment Initiatives
- Vocational Education Programs

These Community Programs, while being related and connected to the larger Plan, generally fall outside the domain of Metro's subject expertise. As such, while Metro plans to advance these programs, it will need guidance and direction from outside agencies, jurisdictions, and community-based organizations for assistance with program development and creation. The County is uniquely situated to provide this assistance, with a number of analogous programs, expertise in implementing and monitoring policies that mirror these Community Programs, and relationships with public and non-profit entities with experience and input to offer.

Meaningfully moving forward the 15 Community Programs contained in the Long Beach-East Los Angeles Corridor Mobility Investment Plan requires the expertise, relationships, and experience that County agencies can and should bring to the table, in partnership with Metro.

WE, THEREFORE, MOVE that the Board of Supervisors:

- 1) Adopt the "Long Beach-East Los Angeles Corridor Mobility Investment Plan" Community Programs as a priority for Los Angeles County to support in their development and implementation;
- 2) Direct the Chief Executive Officer to designate a County Department liaison for each of the 15 Community Programs identified in the "Long Beach-East Los Angeles Corridor Mobility Investment Plan." Such liaisons shall:
 - a. Provide technical assistance, including historical background, reference materials, recommendations for Community-Based and other organizations to provide

assistance, and connections to other government agencies to advance the Community

Programs;

- b. Identify existing programs and resources related to such Community Programs, that can be made available or already are available to residents within the corridor;
- c. Support grant application efforts for the Community Programs; and
- d. Participate in any working group(s) created for the purpose of developing and implementing any of the Community Programs;

3) Direct the Chief Executive Officer to report back in writing on the above items in 120 days.

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