

710 Task Force Pre-Investment Plan Opportunity

Background

Motion 9 (May 2022) asked staff to align initiatives with funding opportunities, including the development of an Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022. The purpose of this directive was to identify ways in which Metro and its stakeholders could capture historic levels of state and federal investment available through discretionary grant programs in 2022 into the I-710 South Corridor in advance of the Task Force Investment Plan being completed in 2023.

Development of process

In response to concerns raised by community representatives that this Board directive would pre-determine the outcome of the Task Force Investment Plan to be developed by stakeholders and submitted to the Metro CEO in 2023, staff branded this effort the Pre-Investment Plan Opportunity (PIPO) to signal to all stakeholders that the results of this process would be an activity that takes place prior to the Investment Plan development, not in place of or as an early phase of the plan, which will leverage remaining Measure R and M funds allocated to the Corridor for a project or program of projects.

Staff set forth three criteria for inclusion in the PIPO:

- The proposed project must be located within the Corridor study area (Attachment B).
- The proposed project must be seeking or be eligible to seek grant funding from programs that have deadlines for submission by March 31, 2023.
 - Adding the first three months of 2023 allows staff to include additional state and federal grant opportunities that would still precede the development of the Task Force Investment Plan.
- The proposed project must not use as local match to leverage state or federal funds any of the Measure R or M funding remaining for the I-710 South Project recommendation to be developed by the Task Force.

Call for projects

Staff conducted outreach to members of the Task Force, Community Leadership Committee, Task Force Working Groups, and corridor residents to nominate projects that met the three criteria for inclusion in the PIPO. The deadline for submitting nominations was July 1, 2022 – this deadline was extended through July 6, 2022, to accommodate the need for more time by the Community Leadership Committee (CLC) to respond to the request.

Receipt of Nominations

Staff received 22 projects from local jurisdictions, the Ports of Long Beach and LA, the Gateway Cities Council of Governments, the Office of Supervisor Janice Hahn, and the LA Cleantech Incubator. These projects were then categorized as follows:

Complete Streets & Roadway Design (11)

- **City of Bell:** Atlantic Avenue Corridor Improvements Project (Randolph to Florence)
- **City of Bell:** Gage Avenue Corridor Improvement Project
- **City of Commerce:** Slauson Ave. Corridor & Citywide Pedestrian, Bike, & Transit Improvements
- **City of Cudahy:** Citywide Complete Streets Improvement Project & Atlantic Ave Improvements
- **City of Lakewood:** Lakewood Blvd Regional Corridor Capacity Enhancement Project
- **City of Long Beach:** Shoreline Drive Re-Alignment (Shoemaker Bridge Replacement Project)
- **City of Maywood:** Randolph Street Bike and Facilities Improvement Project
- **City of Paramount:** Garfield Avenue Capacity Enhancement Project
- **City of South Gate:** Garfield Avenue Complete Streets Project
- **Gateway Cities COG:** Atlantic Complete Street Corridor Nexus w/ I-710—Study Area 4
- **Gateway Cities COG:** Florence Complete Street Corridor Nexus w/I-710—Study Area 3

Transit Systems (2)

- **Long Beach Transit:** Solar Charging Electrification Project
- **Office of Supervisor Janice Hahn:** Southeast LA Transit Improvement Program

Clean Air & Energy (4)

- **LA Cleantech Incubator (LACI) + Partners:** Medium/Heavy Duty ZEV Infrastructure Blueprint (Drayage Truck Charging Depots on the I-710 Corridor)
- **LACI:** Goods-Movement Resiliency & Enhanced Energy Now (GREEN) Project
- **Office of Supervisor Janice Hahn:** Community Health Benefit Program
- **Office of Supervisor Janice Hahn:** Zero Emissions Truck Program

Goods Movement (5)

- **Port of Long Beach:** America's Green Gateway: Pier B Rail Program Buildout – Roadway realignment/improvements; construction of 5 new receiving and departure tracks and 34 new railroad tracks.
- **Port of Los Angeles (POLA):** Rail System Improvement Projects
- **POLA:** Maritime Support Facility Access/Terminal Island Rail System Grade Separation
- **POLA:** SR 47 – Seaside Avenue & Navy Way Interchange Improvement Project
- **POLA:** POLA Supply Chain Safety, Sustainability, Efficiency—Maritime Support Facility/Terminal Island Rail System Grade Separation & Pier 300 Wharf Expansion/Vessel Emission Reduction Project

Inventory of Metro-supported Projects

Metro provided support for 11 additional projects put forth by I-710 South Corridor cities seeking funding from the California Transportation Commission’s 2022 Active Transportation Program (Cycle 6).

These projects, and the level of support provided, were as follows:

City	Project	Type of Assistance
Bell Gardens	Complete Streets Improvements, Phase II	Letter of Support
Carson	Community-Wide Safety Improvements	Letter of Support
Cudahy	Salt Lake Avenue Sidewalk Widening Project	Letter of Support
Downey	South Downey Safe Routes to School Project Phase II	Letter of Support Technical Assistance
Downey	Greenway Traffic Circle Improvement Project – Rives Avenue	Letter of Support Technical Assistance
Huntington Park	Safe Routes for Students and Seniors	Letter of Support Grant Writing
Long Beach	Mid-City Bicycle and Pedestrian Connections	Letter of Support
Paramount	West Paramount Utility Easement Multi-Use Path	Letter of Support
Signal Hill	E. Burnett Street Historical District Pedestrian and Bike Enhancement Project	Letter of Support
South Gate	Tweedy Boulevard Complete Streets, Phase II Project	Letter of Support
South Gate	West Santa Ana Branch (WSAB) Light Rail Station First-Last Mile Bikeway Safety and Access Project	Letter of Support

Staff also considered two additional projects that Metro has developed within the corridor and that meet the overall goals of investment within the corridor:

- I-710 Integrated Corridor Management (ICM) Project
- Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA

Community Engagement

Staff presented the 22 projects received as PIPO nominations to the CLC, Equity Working Group (EWG), and Task Force to receive feedback related to these groups assessment of each project's alignment with the goals and principles of the 710 Task Force. Additional projects, such as the I-710 ICM, will also be brought to these groups in future meetings to be timely for grant opportunities.

Community members raised numerous questions and insights into the various projects for Metro to consider. A summary of these comments is found here:

CLC

- Demonstrated a high level of support for Zero-Emission Trucks, Bicycle/Pedestrian Improvements, and community-based projects.
- Expressed concerns related to potential impacts from the siting of Zero-Emission infrastructure and large-scale port projects.

EWG

- Raised concerns about the need for coordination between neighboring jurisdictions implementing projects in proximity to each other
- Highlighted the importance of assessing projects in relation to socioeconomic conditions, levels of community need, and community support/buy-in
- Importance of supporting lower-resource jurisdictions with both grant application and project implementation processes
- Supported the LB Transit project as exemplifying the Equity Guiding Principle
- Discussed safety of the Class II bikeways ("Sharrows") in Commerce's Slauson Avenue Project
- Discussed potential induced demand/increased VMT for Paramount's Garfield Avenue Capacity Enhancement project
- Discussed potential pollution and other environmental impacts of POLA's Pier 300 Wharf Expansion project

More information can be found in the attachment to this report on Community Leadership Committee input into the various Task Force processes. Additionally, a letter from the Coalition for Environmental Health and Justice (CEHAJ) with input regarding the PIPO is included below.

Opportunities for Metro to Lead Grant Applications

After reviewing the 35 PIPO nominations from stakeholders and Metro departments and sorting out projects that have already been submitted for grant programs by other agencies, staff identified four opportunities to lead grant applications for state and federal programs in 2022 and early 2023 in advance of the completion of the Task Force Investment Plan. These projects (and target funding programs) are as follows:

Huntington Park Safe Routes for Seniors and Students

- Target Program: CTC State Active Transportation Program (ATP)
- Scope: Project will construct curb ramps, crossing improvements, sidewalks, wayfinding, speed-calming, and other active transportation improvements for pedestrians on segments of Belgrave Ave, Clarendon Ave, E 61st, Randolph St, Seville St, Zoe Ave, State St, Yahualica Place, and walking/biking paths adjacent to Veteran's Park. Includes 130 curb ramps and high-visibility crosswalks, 3 raised islands, 1 HAWK beacon, 3,266 LF of sidewalks, 20 wayfinding signs, 10 flashing beacons, 329 illuminated bollards, 20 speed humps, 10 raised crosswalks, wastebins and shade trees.

I-710 Integrated Corridor Management (ICM)

- Target Program: CTC Trade Corridor Enhancement Program (TCEP)
- Project to be presented to the CLC for discussion on September 22, 2022
- Scope: The ICM will integrate various transportation management networks, including freeway and train management systems and traffic signal systems into a unified system along I-710 South. Doing so will manage congestion during incidents and emergencies to provide more seamless and less impactful transportation through the corridor. The project will also provide multimodal traveler information for trip planning purposes and enhance safety for all modes along the corridor using technology and Intelligent Transportation Systems.

Southeast LA Transit Improvement Program

- Target Program: CTC Local Partnership Program – Competitive (LPP-C)
 - *Pending Board approval to program local match*
- Scope: Pending stakeholder input and local jurisdiction approval, this project could include a “cloud”-based Countywide Signal Priority upgrade, 100 bus stop shelters at existing bus stops with over 50 daily boardings but without existing shelter, 100 solar-powered real-time arrival displays, 100 bus stop solar light upgrades for stops without shelters that have lighting, terminal/layover expansion improvements at the Norwalk, Artesia, and Compton Stations, and 100 Zero-Emission Bus charging masts.

Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA

- **Target Programs:** CTC LPP-C, USDOT Reconnecting Communities Pilot (RCP) Program, USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Federal Neighborhood Access and Equity Grant (NAEG) Program
 - *Pending Board approval to program local match*
- **Scope:** The project would construct a pedestrian and bicyclist overcrossing on Humphreys Avenue over the I-710 S freeway connecting the East LA communities on either side of the freeway, including the Humphreys Avenue Elementary School and the Whittier Boulevard commercial corridor. Pedestrians and bicyclists will be separated from vehicle traffic, creating safety and mobility benefits for this crossing.

Table 1: PIPO Early Initiative Candidate Projects

Project	Cost (millions)	Local Match (millions)	Target Program(s)	Program Application Deadline
Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA	\$12	\$6*	LPP-C RCP RAISE NAEG	November 29, 2022
Huntington Park Safe Routes for Seniors and Students	\$4.8	N/A	ATP	June 15, 2022
I-710 Integrated Corridor Management (ICM)	\$30.2	\$7.2	TCEP	November 18, 2022
Southeast LA Transit Improvement Program	\$29.5	\$15.0*	LPP-C (<i>other</i>)	November 29, 2022

**pending approval by Metro Board to program local match*

Looking Ahead

With Board approval of the PIPO, staff will develop the strategy for each project to submit competitive applications for state and/or federal grant funding.

Staff will consider for the Task Force Investment Plan any PIPO-nominated projects that do not receive grant funding in the 2022 Cycle.



August 8, 2022

VIA E-MAIL

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

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

Hilda Solis, Chair
Los Angeles Metro Board
One Gateway Plaza
Los Angeles, CA 90012
Via email: firstdistrict@bos.lacounty.gov

Tony Tavares, Executive Director
California Department of Transportation, District 7
7100 S. Main Street
Los Angeles, CA 90012
Via email: Tony.Tavares@dot.ca.gov

Re: Pre-Investment Plan Opportunity Feedback

Dear Metro and Caltrans Leadership:

On behalf of the undersigned organizations and members of the Coalition for Environmental Health & Justice (“CEHAJ”), we write to share input on the Pre-Investment Plan Opportunity (“PIPO”) currently in front of the Community Leadership Committee (CLC), the Task Force, and various Working groups. We understand the Metro Board directed staff in May to identify at least three projects ready to apply for state and federal funding opportunities by the end of 2022.

As of the writing of this letter, the PIPO projects have been presented to the CLC (on July 18, 2022), the Zero-Emission Truck Working Group (July 19, 2022), and the Equity Working Group (July 28, 2022). Due to the number and variety of projects nominated for the PIPO, in these spaces there was not enough time to fully digest and discuss each project. Furthermore, there was a lack of information available about many of these projects and Metro staff were often unable to answer questions because the proposed projects were not submitted by Metro. We have concerns about the PIPO process and call on Metro to do more to ensure that the CLC and the rest of the Task Force can meaningfully weigh in on these projects. Input from directly-impacted communities should guide the types of projects Metro agrees to support.

CLC input must be centered in the selection of PIPO projects

The CLC has not received enough information about the PIPO projects, which makes it especially difficult to provide input on large projects with a broad scope. Metro staff presented twenty-one different projects to the CLC, and while it did create a chart and a map of the projects, the presentation moved too quickly for community members to form questions or have a full discussion. Metro needs to commit to a different process that allows for sharing and receiving meaningful feedback on these projects from CLC members on their timeline.

Moreover, when CLC members asked questions of specific projects during the Metro PIPO presentation, these went unanswered. To date there has been no commitment from Metro staff to documenting and tracking the list of project-specific questions and following up with responses to the group. These questions ranged from project funding, active transportation details, commitments to zero emissions and health benefits and are not in the current notes. A specific process should be set up to ensure that all questions from the CLC receive a response.

The nomination of PIPO should not move forward until these issues are addressed and the CLC is able to fully weigh in on the project list. Once the CLC members have their questions answered and are able to take the time to identify projects that provide the most benefits, those recommendations should be presented to the Task Force and given their full weight.

Metro should target its support toward community-centered projects that bring immediate and tangible benefits to corridor residents who have long suffered the burdens of freight impacts from the 710

Metro should use its leverage to support projects that may not independently garner a lot of attention, but that will improve the lives of corridor residents at the ground level. For example, projects that enhance safe active transportation options, that expand public transportation and invest in battery-electric zero-emission public transit in under-resourced communities; that commit to local and targeted hire; that invests in zero-emissions infrastructure that will pull polluting trucks

off the roads; and that commit to comprehensive and holistic approaches to improving the health of all corridor residents, including health education and illness prevention programs.

The Equity Planning & Evaluation Tool (EPET) could help the CLC, the Task Force and Working Groups to more deeply consider which PIPO projects have the most potential to advance equity. The data gathered to date through the EPET and discussed by Metro staff and the Equity Working Group would be useful to guide a discussion about which pre-investment projects come closest to yielding equitable outcomes that address the deep disparities felt by many along the 710 corridor, as well as the root causes of such disparities. Specifically, Metro should use its “Equity Focus Communities” maps to prioritize projects that will provide direct benefits to corridor residents in areas that are in the most need of investments. For example, in its June 30th presentation to the Equity Working Group, Metro identified Lakewood as an area that had “Very Low” and “Low” equity needs and yet the agency presented the Lakewood project proposal to the Working Group without this additional context.

With the partial information currently available about the PIPO projects, we believe the following should be prioritized in the final selection:

- **Community-driven zero-emission investments.** We support efforts to transition trucks and existing freight infrastructure to zero-emission technology and build the charging infrastructure necessary to power such vehicles. However, it is crucial that these investments are carried out in consultation with directly-impacted communities and community-based organizations. LACI’s collaboration with East Yard Communities for Environmental Justice, Communities for a Better Environment and the Long Beach Alliance for Children with Asthma not only shows that it’s possible to work with communities to site charging infrastructure, but also that better strategies can flow from projects that are co-designed with impacted communities.
- **Mobility investments.** City-level projects and mobility investments are long overdue along the 710 corridor. Metro should commit to providing technical assistance to 710 corridor cities to make sure applications for grant funding are as competitive as possible and complement these projects with their own mobility investments.
- **Targeted and local hire.** We also support clear and enforceable commitments to targeted and local hire and investments into workforce development for 710 corridor residents in coordination with local community colleges and existing job training programs.
- **Health and illness prevention.** We support projects that directly address health harms, remove exposure to unhealthy air, and promote the health and well-being of community members along the 710 corridor. Projects should invest in local health programs and facilities that target health improvement, education, and illness prevention.

Metro Must make A Firm Commitment to not support projects that will cause the displacement of residents or small businesses

CEHAJ has consistently called for Metro to ensure that any programs pursued do not result in the displacement of residents and small businesses already struggling to stay in their communities. The Metro Board has voted on a policy that 710 projects will not cause displacement and the Task Force has similarly acknowledged a commitment to no displacement by the ZE Truck Program. However, there is no similar guarantee that the projects that Metro endorses as part of the pre-investment plan will contain a similar commitment.

More specifically, there is no guarantee that municipalities, government agencies, or other sponsoring organizations will implement the same commitment not to pursue projects that will result in the displacement of residents or small businesses along the I-710 or within the corridor. Metro must insist that any project it endorses along the 710 corridor contains a commitment to avoid all displacement before the agency offers a letter of support.

If Metro is unable to conduct its own analysis on the impacts of PIPO projects, more information must be provided by the applicant

CLC and CEHAJ members have asked questions about the range of potential impacts from the goods movement projects in particular. Since the project descriptions seem to come directly from applicants, the available information tends to skew toward the project benefits rather than provide an unbiased and transparent perspective on each project. Some descriptions alone fail to provide enough information to understand the full scope of the impacts. For example, the Port of Los Angeles Rail System Improvement Project states that the project would add rail track on Port property to improve rail operations and improve access to the Alameda Corridor, but it fails to provide specific information about whether the project would increase the number of freight locomotives running on diesel moving through nearby communities, whether any of the rail would be electrified, and what data is used to assert that emissions and truck trips would be reduced. Without this type of information, a thorough review of the project is impossible.

Not enough information on many of these projects has been available to date. Metro should ask applicants to share as much information as possible, including existing studies, community engagement plans, environmental review documents, or fact sheets, and in lieu of additional analysis at least affirmatively identify any gaps or deficiencies in the information presented to the CLC, the Task Force, and the public. A representative from the agency or entity that submitted any PIPO project should also be available during Task Force and Working Group meetings to answer questions. For example, while some information was provided verbally in response to questions raised by Working Group members, the Equity Working Group presentation materials themselves did not include information on construction impacts, growth-induced pollution impacts, possible displacement impacts, whether any environmental analysis has already been

prepared, etc. If that additional information is not made available, the project should not be considered eligible as a pre-investment project.

This holds especially true if the Task Force is being asked to submit any additional letters of support and an organization's participation in the Task Force could be seen as indirect support for a specific project included in the 710 pre-investment plan.

We appreciate your consideration of the issues raised in this letter and look forward to continued collaboration in upcoming meetings to advance community-driven and equitable investments into 710 corridor communities.

Sincerely,

Laura Cortez
East Yard Communities for Environmental Justice

Ambar Rivera
Communities for a Better Environment

Sylvia Betancourt
Long Beach Alliance for Children with Asthma

Ghirlandi Guidetti
Legal Aid Foundation of Los Angeles

Natalia Ospina
Natural Resources Defense Council

Fernando Gaytan
Earthjustice

Cc: Metro Board of Directors