

SHORELINE DRIVE GATEWAY

CORRIDOR REALIGNMENT & COMMUNITY CONNECTIONS



Prepared for the U.S. Department of Transportation
Office of the Secretary

FY 2022 Reconnecting Communities Program (RCP)

Submitted by the City of Long Beach, CA

October 13, 2022



Table of Contents

1	PROJECT DESCRIPTION	1
1.1	Issues Addressed by the Project.....	1
1.2	Project History.....	2
2	PROJECT LOCATION	3
3	MERIT CRITERIA	4
3.1	Equity, Environmental Justice and Community Engagement.....	4
3.2	Mobility and Community Connectivity.....	6
3.3	Community-Based Stewardship, Management, and Partnerships.....	11
3.4	Equitable Development and Shared Prosperity.....	12
4	PROJECT READINESS	14
4.1	Technical Feasibility.....	15
4.2	Project Schedule.....	15
4.3	Required Approvals.....	16
4.3.1	NEPA Status.....	16
4.3.2	Environmental Permits and Reviews.....	16
4.3.3	Outside Agency Plans and Reviews.....	16
4.3.4	Project Performance Tracking.....	17
4.3.5	Project Risk Assessment and Mitigation Strategies.....	17
5	BENEFIT-COST ANALYSIS	18
5.1	Project Benefits.....	18
6	REGULATORY COMPLIANCE	18
6.1	Domestic Preference.....	18
6.2	Federal Wage Rate Certification.....	19

Figures

Figure 1. I-710 Connector from Downtown Long Beach	1
Figure 2. Project Area and Key Elements	2
Figure 3. West Beach Neighborhood, 1960s; Long Beach Naval Shipyard, 1993.....	3
Figure 4. Project Location Map.....	4
Figure 5. Project Plant Palette – Sample Species	5
Figure 7. <i>Highways to Boulevards</i> Community Conceptual Plan.....	6
Figure 8. Northbound Shoreline Drive Connector to I-710 at Golden Park	7
Figure 9. Southbound Shoreline Drive Connectors at Broadway	8
Figure 10. Golden Shore and Shoreline Drive Project Improvements	9
Figure 11. Long Beach High-Injury Network	10
Figure 12. Vision for the Drake/Chavez Master Plan and Shoreline Drive Gateway.....	12
Figure 13. Future Redevelopment at Golden Shore	14

Tables

Table 1. Project Schedule	16
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1 PROJECT DESCRIPTION

The City of Long Beach (City) proposes to construct the **Shoreline Drive Gateway: Corridor Realignment & Community Connections Project** (Project) to reconfigure West Shoreline Drive to remove a roadway barrier to improve access and connectivity between Downtown Long Beach and public open space, create a new Class I bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major arterials. The realignment of Shoreline Drive will create new connections in the surrounding street network, creating direct access for people traveling to local destinations, including the newly accessible park space. These improvements are:

- » Realign northbound Shoreline Drive to the west, alongside the existing southbound Shoreline Drive, including a raised median, four new signalized intersections, landscaping and storm water management systems;
- » Replace northbound Shoreline Drive with a 0.35-mile bicycle and pedestrian shared-use path;
- » Reconstruct and convert 0.85 miles of 7th Street as a two-way ITS corridor between Interstate 710 and Atlantic Avenue into central Long Beach;
- » Construct a 0.5-mile bicycle and pedestrian shared use path on southbound Shoreline Drive;
- » Reconstructing Golden Shore with new Class I and Class IV bike facilities, sidewalks and a new at-grade intersection at Shoreline Drive.

The Project's realignment of Shoreline Drive and will transform an urban freeway corridor into a landscaped local arterial roadway serving as a gateway to better connect residents, visitors and workers to the Pacific Ocean, local destinations, and Downtown Long Beach.

Figure 1. I-710 Connector from Downtown Long Beach



1.1 ISSUES ADDRESSED BY THE PROJECT

Figure 2 shows the key elements and infrastructure improvements within the Project Area.

- » Improving the safety and accessibility of Shoreline Drive by reducing speeds, improving roadway lighting, adding pedestrian and bicycle infrastructure;
- » Restoring access to open space by eliminating the barrier created by the existing northbound Shoreline Drive/I-710 ramp;
- » Continue restoration of former highway alignment through a neighborhood to locally-appropriate street design, scale and amenities;

- » Adding 4 new signalized intersections, upgrading 18 existing signalized intersections, and expanding the fiber-optic ITS network to support safe, reliable travel along Shoreline Drive, 7th Street, 3rd Street, and Broadway;
- » Creating new multi-modal routes for people driving, riding bicycles or walking to safely and easily access the City’s active transportation network, regional trails, schools, and job centers.

1.2 PROJECT HISTORY

The Project is part of a set of improvements identified as “early action” improvements for the overall Interstate 710 South Corridor Project¹, a major regional project to improve the movement of people and freight along I-710. The extent of Shoreline Drive in the Project area was originally a post-World War II “urban renewal” project, which demolished the Magnolia and West Beach neighborhoods, removing homes, apartments and businesses and replacing them with the existing divided arterial that operates at highway speeds. These working-class neighborhoods saw many residents employed by the Long Beach Naval Shipyard, which overhauled and maintained US Navy fleet vessels, until the Shipyard closed in 1997 (Figure 3). The residential areas were redeveloped by the late 1960’s as office towers and commercial buildings that are now part of the Ocean Boulevard urban corridor. Portions of the post-war Shoreline Drive east of the Project area at the Queensway Bridge originally included a highway interchange, were de-engineered in the 1980’s and replaced with sidewalks and streets with a more local character and to provide access to the redeveloped Ocean Boulevard corridor.

Figure 2. Project Area and Key Elements



¹ <https://www.metro.net/projects/i-710-corridor/>

The existing Shoemaker Bridge and Shoreline Drive ramps have structural deficiencies and a collision rate in excess of average comparable facilities because of nonstandard geometric features that cannot be upgraded to current State of California highway standards. The Project is needed to improve safety, operations, and connectivity between downtown Long Beach and regional transportation facilities for motorists, freight carriers, and people walking, bicycling, or using other modes of active transportation.

Within the immediate context of the surrounding communities of Downtown Long Beach and Willmore neighborhood of Long Beach, the Project is also part of a long-range capital improvement plan that will reinvest in a historically disadvantaged, low-income and park-poor area that bears a disproportionately high environmental and health burden due to its proximity to the highway, rail lines and heavy industrial uses at the San Pedro Bay Ports Complex.

The Project is consistent with the City of Long Beach General Plan's Mobility Element² (2013), Bicycle Master Plan³ (2017), and Long Beach Safe Streets Action Plan⁴ (2020), and the Long Beach CX3 Pedestrian Plan. The Project will help the City meet the needs for mobility, traffic safety and accommodating active transportation, and complement nearby capital and community investments.

Figure 3. West Beach Neighborhood, 1960s; Long Beach Naval Shipyard, 1993

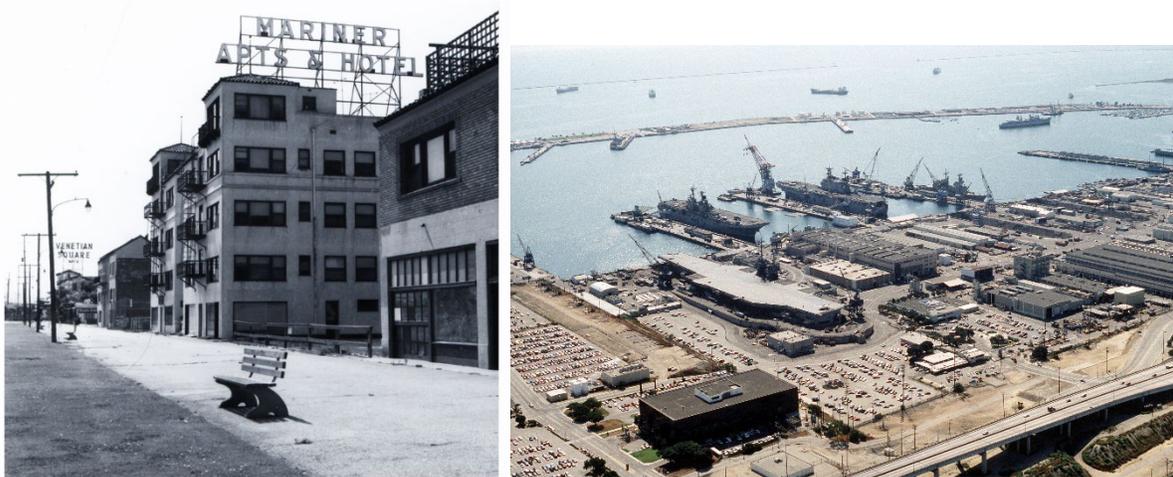


Image Sources: Long Beach Public Library; <https://www.USDefenseImagery.mil>

2 PROJECT LOCATION

The Project is located in the City of Long Beach, California, an urbanized area within the County of Los Angeles, west of Downtown Long Beach. The project area is bounded by the Shoemaker Bridge at the terminus of Interstate 710 (I-710 Corridor) and 7th Street to the north, Shoreline Drive to the south, the I-710 corridor and Port of Long Beach to the west, and Atlantic Avenue to the east. The

² City of Long Beach, *Long Beach General Plan*. October 2013. Accessed on March 25, 2022.

https://www.longbeach.gov/globalassets/lbds/media-library/documents/orphans/mobility-element/320615_lbds_mobility_element_web

³ City of Long Beach, *Long Beach Bicycle Master Plan Update*. December 2016. Accessed on March 25, 2022.

<https://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/bicycle/>

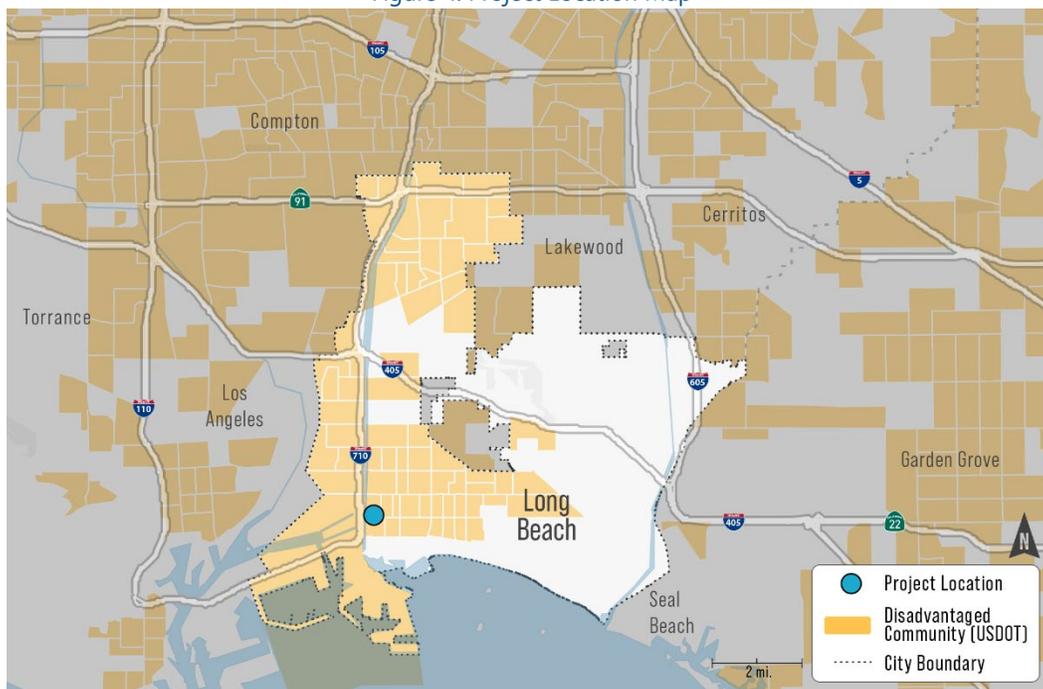
⁴ City of Long Beach, *Long Beach Safe Streets Action Plan*. July 2020. Accessed on March 25, 2022.

<https://www.longbeach.gov/globalassets/go-active-lb/media-library/documents/programs/safe-streets-lb-action-plan--final>

Shoreline Drive Gateway Project is centered at 33.76958, -118.20225, in the Los Angeles-Long Beach-Anaheim, California Census-Designated Urban Area (UA 51445). **Figure 4** shows the project location within the City of Long Beach and the surrounding areas.

The entire Project is within Census tracts that are in USDOT-designated Historically Disadvantaged Communities (Census tracts 5759.01, 5759.02, 5760.01, 5762), and is also within two Census tracts that are USDOT-designated Areas of Persistent Poverty and federally designated Opportunity Zones (Census tracts 5759.01 and 5762). The Project is also within California’s Disadvantaged Communities as identified by CA Senate Bill 535 and the CalEnviroScreen 4.0 assessment tool⁵, a methodology that identifies California communities that are disproportionately burdened by multiple sources of pollution within the context of advancing equity and environmental justice.

Figure 4. Project Location Map



3 MERIT CRITERIA

3.1 EQUITY, ENVIRONMENTAL JUSTICE AND COMMUNITY ENGAGEMENT

The Project has multiple sustainability elements that support the goals of the RCP program. One of the primary components is the shifting of Shoreline Drive to the west. Not only will this improve roadway safety, but it will also create open space that will create a sizeable “green” buffer between the Ports of Long Beach and Los Angeles, the I-710 Corridor, and the freight rail networks that connect the Ports to the rest of the country. Communities in Downtown Long Beach and the Willmore neighborhood of Long Beach bear a significant pollution burden compared to the rest of the City. Three of the four Project area Census tracts are in the 80th percentile for CalEnviroScreen 4.0, a statewide measure that evaluates the disproportionate impacts of pollution in California⁶. By creating a connected network of bicycle and pedestrian facilities, mode choice and the associated emissions reductions will benefit the health and well-being of residents in the area, and the Project

⁵ CalEnviroScreen 4.0, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

⁶ CalEnviroScreen 4.0, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

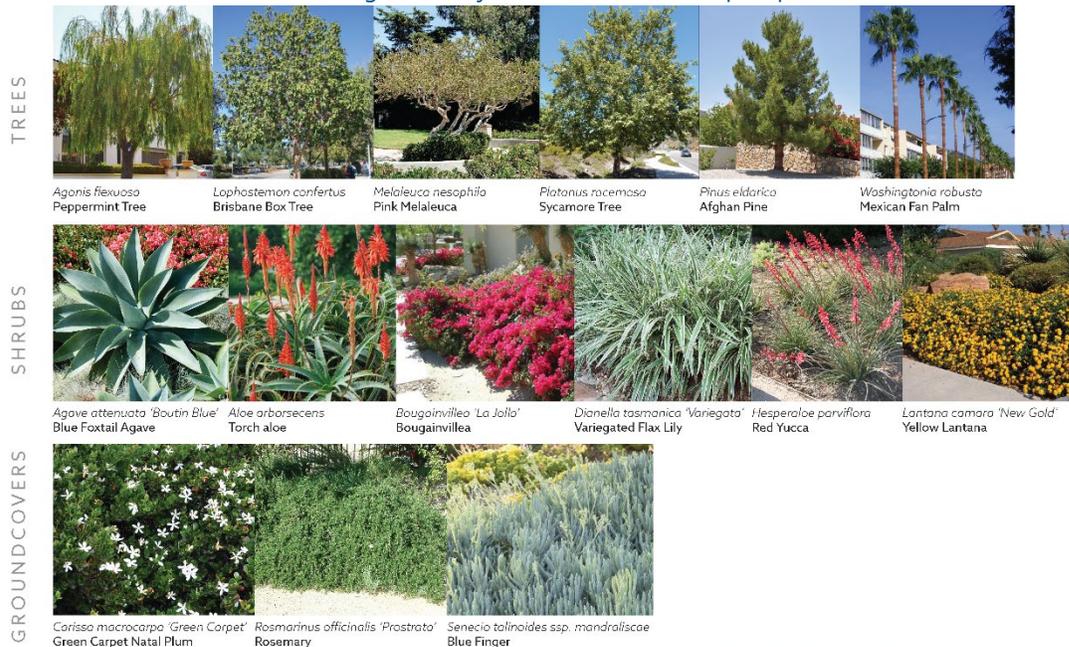
will reduce air pollution and greenhouse gas emissions by inducing additional bicycle or walking trips in the area, modes that disadvantaged communities with limited vehicle availability in the Project area depend on.

Some of the estimated emission reductions over twenty years include:

- » 5,354 metric tons of CO₂
- » 2.6 metric tons of NO_x
- » 0.1 metric tons of SO_x
- » 0.1 metric tons of PM_{2.5}

These emissions, and others, will no longer be emitted into a community that is already experiencing a high pollution burden. To help offset CO₂ emissions the Project and other nearby sources, Southern California native, drought tolerant landscaping will be planted that sequester more CO₂ than traditional plant palettes, and minimize the need for additional irrigation (**Figure 6**).

Figure 5. Project Plant Palette – Sample Species



The Project is also aligned with the City’s Climate Action Plan⁷ (LB CAP), which lays out a vision and concrete actions for how Long Beach can address climate change and its associated public health disparities, equitable enhancement of economic opportunities, and plan for a future built on sustainability and resilience. The LB CAP identifies several actions to address specific climate change adaptation and resiliency goals that the Project achieves:

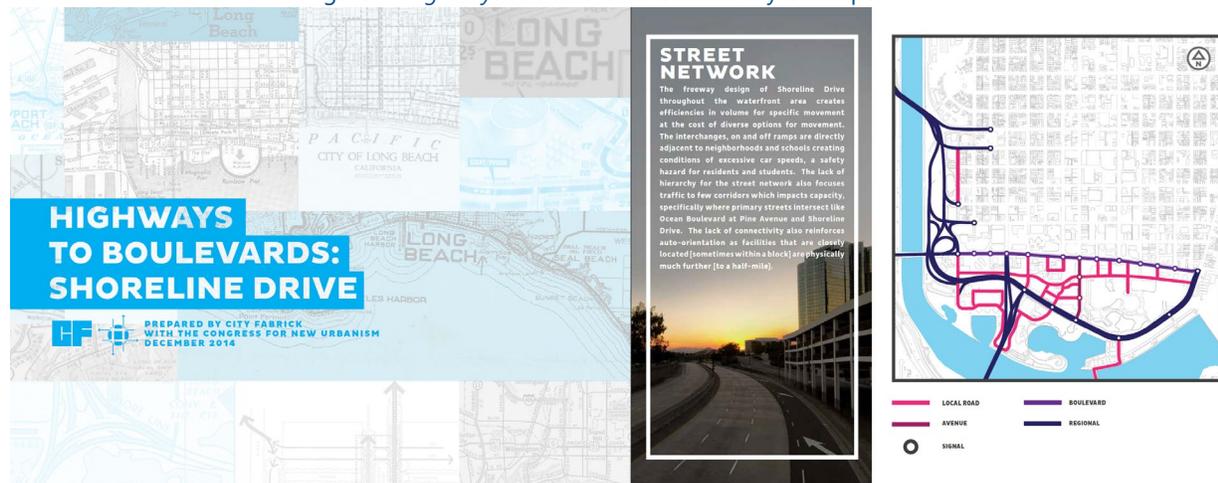
- » The Project’s new landscaping and creation of green open space will create low carbon, climate resilient buildings and neighborhoods by enhancing and expanding urban forest cover and vegetation (*LB CAP Action EH-3*)
- » The Project’s storm water elements and connection to LB-MUST will increase rainfall capture to maximize local water supplies, and increase the use of recycled/grey water for non-potable use (*LB CAP Actions DRT-4 and DRT-5*)
- » New bicycle and pedestrian infrastructure will help minimize the carbon footprint of residents and businesses by offering alternatives to motorized vehicle transportation (*LB CAP Actions T-2, T-3*)

⁷ City of Long Beach. *Long Beach Climate Action Plan*. January 2021. https://longbeach.gov/globalassets/lbds/media-library/documents/planning/lb-cap/adopted-lb-cap_-aug-2022. Accessed October 1, 2022

The LB CAP was adopted by the Long Beach City Council On August 16, 2022, and certified the plan's Final Environmental Impact Report (FEIR) as required by the California Environmental Quality Act (CEQA) on August 17, 2022.

The Project also conducted substantial public outreach around the project, and engaged with numerous local community-based organizations to incorporate their feedback and needs into the final design. The original concept for the Project included many elements from a project that was a partnership between a local non-profit design firm, City Fabrick, the Congress for New Urbanism, and the California Endowment. *Highways to Boulevards: Shoreline Drive*⁸ proposed a vision of Shoreline Drive and the Long Beach waterfront that promoted safe streets, open spaces for people, and economic vibrancy that supported the diverse collection of neighborhoods and commercial districts in the area (Figure 7). The City also included information sharing about the Project and the gathering of feedback when conducting outreach for the Drake/Chavez Park Master Plan, and during project-specific outreach for LB-MUST. Key community needs in those outreach efforts included creating safe communities, improving access to parks and other public spaces, and mitigating the impacts of the Ports of Long Beach and Los Angeles. The Shoreline Drive Gateway supports all of those community-driven elements as integral parts of its design and overall intent.

Figure 7. *Highways to Boulevards* Community Conceptual Plan



3.2 MOBILITY AND COMMUNITY CONNECTIVITY

The Shoreline Drive Realignment Project stems from a broader effort to transition a post-WWII high-speed highway alignment into a lower-speed, community-friendly roadway. The realignment of Shoreline Drive began with the concern that the existing roadway is a major barrier to accessing community assets and is a safety hazard for those seeking to reach community park space, Downtown Long Beach, or other nearby destinations. West Long Beach also experiences a disproportionate number of the City's fatal and severe traffic collisions, with many of its major intersections and streets being identified as part of City's Vision Zero High-Injury Network⁹, targeting them for near-term safety improvements.

⁸ City Fabrick. *Highways to Boulevards: Shoreline Drive*. December 2014.

<https://www.dropbox.com/s/smwul21lymnu7wf/14-1214%20CF%20Shoreline%20Concept.pdf?dl=0>. Accessed March 28, 2022

⁹ Ibid. <https://www.longbeach.gov/globalassets/go-active-lb/programs/safe-streets-lb-action-plan---07-07-20v2>

Figure 8. Northbound Shoreline Drive Connector to I-710 at Golden Park



The west portion of the roadway separates the existing and heavily utilized Cesar E. Chavez Park from Golden Park, a larger expanse of green space that has no existing access points. People trying to access the park must cross northbound Shoreline Drive, a three-lane, 50 MPH roadway with no crosswalks (Figure 8). The south portion of the roadway acts as a barrier between the central area of the City and the Pacific Ocean, preventing easy and safe access to the recreational areas along the waterfront.

The existing design of Shoreline Drive has motorists navigating horizontal curves at a high-speed to enter and exit the roadway. The Project's safety approach stems from past collisions both along Shoreline Drive and on Shoemaker Bridge, which will be replaced with a new bridge following Project completion. Three new traffic signals along Shoreline Drive will divide the corridor into shorter roadway segments that limit opportunities for speeding, providing a safe, reliable driving and walking environment for future users.

Several other safety countermeasures besides the roadway realignment were incorporated into the Project to address these issues and others. Northbound Shoreline Drive will be retrofitted as a Class I bike path to allow for safe movement of pedestrians and bicyclists through the park space. A future planned project would expand the amenities and resources of Cesar E. Chavez Park to the north and west, creating a contiguous 80-acre open space for a neighborhood that currently has limited options for accessing regional parks.

Figure 9. Southbound Shoreline Drive Connectors at Broadway



A sidewalk will be added on southbound Shoreline Drive to close gaps within the existing pedestrian network. The highway on-ramp at 3rd Street will be removed, redirecting high-speed traffic away from the nearby Chavez Elementary School. At Broadway (Figure 9), the existing off-ramp and U-turn connector will be replaced with a signalized intersection, to create a safer, more direct route with multi-modal connections to access The Pike commercial district and other destinations in Downtown Long Beach.

7th Street is one of the busiest major arterials in the City of Long Beach. It spans the entire city from east to west, with several commercial districts and a mix of medium-density housing, with congestion during the peak hours and high speeds during the off-peak. Through the Project area, 7th Street will be reconfigured from a one-way roadway to two-way travel. Edison Elementary School is between 6th Street and 7th Street, within 400 feet of the 6th and 7th Street highway access ramps. Drivers frequently drive above the 30-mph speed limit along 7th Street, accelerating to highway speeds in the last few blocks before the highway on-ramp. This abrupt change in speed limits creates conflicts between vehicles, school children, and residents who walk in the area. The conversion of 7th Street to two-way traffic will have a traffic calming effect, providing safe routes to schools and other nearby destinations to the north and south.

The Project will also re-time all traffic signals along 7th Street, synchronizing timing to match the 30-mph speed limit. Dedicated left turn pockets and leading pedestrian intervals (LPI) will be implemented to give pedestrians a visible head start and reduce potential conflicts. Together, these safety improvements will help to address the 340 collisions on 7th Street that occurred between 2014-2020.

New bicycle facilities will be installed across the whole project area. A median-protected Class IV cycle track will be added to Golden Shore between Ocean Boulevard and the driveway south of Shoreline Drive. This will connect to the new signalized intersection at Golden Shore and Shoreline Drive, which will control vehicle speeds on Shoreline Drive, and allow cyclists to safely and comfortably cross Shoreline Drive to access amenities located adjacent to the Pacific Ocean. The Project will also connect to existing Class IV cycle tracks on Broadway and 3rd Street to Shoreline

Drive, and install a shared use path on Golden Shore from Ocean Boulevard to Broadway. By adding these elements, the Project will create protected and direct, non-motorized access between neighborhoods north of 7th Street to the Civic Center and the Pike commercial district.

The Shoreline Drive Gateway Project will directly improve the options for affordable, accessible transportation for residents and visitors to the City of Long Beach. New bicycle and pedestrian facilities will provide direct connections to Downtown Long Beach, nearby beaches and tourist attractions, the regional Los Angeles River Bicycle Path and surrounding residential neighborhoods. In addition, the Project's design features off-street multi-use paths or physically protected cycle tracks in the roadway with new sidewalks where they previously did not exist. These types of active transportation facilities, sometimes called "8-80 Streets", are more comfortable and attractive for users of all ages, abilities, or with different types of mobility needs (Figure 10). The enhanced protection and separation from traffic will make the Project's improvements more likely to be used by families riding bicycles together or walking, by children traveling to school, or individuals with additional needs such as ADA-compliant curb ramps, and audible pedestrian push buttons.

Figure 10. Golden Shore and Shoreline Drive Project Improvements



All of the Project's safety elements were developed with the Safe System approach, focused on eliminating death and serious injury on streets, minimizing speeds and creating multiple layers of protection for all road users. Numerous corridors in the Project area are on the High-Injury Network, corridors in the Safe Streets Long Beach Vision Zero Action Plan (See Figure 11), which outlines City's goal of eliminating traffic deaths in Long Beach by 2026. The Project will deliver on a shared vision of mobility through thoughtful roadway design and infrastructure elements that are self-enforcing and restore safe access for people across former community barriers.

The improvements will also make it possible for people to travel throughout the Project area without owning or using a car for trips. The Project will create a high-quality, interconnected network for pedestrians and cyclists, allowing them to travel directly to and from their destinations, without having to detour around unimproved corridors that do not meet their mobility needs or provide adequate comfort levels.

The same is true for automobile travel in the Project area, especially along Shoreline Drive and 7th Street. New, direct two-way connections along Shoreline Drive to 3rd Street, Broadway, and Golden Shore will reduce indirect travel routes with optimized signal timing that promotes more efficient

travel at lower speeds, and improve safety by reducing cut-through travel and wrong-way driving along previously one-way streets.

Figure 11. Long Beach High-Injury Network



By installing new multi-modal transportation infrastructure throughout the Project area, transportation choices are immediately expanded for individuals living and traveling through the area. The elimination of northbound Shoreline Drive as a physical barrier to open space greatly enhances opportunities for residents to access Golden Park, as well as the future Drake/Chavez Park expansion planned in the area. **Figure 12** shows the plan for full implementation of these projects. To reach a regional park of similar size, residents must drive 4 to 8 miles across the City to reach either Recreation Park or El Dorado Park. By restoring open space access and connectivity to other parts of West Long Beach, the Project will put an 80-acre park within a 5-15 minute trip of nearby neighborhoods, regardless of whether they are walking, pedaling or driving. This will also reduce the vehicle-miles traveled and congestion generated from those crosstown trips, eliminating over 13 million miles of driving and over 6 million hours of driving time over twenty years.

The Project will also allow active transportation users to more easily access the Los Angeles River Path, a regional Class I trail that provides direct access to North Long Beach, and the cities of Compton, Paramount, Maywood and other destinations throughout Los Angeles County. This

increased connectivity will allow residents who are employed in these areas to be less reliant on the automobile as their primary mode of transportation, and will be able to walk, bike, or more easily access transit. This can reduce the physical, economic, and health costs that are associated with having to own and drive a car for most transportation needs. The Project's improvements are also being implemented in historically disadvantaged communities, whose residents will benefit from access to alternative transportation choices.

When completed, the Project will also create safer, more direct access across 6th and 7th Streets, which previously were major barriers to the adjacent neighborhoods. It will also connect directly to the Coastal Bike Trail Connector, a grade separated bicycle and pedestrian path that allows access to the Mark Bixby Memorial Bicycle and Pedestrian Path, a community-driven Class I path that is part of the new International Gateway (Gerald Desmond) Bridge, a project of national significance that is a regional draw for tourists, bicyclists and pedestrians.

3.3 COMMUNITY-BASED STEWARDSHIP, MANAGEMENT, AND PARTNERSHIPS

The development of the Shoreline Drive Gateway Project was a comprehensive process that incorporated input and direction from a multitude of local, regional and state partners, as well as from local public, private, and community-based organizations. Originally conceived as a single project that would replace the Shoemaker Bridge as part of the South I-710 Corridor Project, the Project's goals include creating a safer street environment, restoring access to Golden Park and creating active transportation facilities that complemented past investments. Even after it was separated from the Shoemaker Bridge Project so that its benefits could be delivered sooner and with lower cost and risk, it maintained its strong partnerships.

Agency partnerships include the Los Angeles County Metropolitan Transportation Authority (LA Metro), which included the Project as part of its set of I-710 Early Action projects, and provided \$9 million in Measure R local tax revenue to support the planning, environmental and design work on the Shoreline Drive Gateway. The Project is also supported as part of the California Department of Transportation's broader set of projects around the I-710. This included incorporating design aspects further upstream on the I-710 that complemented the changes proposed by the Project.

The City also sought feedback from the Downtown Long Beach Alliance (DTLBA), a business development district organization that works to support commercial success in Downtown Long Beach and the surrounding communities. The Project will support access to jobs and businesses that are members of the DTLBA. Another partner was the Willmore Neighborhood Association, which was another neighborhood group that ensured that the project delivered its benefits to their residents that were north of the Project area.

Figure 12. Vision for the Drake/Chavez Master Plan and Shoreline Drive Gateway



Long Beach is also one of the few cities that has a division explicitly dedicated to listening to the community and catalyzing actions that address racial injustice in Long Beach. The Office of Equity is responsible for educating all City staff on diversity, equity and inclusion policies and guiding use of the City's Equity Toolkit¹⁰, which ensures that staff apply an equity lens to all aspects of their work, both internally and when engaging with community members. The City also follows a set of visioning documents, policy goals and performance measures that make up its landmark Framework for Reconciliation¹¹, which sets clear benchmarks, identifies funding sources, and advances racial equity in the City of Long Beach. The Framework drives initiatives that address inequity through programs that apply economic inclusion, place-based neighborhood improvements, climate action and adaptation, housing security and violence prevention, improving economic, health, educational, and health outcomes for Black communities and communities of color in Long Beach.

3.4 EQUITABLE DEVELOPMENT AND SHARED PROSPERITY

During the Project's development and design, nearby residential and business communities were thoughtfully engaged with on a regular basis through a variety of methods and forums described in Section 4.3. However, the City also has a plan to minimize the impact of the Project's construction on unhoused individuals that have established informal communities in and around the Project area. The Long Beach Department of Health and Human Services is part of an interdepartmental team that supports policy development and service coordination as part of the capital project delivery process, including the City's Homeless Services Bureau (HSB). The HSB, which operates with a "housing first" approach, is already engaged with unhoused communities in the Project area, and operates the Multi-Service Center (MSC), which houses 12 public and private organizations that provide comprehensive supportive services to promote progress towards permanent housing and self-sufficiency for more than 25,000 visitors every year.

¹⁰ City of Long Beach. Long Beach Equity Toolkit. <https://www.longbeach.gov/globalassets/health/media-library/documents/healthy-living/office-of-equity/city-of-long-beach-office-of-equity-toolkit>. June 2020. Accessed April 3, 2022

¹¹ City of Long Beach. Framework for Reconciliation. <https://longbeach.legistar.com/View.ashx?M=F&ID=8595273&GUID=107D5EFA-D10F-4444-B35A-3E7C272887BD>. June 9, 2020. Accessed April 4, 2022

The HSB has experience coordinating with project management teams that deliver large capital projects, and has an outreach and service program blueprint based on a previous project that will provide both direct support and connections to additional services. HSB staff are already working with other City departments to conduct quarterly site visits with team members that are focused on first supporting the transition of unhoused individuals to one of the City-owned “Project HomeKey” motels that provide non-congregated housing, and then providing case management, physical/mental health services, employment programs, and eventually, longer term or permanent housing. All of these services are provided under a set of core principles oriented around an identity-affirming, trauma-informed and person-centered approach. The City’s “housing first” and Project approach has been successful since it was started, and was recently awarded \$30 million to expand the program.

The Project’s construction contract and future maintenance needs will also support the creation of new, well-paying jobs that have the opportunity to employ local residents within their community and the City of Long Beach. The new roadway and future park facilities will require additional staff to maintain them, create and run programming in the park spaces, and administrative support for all of these activities. Many classified City staff positions in administration, maintenance and programming are represented by organized labor unions, which protect the interests, job benefits, and overall well-being of their members.

When completed, the Shoreline Drive Gateway Project will create additional economic opportunities for businesses, the local economy and tourism in Long Beach. The Project’s connections along Shoreline Drive, Broadway and 3rd Street lead directly to Downtown Long Beach, which features a growing number high-density residential developments, thriving commercial districts and a regional cultural arts scene, all of which attract regional, national and international visitors to Long Beach. There were over 1.5 million visitors to Long Beach in 2021¹², a number that is only expected to grow as the city recovers from the COVID-19 pandemic. The Project’s improvements will create mobility options and enhance connections to parks, civic institutions and other destinations, which will also attract new residents to the rapidly growing downtown.

The City of Long Beach also utilizes Project Labor Agreements (PLAs) that are negotiated on a regular basis with local building and construction trade unions to ensure that capital projects will pay a fair wage to workers. PLAs also provide a mechanism to incorporate fair hiring practices, training opportunities, benefits, and other best practices for all workers and on-the-job trainees. The City of Long Beach’s procurement policies also require that any contract over \$100,000 requires the use of union labor. The City also adopted a local hire preference ordinance that is in place for all procurement processes (Purchasing Ordinance 09-0015¹³) as a policy for all City departments to ensure that spending tax and fee revenue goes back to supporting local jobs and businesses.

The City has previously studied the indirect effects of implementing complete streets and active transportation infrastructure on local businesses. The City’s Economic Development staff reviewed tax revenues on the Broadway corridor before a roadway reconfiguration and protected cycle track was installed¹⁴. They found that in areas where the cycle track was installed, sales tax revenue rose 24% in the four years after completion (2016-2019), while the corridor’s overall tax revenue

¹² Downtown Long Beach Alliance. *2021 Quarter 4 Residential Snapshot Report*. January 2022.

https://downtownlongbeach.org/wp-content/uploads/2021_DLBA_Q4_highres.pdf. Accessed 4/10/2022

¹³ <http://longbeach.legistar.com/View.ashx?M=F&ID=662697&GUID=C2569728-D15F-47FA-865B-69FD1BF7C2E6>

¹⁴ <http://longbeach.legistar.com/View.ashx?M=F&ID=10917969&GUID=63017E43-8827-4734-A348-DB02A3305BCE>

generation was flat (<1%) and areas without the project actually saw a decline in sales tax revenue of 4.6% across the study period. In tandem with the Project, an incoming redevelopment of existing office towers at Golden Shore and Ocean Boulevard (Figure 13) will create linkages throughout the area, rather than the existing Shoreline Drive “concrete canyon” south of Ocean Boulevard.

Figure 13. Future Redevelopment at Golden Shore



The Project also will provide a connection to the recently completed South Waterfront Bicycle and Pedestrian Path, which connects downtown Long Beach to commercial uses in the Harbor District, including the Queen Mary, Carnival Cruise Line ship terminal, hotels, restaurants and scenic walking and bicycle paths along the California Coastal Trail and Rainbow Bay. The Project will support better access to these businesses and public amenities that help drive the local economy and support local businesses.

The City has also recently updated its five-year Infrastructure Investment Plan¹⁵ (IIP), a \$150 million dollar list of prioritized projects and improvements that will maintain a state of good repair across all of its public infrastructure. The IIP will likely utilize a City bond to generate funding, includes \$105 million set aside for street and sidewalk repairs and general maintenance, \$7 million for storm water protection and water conservation, and \$18 million for parks. The City also conducts a regular inventory of all City assets, tracking short-term repair needs and planning for longer term investments. By avoiding deferred maintenance for public assets before they degrade to the point of needing to be replaced, expensive repairs or failure of assets are avoided, and the safety and longevity of public infrastructure is improved. The maintenance across the city is also prioritized based on equitable investment, ensuring that capital investments are also targeted towards neighborhoods that have seen less upkeep of public property in the past.

4 PROJECT READINESS

With the requested \$30 million in federal funding from the RCP grant program, the City is prepared to begin construction on the proposed Shoreline Drive Project in November 2023.

¹⁵ City of Long Beach. Infrastructure Investment Plan, FY 2022.
<https://www.longbeach.gov/pw/resources/infrastructure-investment-plan/>. Accessed April 5, 2022

4.1 TECHNICAL FEASIBILITY

The Project is a component of the City's FY 2022 Capital Improvement Plan, and has been developed in coordination with general public and related stakeholders, including Caltrans, LA Metro, the Gateway Cities Council of Governments, and the Port of Long Beach. While there were several design alternatives evaluated during project development, environmental review and public input processes, this iteration was selected as the most feasible for the following reasons:

Near-Term Improvements to Safety, Mobility and Open Space: The selected design allows for the realignment of Shoreline Drive ahead of the replacement of the Shoemaker Bridge. This will realize the immediate safety benefits of the consolidated Shoreline Drive and new bicycle and pedestrian elements throughout the project area. It also decouples the redevelopment of Cesar Chavez Park from the Shoemaker Bridge replacement, and allows the benefits of expanded park access to occur on an accelerated timeline, as well as creating access to the Los Angeles River Path. ITS improvements on Shoreline Drive and 7th Street will improve travel reliability and safety on these major arterials in the City of Long Beach. Completing these ahead of the main Shoemaker Bridge replacement will avoid additional risk factors, eliminate additional site constraints, and limit potential delays that could occur if both projects were constructed simultaneously.

Supports Adjacent Federal Infrastructure Investments: Completion of the Shoreline Drive Gateway, a critical link in the Shoemaker Bridge Replacement Program, will complement other federal investments made in the City of Long Beach. The Project's bicycle and pedestrian components will also create direct connections to two federally-funded active transportation projects: the Coastal Bike Trail Connector and Mark Bixby Memorial Bike & Pedestrian Path on the Long Beach International Gateway (Gerald Desmond) Bridge.

Project Management Protocols: The City has several project management toolkits that it uses to ensure successful delivery of its capital program. The first is a comprehensive project management manual that details the steps that Public Works staff would take at each phase of the project. This includes specific workflows for grant management, federal regulations, labor compliance and other critical project elements. The Project Management Manual also clearly defines the roles and responsibilities for all City staff assigned to the project, broken down by project phase and specific activities, and details requirements for progress reporting, records retention, and audit procedures.

4.2 PROJECT SCHEDULE

The Project schedule presented in **Table 1** demonstrates the Shoreline Drive Gateway's readiness to move forward to design completion and construction. The Project has already achieved environmental clearance at the state level (Final Environmental Impact Report was certified on 8/20/2020) and federal level (Environmental Assessment-Finding of No Significant Impact was certified 06/30/2020). The Project is currently at 65 percent design, and is anticipated to be ready to advertise for construction in January 2023.

After obligation of RCP funds, construction will begin shortly thereafter, and is scheduled to take approximately 24 months to complete. Wherever possible, the City will seek to complete milestones concurrently to realize time savings for the Project's schedule. The Project's schedule assumes an additional six months from the current schedule to obligate federal funding with the assigned modal agency under USDOT.

Table 1. Project Schedule

Action	Timeframe
Environmental Clearance	Initiated April 1, 2016 <u>Approvals Received</u> <ul style="list-style-type: none"> • CEQA – FEIR, received 4/21/2020 • NEPA – EA-FONSI received 6/30/2020
95% Design	January 2022 – November 2022
Final (100%) Design	December 2022 – April 2023
Permits	<u>Required Permits</u> <ul style="list-style-type: none"> • Building Permit (City of Long Beach) • Storm Water Permit (Los Angeles County) • Reclaimed Water Permit (Long Beach, Health and Human Services) • Local Coastal Development Permit (California Coastal Commission)
Right-of-Way & Easements	December 2022 – May 2023
Funding Obligation	June 2023 - August 2023
Construction Bid/Award	August 2023 – October 2023
Construction	November 2023 – November 2025
Project Closeout	December 2025 – May 2026

4.3 REQUIRED APPROVALS

4.3.1 NEPA STATUS

The Project has cleared both state and federal environmental permits through a joint CEQA/NEPA Environmental Impact Report/Environmental Assessment (EIR/EA) document, which was completed in 2020. The NEPA approval was determined to be a Finding of No Significant Impact (EA-FONSI), which was certified on June 30, 2020.

4.3.2 ENVIRONMENTAL PERMITS AND REVIEWS

The Project received State environmental clearance in April 2021 as a certified Final Environmental Impact Report (FEIR). Approval of a Local Coastal Development Permit (LCDP) is already underway; the Long Beach City Council approved the pursuit of the LCDP on June 1, 2021¹⁶. The City has an expedited internal project review process that is applied for City projects to reduce permitting delays for capital improvements.

4.3.3 OUTSIDE AGENCY PLANS AND REVIEWS

The Project is part of the following plans and programs from other local and regional agencies:

Federal Transportation Improvement Program: This Project is included in the 2021 Federal Transportation Improvement Program (FTIP ID #LA0G830)¹⁷. The Shoreline Drive realignment is included as part of the Shoemaker Bridge project and is included in the FTIP as Project # LA0G830.

Southern California Association of Governments 2020 Regional Transportation Plan: Connect SoCal 2020-2045 is the RTP/SCS for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while

¹⁶ <http://longbeach.legistar.com/View.ashx?M=F&ID=9453220&GUID=AE205DC8-C404-44F8-9215-E7CA1DE8FCE2>

¹⁷ <https://scag.ca.gov/sites/main/files/file-attachments/f2021-ftip-project-listing-a.pdf?1614887998>

qualifying for federal and state funding. The Project is also incorporated into the latest SCAG RTP/SCS as Project #LAE0701¹⁸.

City of Long Beach Capital Improvement Plan: The Capital Improvement Program (CIP) represents the City's short-range, strategic capital investments.¹⁹ The Shoreline Drive realignment is part of the larger Shoemaker Bridge Replacement project, and is part of a set of coordinated and complementary capital projects in the Downtown and Willmore neighborhoods.

LA Metro 2020 Long Range Transportation Plan: The 2020 Long Range Transportation Plan (LRTP)²⁰ provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The Project was developed in conjunction with the I-710 South Corridor program of projects, and included as an Early Action project to be completed in partnership with local jurisdictions adjacent to the I-710 Corridor.

4.3.4 PROJECT PERFORMANCE TRACKING

The City is prepared to regularly track performance indicators for this project and incorporate them into the regular quarterly reporting requirement. Performance measurement data will be collected prior to construction, quarterly during project construction, and after project completion prior to close-out. All performance measures will be summarized in an outcomes report upon completion of the project, and ongoing performance measures will be reported on until the end of the post-delivery period. The City currently manages over \$303 million in federal funds, and is very familiar with the processes and regulations required to deliver a federally-compliant project.

4.3.5 PROJECT RISK ASSESSMENT AND MITIGATION STRATEGIES

As part of the overall Shoemaker Bridge Program of projects, a risk assessment will be conducted for the Shoreline Drive project area. The City of Long Beach measures all risks associated with a project and documents them prior to the beginning of the construction process to ensure an accurate anticipation of project budget and schedule. A regularly updated risk register is used to assess overall risk from multiple inputs and determine what potential mitigations may be required. To date, the City has identified some of the material risks that may impact the project listed below, along with the proposed mitigation.

- **Project Cost-** An appropriate level of staffing, resources and contingency funding are committed to the Project, and the City can draw on both City Staff and on-call consultant contracts to provide support as needed. The Project will also undergo a full risk and constructability assessment during final design, to avoid any procurement delays and identify project elements that could potentially lead to cost increases.
- **Utility Coordination & Relocation-** The City has already begun coordination efforts with SoCal Edison, Frontier Communications, and LB Water regarding the potential utility relocations involved to ensure stakeholder awareness of the project and expediting the utility relocation process.
- **Permitting Delays-** Experience with grant funded projects and advanced design work will limit the possibility of delays due to permitting. Coordination has already been started with Caltrans, Los Angeles County, and the California Coastal Commission on remaining required permits and approvals for the Project.

¹⁸ https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_project-list_0.pdf?1606000813

¹⁹ <https://www.longbeach.gov/globalassets/pw/media-library/documents/resources/general/capital-improvement-plan/capital-improvement-plan/fy-22-adopted-cip-book>

²⁰ <https://www.metro.net/about/plans/long-range-transportation-plan/>

5 BENEFIT-COST ANALYSIS

5.1 PROJECT BENEFITS

The Project will install new sidewalks, bicycle facilities, and Class I bike paths. These will in turn incentivize and encourage more active transportation users. The project includes many safety benefits, including a completely new traffic signal on 7th Street, one of the busiest corridors in the City, the additional pedestrian and bike facilities mentioned above, and an elimination of dangerous and speedy ramps going to and leaving from Shoreline Drive. These will combine to significantly reduce crashes along the corridor. Vehicle trips, with related GHG emissions, and congestion will be reduced, with more direct access to the local street network, and reduced travel distance to regional parks.

The Project's total cost is \$69,174,000, with a total RCP request of \$30,000,000 to fund the Project's eligible costs of \$60,000,000. Overall, the project has a BCR of **1.13** and a net present value (NPV) of **\$7.6 million** in 2020 dollars. The Project's alignment with the FY 2022 RCP program's goals and merit criteria, positive net present value, and demonstrated benefits to disadvantaged communities and Areas of Persistent Poverty make it a priority for all involved stakeholders. The project also has many qualitative benefits that are not directly monetized, but outline clear justification for the Project. Relocating Shoreline Drive and transitioning portions of the street to surface level intersections will help to make the roadway less of a barrier to the existing historically disadvantaged communities by devoting 100% of resources and benefits to overburdened communities, correcting past injustices and promoting racial equity and environmental justice. The availability of expanded open space and creation of unique community spaces will contribute to the quality of life and sense of place that help cities thrive and grow. It will support the growing development of Downtown Long Beach, creating an interconnected street network with shorter travel lengths, improved safety for pedestrians and bicyclists, and better access to recreational facilities may help to support overall community health and a sense of place. The Project will also support access expanded park space, reclaim storm water, and is supportive component of the future Shoemaker Bridge Replacement.

6 REGULATORY COMPLIANCE

The City of Long Beach certifies that it will comply with the administrative requirements of the 2022 RCP program, pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201, as well as the additional requirements in Sections F.2 and F.3 of the Notice of Funding Opportunity.

6.1 DOMESTIC PREFERENCE

With any significant project like the Shoreline Drive Gateway, the procurement, contracting and administrative requirements are developed and finalized during the design process, well in advance of being released for bid or the start of construction. This is essential to mitigating schedule risk associated with production and transportation lead times, and discourages supplier collusion or price fixing. The City of Long Beach has extensive experience with federally funded programs, and has demonstrated compliance with the Buy America Act and other federal domestic preference requirements.

6.2 FEDERAL WAGE RATE CERTIFICATION

The City of Long Beach certifies that it will comply with the federal wage rate requirements found in subchapter IV of Chapter 31 of Title 40, United States Code, as instructed by the 2021 Infrastructure Investment and Jobs Act.

SHORELINE DRIVE REALIGNMENT PROJECT

The southern segment of the I-710 Freeway, known as the Long Beach Freeway, extends over the LA River where it becomes Shoreline Drive and continues as an urban freeway into Downtown Long Beach. The City of Long Beach proposes to realign Shoreline Drive and reconfigure the urban freeway into a beautifully landscaped local arterial roadway serving as the Gateway Corridor to better connect residents, visitors and workers to the Pacific Ocean and the heart of Long Beach. The project is the first phase of Shoemaker Bridge Replacement Project which is an Early Action Project of the Interstate 710 (I-710) Corridor Improvement Project.

The realignment of Shoreline Drive will:

- Create a more functional park space of within Cesar Chavez Park.
- Create a more cohesive neighborhood.
- Meet the needs for projected increased demand for non-motorized transportation facilities with the City.

The existing northbound (NB) and southbound (SB) roadbeds of West Shoreline Drive are currently separated by Cesar E. Chavez Park and the Southern California Edison (SCE) Seabright Substation. The NB roadbed will be removed, and the former alignment will be integrated into Cesar E. Chavez Park. The existing SB roadbed, located adjacent to the LA River, will be reconfigured and widened to allow two-way traffic between Ocean Boulevard and 7th Street. The existing Golden Shore Bridge over Shoreline Drive will be removed, and a new controlled intersection will be created at West Shoreline Drive and Golden Shore. A new controlled intersection will also be introduced on West Shoreline Drive at the termini of West Broadway. The portion of West Broadway from West Shoreline Drive to Maine Avenue, including its grade separation structure, will be removed and replaced with a two-way traffic from West Shoreline Drive to Magnolia Avenue. Third Street, which currently carries one-way traffic in the westbound direction, will be reconfigured to allow for two-way traffic between Golden and Magnolia Avenues. The section of 3rd Street that curves into the park will be removed and converted into usable park space. Additionally, Seventh Street will be converted from a one-way street into a two-way street to match the street configuration west of Atlantic Avenue.

Additionally, Seventh Street will be converted from a one-way street into a two-way street to match the street configuration west of Atlantic Avenue.

Preliminary engineering, environmental studies and final design have been funded with Metro's Los Angeles County transportation sale tax Measure R. Additional funding of approximately \$100M is being sought for right-of-way, utility relocations and construction costs.



Summer 2020

PROJECT REPORT AND ENVIRONMENTAL DOCUMENT APPROVED

Late Fall 2020

BEGIN FINAL DESIGN

Late Fall 2021

65% CONSTRUCTION DOCUMENTS

Spring 2022

95% CONSTRUCTION DOCUMENTS

Late Summer 2022

100% CONSTRUCTION DOCUMENTS



CITY OF
LONG BEACH

WEST LONG BEACH VISION PLAN GATEWAY CORRIDOR



SHOEMAKER BRIDGE REPLACEMENT



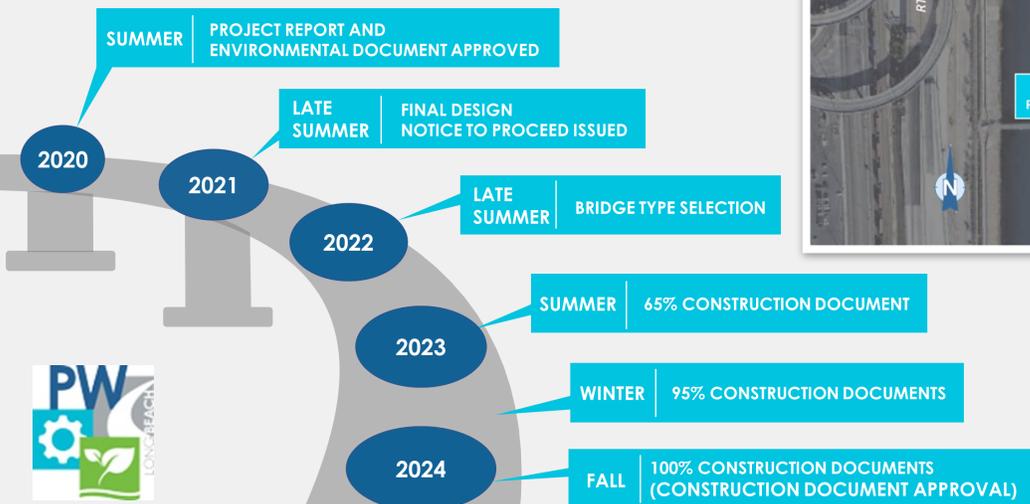
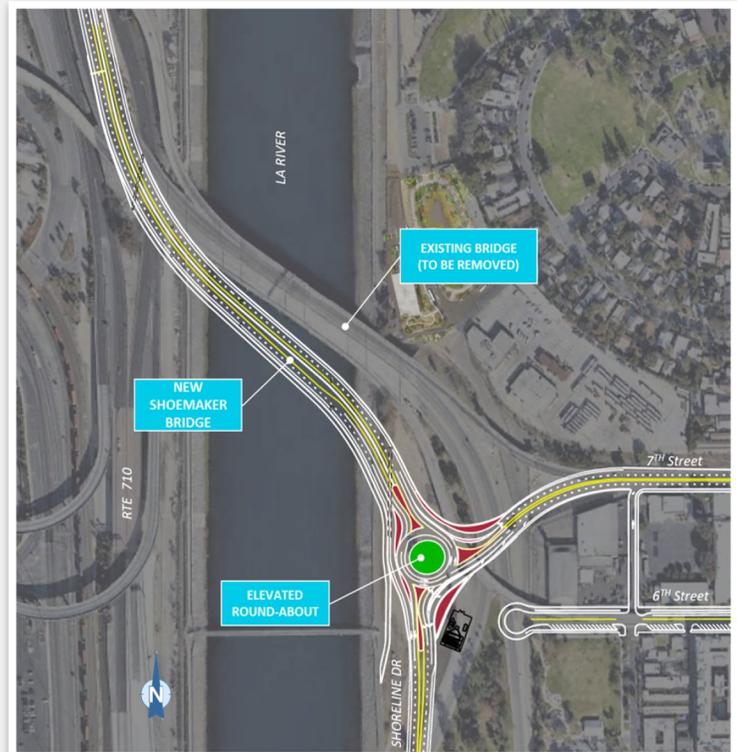
The City, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. The Shoemaker Bridge Replacement Project (proposed project) is an Early Action Project of the Interstate 710 (I-710) Corridor Improvement Project and is located at the southern end of I-710 in the City of Long Beach and is bisected by the Los Angeles River.

Shoemaker Bridge connects Route 710 from the west to downtown Long Beach to the east and functions as a very important local and regional gateway to the City and the north via Route 710.

The existing bridge has structural deficiencies and an accident rate in excess of the average for comparable facilities because of nonstandard geometric features that cannot be upgraded to current state highway standards. The Project is needed to improve safety, operations, and connectivity between downtown Long Beach and regional transportation facilities. Replacement of the bridge and realignment of connectors to current standards will not only reduce the potential for accidents and modernize the roadway and structural design, the improvements will also accommodate other planned improvements in the area, such as the City's planned improvements to Cesar E. Chavez and Drake Parks and the I-710 Corridor Project.

The Shoemaker Bridge Replacement Project stands on its own merits offering independent utility beyond the I-710 Corridor Project. The associated improvements will provide consistency with the Mobility Element of the City of Long Beach General Plan and meet the needs for traffic safety and for accommodating the projected increase in demand for non-motorized transportation facilities within the City.

Preliminary engineering, environmental studies and final design have been funded with Metro's Los Angeles County transportation sale tax Measure R and with Transportation Investment Fund revenues through the State Transportation Improvement Program. Depending on the selected bridge type, additional funding of approximately \$350M is being sought for construction costs.



WEST LONG BEACH VISION PLAN GATEWAY CORRIDOR



SHORELINE DRIVE GATEWAY

CORRIDOR REALIGNMENT & COMMUNITY CONNECTIONS

BUDGET NARRATIVE

FY 2022 Reconnecting Communities Program (RCP)

Submitted by the City of Long Beach, CA

PROJECT BUDGET

The following sections describe the Shoreline Drive Gateway Project’s (“the Project”) overall cost and funding plan, eligible components, and information about funding commitments and the leveraging of federal funding on this project and other nearby federally-funded projects.

PROJECT COSTS

The total estimated cost of the Project is \$69.1 million. The City has currently secured \$9 million in local funds to complete the project planning, design and right-of-way acquisition. The eligible construction costs are estimated at \$60 million, including the construction contract, contingencies and soft costs.

Table 1. Project Schedule and Phase Costs

Phase	Start Date	End Date	Cost	% of Total
Planning & Environmental	January 2013	June 2020	\$1,174,000	2%
Design	August 2020	April 2023	\$5,000,000	7%
Right of Way	December 2022	May 2023	\$3,000,000	4%
Construction*	June 2023	June 2025	\$60,000,000	87%
<i>*Includes procurement and soft costs</i>			Total Cost	100%
			\$69,174,000	

Project costs are currently based on a 65% design engineering estimate, which will incorporate a complete risk analysis before completing final design. **Table 1** provides a summary of costs by project phase, including both local and any external funding sources, as well as the start and end dates for each phase.

ELIGIBLE PROJECT COSTS

The City of Long Beach has already secured \$9.1 million in local funding for planning, design and right-of-way costs, and commits to providing \$30 million of the \$60 million in eligible construction costs. Local funds on the project currently include City General Fund revenue and local tax Measure R; the latter is a ½-cent local tax measure for funding transportation projects in the County of Los Angeles. Measure R funds were provided for the Project’s planning and design phases by the I-710 Corridor Early Action Projects program, which funds local improvements along the I-710 highway. **Table 2** shows a summary of the Project’s funding plan and **Table 3** details Project cost eligibility.

FUNDING COMMITMENTS

The Project is part of the Los Angeles County Long Range Transportation Plan (Metro LRTP, 2020) and the Southern California Association of Governments Regional Transportation Plan. It is listed as Project No. #LA0G172 in the Federal Transportation Improvement Plan (FTIP). The FTIP project includes both the Shoreline Drive Realignment and Shoemaker Bridge Replacement projects; in order deliver both projects and their associated benefits on an accelerated timeline, the City is planning to re-program the single mega-project into two separate projects. This will reduce the risk and related schedule delays associated with delivering both projects simultaneously, minimize the impact to the local community, and deliver the Shoreline Drive Realignment Project ahead of the original schedule so that benefits are realized sooner.

All of the non-Federal funding for eligible activities are from the City’s existing General Fund revenue. Ineligible activities are funded through a combination of:

1. City of Long Beach General Fund revenues or,
2. Previously executed funding agreement with the Los Angeles Metropolitan Transportation Authority (LA Metro) for the Measure R funding program that utilizes local tax revenue from a voter-approved ballot measure.

None of the non-Federal funds have any time commitments or time restrictions attached to them, and are available.

Table 2. Project Funding Plan

Project Component	Cost	Funding Plan		
		Source	Amount	% of Phase
Planning & Environmental*	\$1,174,000	Local Tax (Measure R)	\$1,174,000	100%
Design	\$5,000,000	Local Funds	\$500,000	10%
Design		Local Tax (Measure R)	\$4,500,000	90%
Right of Way	\$3,000,000	Local Funds	\$3,000,000	100%
Construction**	\$60,000,000	RCP Grant	\$30,000,000	50%
		Local Funds	\$30,000,000	50%
Total Project Cost	\$69,174,000	Total Federal Share		43%

*PA-ED costs shared with Shoemaker Bridge Replacement Project for joint CEQA/NEPA document.

**Includes construction contingency and administration

Table 3. Eligible Project Costs

Funding Sources	Amount	Eligible
Planning, Design (ineligible)- Local Funds	\$6,174,000	0%
Right of Way – Local Funds	\$3,000,000	0%
Construction - Local Funds	\$30,000,000	100%
Construction - RCP Grant Request	\$30,000,000	100%
Total Project Cost	\$69,174,000	86%

Costs for the Planning and Design phases have already been programmed or expended, and right-of-way costs are similarly ineligible. However the City of Long Beach will not be seeking reimbursement of RCP funds on activities during those phases, and they will be completely funded by either City General Fund revenue or the LA Metro Measure R funding program described above.

LEVERAGING FEDERAL FUNDING

The City has a successful history of partnering with outside funding agencies to deliver projects that provide local and regional benefits to residents and the economy. The City is providing \$9.1 million to cover 100% of the Project’s planning, right-of-way, and design costs. To close the Project’s funding gap and advance forward to construction, the City is requesting \$30 million in RCP funds, a 50% match for eligible construction costs, and will pay the remaining \$30 million in construction with local funds. Overall, the requested RCP funds will cover 43 percent of the \$69.1 million project cost.

The City has extensive experience delivering projects and programs in compliance with all federal grant requirements. Recently funded or completed transportation projects include federal dollars from the Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), Congestion Mitigation & Air Quality (CMAQ), and Land & Water Conservation Fund, administered by Caltrans and other State departments. The City’s Public Works Department also closely coordinates roadway projects in the area with the Port of Long Beach, a City Department that is a

regular recipient of federal grants, including the Highway & Bridge, PIDP, TIGER, and other discretionary federal funding programs. As of December 2021, the City of Long Beach is currently managing \$303 million in federal funds, across various federal, state, and local funding programs.

DEMONSTRATED NEED FOR FEDERAL FUNDING

The Shoreline Drive Gateway Project is a critical component in a number of transformative active transportation, community open space and goods movement projects in southwest Long Beach. Planning, outreach and preliminary design work on the Shoemaker Bridge Replacement, Drake/Chavez Park Master Plan, and South I-710 Corridor projects, funded with local dollars, were a commitment by the City of Long Beach to create shovel-ready projects to deliver with federal aid. The Project will deliver its direct benefits to the area, and will also support City and community investment and commitments in delivering these other projects to a historically disadvantaged community.

Figure 1. Adjacent Federally-Funded Projects Map



Federal funding is especially critical to delivering the Shoreline Drive Gateway Project on time; as soon as Project construction is completed, the adjacent Shoemaker Bridge Replacement Project will move forward into construction. The Project will also create open space for the Chavez Park Expansion, which will also finalize design and start construction once northbound Shoreline Drive is realigned. The Project's street improvements will also connect to other nearby federally funded projects, including the International Gateway (Gerald Desmond) Bridge, the Coastal Bike Trail Connector, the Pacific Avenue Cycle Track, and the 3rd Street/6th Street Cycle Tracks. **Figure 1** shows the relationship between these projects and the Shoreline Drive Gateway Project. Altogether, the City's capital improvements in this community will total \$410 million, which will create much-

needed “green” buffers between sources of port-related environmental impacts, which are disproportionately borne by west Long Beach neighborhoods.

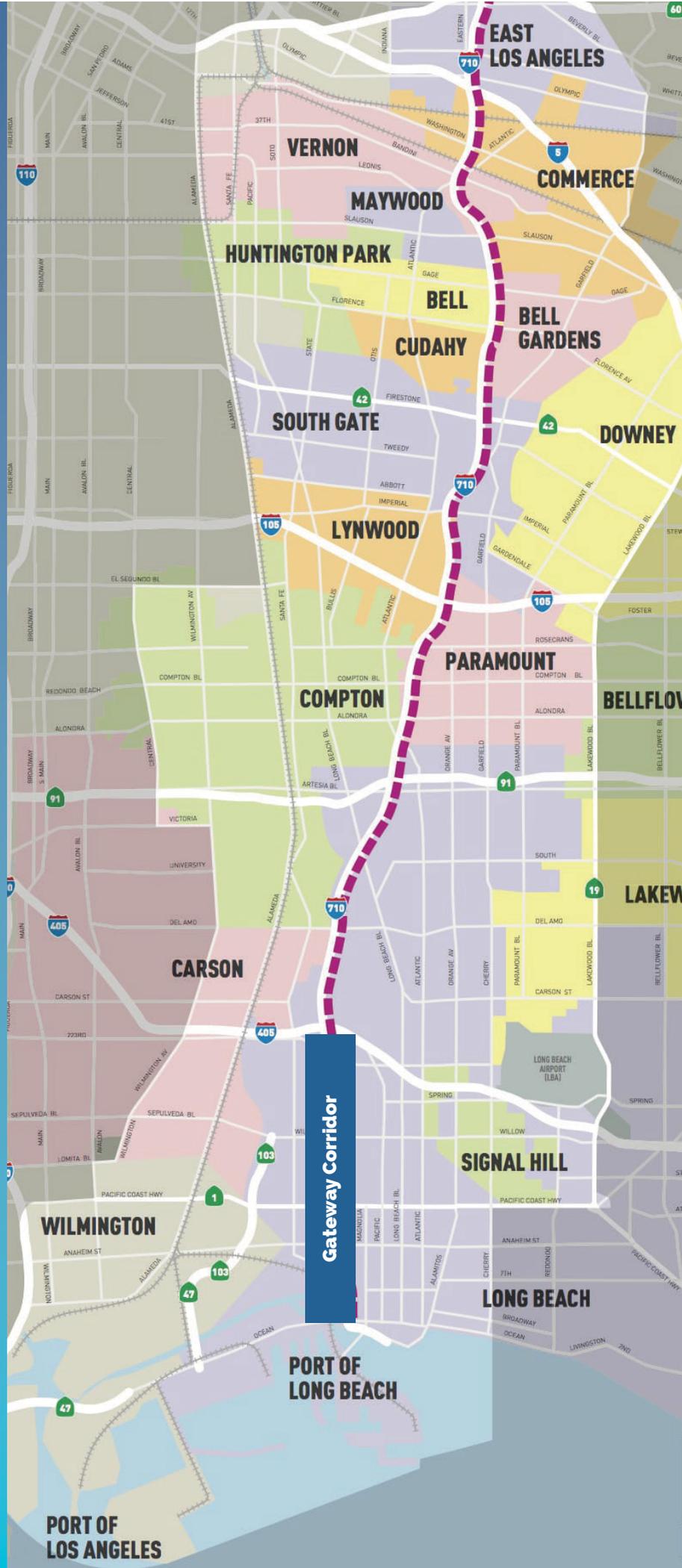
COVID-19 had a significant impact on the City’s ability to deliver large capital projects during the pandemic. With federal relief funds from the American Rescue Plan Act and other Infrastructure Bills supporting the Long Beach Recovery Act (see attached Long Beach Recovery Act Report from February 2022), the City has capacity to commit staff and resources to both pandemic recovery and implementation of critical capital improvements like the Shoreline Drive Gateway Project. Without federal funding, both the Project and adjacent projects will be delayed until funding is secured; the City is seeking to deliver on these community-driven projects in partnership with funding from USDOT, starting with \$30 million in RCP program funds.

The Gateway Corridor

The San Pedro Bay port complex is the preferred trade gateway into the United States, handling roughly 40% of the containerized cargo entering the country and supporting nearly 3 million jobs nationwide. The transportation facilities that connect the Port of Long Beach to the regional and national network are integral to the quality of life and economic vitality of our communities.

The Gateway Corridor is envisioned as a multi-modal, multi-faceted program of projects that will create lasting value for residents and businesses through strategic investments in the transportation system and community. The City and Port of Long Beach—in coordination with the California Department of Transportation, Los Angeles Metropolitan Transportation Authority, and Gateway Cities Council of Governments—will deliver projects that support California's and the country's objectives to become more competitive in the global economy, while advancing equity and environmental justice.

The Gateway Corridor projects include improvements to the I-710 freeway interchanges, replacement of the Shoemaker Bridge and surrounding roadways, enhancement to port rail facilities, technology advancements, and community-based health and mobility programs. The projects will significantly improve the movement of people and goods, ease supply chain congestion, curtail emissions, and improve traffic safety along the nation's busiest trade corridor.



Project Information



I-710 Early Action Interchanges

As part of the region's larger I-710 corridor visioning, the City is leading complete streets projects to modernize interchanges along the I-710 freeway, specifically at Anaheim Street, Pacific Coast Highway, and Willow Street. Projects also include multimodal overpasses at Hill Street and Spring Street.



Project Benefits:

- Advance quality of life for environmental justice communities in West and Downtown Long Beach
- Alleviate supply chain congestion
- Expand accessibility through multimodal infrastructure
- Improve traffic and pedestrian safety



Funding need:

- \$490 Million

Status:

- Begin environmental clearance in 2022



Shoemaker Bridge Replacement and Shoreline Drive Realignment

This project will replace existing, outdated roadway facilities and construct an iconic bridge that serves as a gateway for Long Beach and the Southern California region. It will provide necessary improvements to safety, operations, and connectivity between Long Beach and regional transportation facilities, and will provide additional park space and improve local connectivity.



Project Benefits:

- Advance operational efficiency and improve traffic and pedestrian safety
- Reduce congestion near the Port and downtown
- Advance park equity by adding 5.5 acres of usable park space

Funding need:

- \$350 million

Status:

- Design complete in 2024



Port Pier B On-Dock Rail

The Port's Pier B On-Dock Rail Support Facility Project will add 36 rail tracks to the Pier B rail yard, increasing rail network capacity by at least 600,000 TEU per year by 2035.

Project Benefits:

- Eliminate more than 7 million annual truck trips
- Process trains up to 10,000 feet long
- Reduce supply chain congestion

Funding need:

- \$1.55 billion

Status:

- Design complete in 2023 for several early action projects