



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

June 21, 2022

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

Stephanie Wiggins, CEO
Attn: Michael Cano
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Ms. Wiggins:

On behalf of the Board of Directors for the Gateway Cities Council of Governments, I am pleased to transmit the Gateway Cities COG's adopted program for the I-710 Corridor as documented in the attached final report of the COG's I-710 Ad Hoc Committee (AHC).

In its 2022 meetings, the AHC considered and refined a list compiled by staff of strategies, projects, programs, and policies. These projects/programs are not contingent upon the completion of the I-710 environmental process. The list was augmented by several projects, programs, and policies proposed by the AHC members. In the refinement process, the AHC was presented with information on which principles would be addressed by each of the items. Staff also indicated which agencies would be responsible for approval or implementation, possible implementation timelines, and cost estimates for each item, as well as the planning steps that precede project implementation.

The GCCOG Board specifically requests that Attachment B, the list of Recommended Strategies, Projects, Programs, and Policies, be advanced for consideration for inclusion in the discussions and recommendations of the I-710 Task Force.

The AHC has completed its work and the GCCOG Board will pursue the program. A timeline is provided (Attachment C) that indicates the year when project implementation could begin as well as the key guiding principles addressed by the project. Some projects can be implemented relatively quickly, especially those where cities can take the lead and where substantial additional funding is not required. Examples of items that could be implemented sooner include a targeted safety improvement program, community stabilization policies, and an additional Metro Micro transit service area (although costs for these efforts are not yet well defined).

Stephanie Wiggins, CEO

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Other projects are more complex and require more upfront time for planning and feasibility studies, for environmental clearance, and other approvals. Many projects in Attachment B/C would be phased over several years, with program benefit accruing over time. Most of the large, complex projects would need to undergo substantial project development activities. The more mid-term and long-term projects could be open to use by the public in phases over a period of years. The blue bars in Attachment C indicate how soon benefits to the public would begin and accrue as each construction phase is opened, assuming that funding is available.

The COG Board approved the AHC's recommendation, shown in the final report, to direct staff to develop a detailed I-710 corridor advocacy plan, modeled on the West Santa Ana Branch Project Advocacy Plan. As the COG develops and implements this plan, we hope Metro will be foremost among our partners in advocacy.

Lastly, on behalf of the Gateway Cities COG Board I would like to express deep appreciation for the consultant and translation support services provided by Metro for the AHC. The availability of these resources made the AHC process and outreach successful. I would particularly like to thank Julie Rush and Lynda Bybee for their assistance, as well as MBI Media and their professional translators.

If there are any questions please call Nancy Pfeffer, GCCOG Executive Director, at 562 663 6850 or at nancy@gatewaycog.org.

Sincerely,



Cinde MacGugan-Cassidy, President
Gateway Cities Council of Governments

Attachment:

I-710 Ad Hoc Committee Final Report to the COG Board, May 2022

cc:

Board of Directors, Gateway Cities Council of Governments
Board of Directors, Metro

I-710 Ad Hoc Committee Final Report to the COG Board



GATEWAY CITIES COUNCIL OF GOVERNMENTS

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Section 1: Background

Since the late 1990's, Caltrans, LA Metro, the Gateway Cities COG, and the I-710 Corridor cities have been trying to resolve the air quality, congestion and safety issues associated with the I-710 Freeway Corridor and the surrounding communities. Studies have included a Major Corridor Study, and an environmental review utilizing both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). All these studies and project development activities have been accomplished through a partnership of seven funding agencies:

- Gateway Cities COG and Corridor cities
- LA Metro
- Caltrans
- SCAG
- I-5 Joint Powers Authority
- Port of Long Beach
- Port of Los Angeles.

The environmental review process commenced in 2009.

The I-710 project was included as a subregional priority in Measure R and as a Major Project in Measure M. These measures allocated over \$1 billion in local sales tax proceeds for the project. Progress on the project corridor has included city-led non-freeway projects funded over the past decade with Measure R funds, as recommended by the I-710 Technical Advisory Committee.

In May 2021, work on the I-710 Corridor environmental analysis was suspended by Caltrans and the Metro Board of Directors. Two factors influenced this decision. In March 2021, the U.S. Environmental Protection Agency (EPA) wrote a letter citing the project as a "Project of Air Quality Concern." In May 2021, then-Caltrans Director Toks Omishakin stated that the existing project thinking is no longer in step with Caltrans direction or thinking – that the project requires "reimagining."

Section 2: Formation of Ad Hoc Committee

On July 7, 2021, the Gateway Cities COG Board took the following action:

To form an I-710 Ad-Hoc Committee made up of fourteen members of the COG Board (less than a quorum) that can focus on community engagement, equity, and effects on the 710 communities and return with recommendations regarding the future of the project, including potential use of Metro's new CBO partnering strategy; and request preliminary recommendations at 4 months, final recommendations at 6 months.

In preparation for this meeting, staff prepared a comprehensive packet of background information on the I-710 South Corridor Project, which can be found at this [link to the July 7, 2021 agenda](#).

Following is a list of the members of the I-710 Ad Hoc Committee:

- Bell
- Bell Gardens
- Commerce
- Cudahy
- Long Beach
- Lynwood
- Maywood
- Paramount
- Signal Hill
- South Gate
- LA County Supervisorial Districts 1, 2, and 4
- Port of Long Beach

The Committee first met on August 2, 2021, and selected as Chair, Mayor Elizabeth Alcantar of Cudahy, and as Vice-Chair, Councilmember Marisela Santana of Lynwood.

The Committee usually met twice a month. As the Committee did not constitute a quorum of any body, its meetings were not subject to the Brown Act. Nevertheless, all meetings were publicly noticed and open to the public. At key decision points, the Ad Hoc Committee took public comment and provided decision documents in English and Spanish. Simultaneous Spanish translation was provided for meetings where public comment was taken. Meetings where public comment would be taken were publicized in English and Spanish through the AHC members and by the COG staff on COG social media accounts.

During August 2021, LA Metro convened an I-710 Task Force to consider the same issues with a broader group of stakeholders. Metro invited the Ad Hoc Committee to nominate three additional city members to serve on the Task Force. On August 30th, at its third meeting, the Ad Hoc Committee nominated Ali Saleh (Bell), Oralia Rebollo (Commerce), and Elizabeth Alcantar (Cudahy) to serve on the Metro Task Force. Metro appointed the Long Beach Ad Hoc Committee member, Councilmember Suely Saro, to the Task Force. In addition, the transportation deputies for Supervisorial Districts 1, 2, and 4, and the representative from the Port of Long Beach are also members of the Metro Task Force.

Section 3: Activities of Ad Hoc Committee

At its first meeting, the Committee received a statement from the Metro Board members representing the Gateway Cities, as follows:

“Each of us appreciates the commitment you are making of your time and wisdom to navigate the complex layers of issues surrounding the path forward to address the I-710 Corridor South. The health, safety, and mobility of these communities are directly affected by the presence of a 60-year-old interstate highway that serves many purposes.

After years of applied expertise and public engagement within a framework of emerging values, we acknowledge that a time of reconciling priorities is before us as responsible board members. We want to jointly thank you for stepping up to serve as a member of the Gateway Cities COG’s I-710 Ad Hoc Committee. We applaud the COG Board of Directors for establishing the Ad Hoc Committee and for their action to join with Metro in securing state and federal funding to deploy zero emission trucks for operation in the Corridor.” (Statement by Metro Board Chair Hilda Solis, Metro Board members Dutra, Hahn and Mitchell, August 2, 2021)

At the first meeting, the Committee members agreed that they would like to accomplish both guiding principles and recommended early action programs/projects for the I-710 Corridor.

Each AHC meeting agenda has included a report from the COG Executive Director and when applicable, an opportunity for AHC members serving on the Metro Task Force to report back on the most recent meeting(s) of that body. Beginning in March 2022, the agenda has included a report from a representative of the I-710 Technical Advisory Committee. The Technical Advisory Committee consists of the Public Works staff from the I-710 Corridor cities.

Over the course of its meetings in 2021 and 2022, the Committee received presentations on a wide variety of past and current studies and analyses related to the I-710 Corridor. Notably, the Committee received a presentation from members of the Coalition for Environmental Health and Justice, a group of community and environmental justice organizations active in the corridor. Following is a complete list of the informational presentations made to the I-710 Ad Hoc Committee:

Title	Presenter	Date
Background Presentation on the Transportation Project Development Process	Julie Rush, AECOM, Metro Consultant	08/16/21
Background presentation on the “Early Action” Projects Discussed to Date	Ernesto Chaves, Metro	08/16/21
Informational presentation on Metro’s I-710 South Working Group (Task Force)	Michael Cano, Metro KeAndra Cylear Dodds, Metro	08/16/21
Presentation by Members of the Coalition for Environmental Health and Justice (CEHAJ)	CEHAJ Members Dilia Ortega, Jennifer Ganata, Sylvia Betancourt, Jamila Cervantes, Marcos Lopez, Laura Cortez	08/30/21
Background Presentation on I-710 Corridor EIR/EIS Impacts	Julie Rush, AECOM, Metro Consultant	09/20/21
Background Presentation on Metro Equity Tool	KeAndra Cylear Dodds, Metro	09/20/21
Background Presentation in I-710 Corridor Multimodal Transportation Assessment Methodologies	Gary Hamrick, Cambridge Systematics	09/20/21
Proposed Draft Metro Board Motion on Zero Emission/Clean Trucks on the I-710	Nancy Pfeffer, GCCOG Marisa Perez, GCCOG	10/04/21
Air Quality Emissions Challenges in the Corridor	Julia Lester, Ramboll Group, Metro Consultant	10/04/21
“What’s been studied previously?” Range of Transit, Freight and Operational Improvements that Have Been Studied to Date within the I-710 Corridor	Julie Rush, AECOM, Metro Consultant	10/04/21
2014 PBS Video I-710 Corridor	https://youtu.be/CIDIde7qIEw	11/01/21
Metro I-710 Task Force Community Engagement	Michael Cano, Metro KeAndra Cylear Dodds, Metro	12/06/21
Recommendation to Support Selection of I-710 as Priority Corridor Under SB 671	Nancy Pfeffer, GCCOG	01/12/22
Update on Metro I-710 Task Force Governance Structure & Opportunities	Metro Staff	01/12/22
Existing Conditions Presentation/Discussion Module 1 Module 2 Module 3	Metro Consultants: Julie Rush, AECOM Susan Ambrosini, AECOM Gary Hamrick, Cambridge Systematics Julia Lester, Ramboll Group	01/24/22
Refresher on I-710 Early Action Program Study Effort	Julie Rush, AECOM, Metro Consultant	02/07/22
COG Transportation Initiatives with I-710 Nexus	Yvette Kirrin and Kekoa Anderson, GCCOG	03/07/22
Metro’s NextGen Bus Study	Joseph Forgiarini, Metro	03/21/22
Potential Federal State & Local Funding Opportunities: Pathway for Advocacy of Project & Program Priorities	Norman Emerson, GCCOG	05/23/22

A link to all Ad Hoc Committee meeting agendas and supporting materials can be found [here](#).

Development of Guiding Principles

In November 2021, the Committee began work on developing a set of guiding principles. The Committee members engaged in an exercise using prompts about their roles in the Corridor as residents and officials, their concerns, and their aspirations for the Corridor. The exercise generated word clouds that served as the basis for developing a first draft of the principles.

The drafts were refined over the next few meetings, with opportunity for public comment in English and Spanish. All drafts were translated into Spanish for inclusion in the Committee agendas.

The final Principles were adopted in January 2022. They are shown in Attachment A to this report. The principles cover the following six topic areas:

- Process
- Air Quality and Health
- Safety
- Mobility
- Community Experience & Aesthetics
- Economy.

These principles were adopted by the COG Board in February and formally sent to the Metro staff in March for consideration in Metro's I-710 Task Force process. Copies of the principles were sent to all Metro Board members in May 2022.

Development of List of Projects, Programs, and Policies

In December 2021, the Ad Hoc Committee requested and received a four-month extension from the COG Board to complete its work.

In its 2022 meetings, the Ad Hoc Committee considered and refined a list compiled by staff of all the projects, programs, and policies that were presented to them. The list includes several projects, programs, and policies proposed by the Committee members. (These can be seen as Items numbered 1-6 at the end of the Guiding Principles in Attachment A.)

In the refinement process, staff provided information on which principles would be addressed by each of the items. Staff also indicated which agencies would be responsible for approval or implementation, possible timelines for implementation, and estimated cost ranges for each item, as well as early planning steps that would precede implementation.

Additional Activities of the I-710 Ad Hoc Committee

In October 2021, members of the Ad Hoc Committee were hosted by the Port of Long Beach on a boat tour of the San Pedro Bay Port area. Port staff provided the committee and guests with a narrative about the operations of the Port and pandemic-related concerns with the supply chain.

In January 2022, the Ad Hoc Committee nominated the I-710 as a priority corridor under SB 671 (Gonzalez, 2021), which establishes a Clean Freight Corridor Assessment. The law's purpose is to facilitate the deployment of alternative and zero-emission freight movement technologies on the five most polluting freight corridors in the state. The California Transportation Commission (CTC) opened a nomination process in early 2022. The AHC supported staff's recommendation to nominate I-710 as a priority corridor for this program, and the COG Board supported that recommendation in February 2022.

Section 4: Recommendations and Advocacy

The full list of recommended projects, programs, and policies is included as Attachment B. The Committee recommends that the COG Board advance all the items on the list to Metro's Task Force for consideration for inclusion in their discussion and recommendations

Who Can Implement?

A variety of agencies could implement the wide range of projects, programs, and policies being recommended. The following lists indicate the items grouped by who can take the lead in implementation, presuming that funding can be made available. These categories indicate where advocacy efforts could be focused in support of the initiatives.

Local Jurisdictions: The following projects and programs could be primarily developed and implemented under the jurisdiction of one or more cities (and under the jurisdiction of the County of Los Angeles for the unincorporated areas):

- B. Targeted Safety Improvement Program (Arterials Element)
- D. Zero-Emission Infrastructure (Pilot Project)
- F. Community Stabilization Policies
- L. Atlantic Avenue/Boulevard Corridor Complete Street
- M. Florence Avenue Corridor Complete Street
- O. Local Early Action Program
- P. Livability Initiative
- Q. "Complete Streets" Arterial Corridors (beyond those already initiated or completed)
- X. Shoemaker Bridge / Shoreline Drive Re-Alignment

The primary advocacy task associated with these initiatives would consist of requesting funding, whether from Metro, the state legislature, or Congress, and via either existing grant programs, as applicable, or via special funding requests (earmarks).

Metro: The following projects and programs from the recommendation list would be developed and implemented with Metro taking the lead:

- I. I-710 Zero Emission Truck Program
- E. Regional Transit Program
- V. New Metro Micro Transit Improvement Zones in the I-710 Corridor
- W. New Metro Bus Priority Lane Corridors in the I-710 Corridor
- K. Integrated Corridor Management Project (Intelligent Transportation Systems)

The primary advocacy task associated with these initiatives would be to work with the COG's Metro Board representatives and Metro staff to ensure agency priority and funding are given to these efforts.

Caltrans: The following projects and programs from the recommendation list would be developed and implemented under the jurisdiction of Caltrans, with other agencies (including Metro) as indicated:

- A. Freeway Soundwalls (with Metro)
- B. Targeted Safety Improvement Program (with Metro, Freeway Elements)
- G. Pedestrian/Bicycle-Only Crossings (with LA County Flood Control District)
- J. Early Action Soundwalls (Package 3) (with Metro)
- N. Freeway Safety & Operational Improvements (with Metro)
- R. Artesia & Atlantic Complete Street Corridor Nexus with I-710 - Study Area No. 1 (with LA County Flood Control District and affected cities)
- S. Imperial Complete Street Corridor Nexus with I-710 - Study Area No. 2 (with LA County Flood Control District and affected cities)
- T. Florence Complete Street Corridor Nexus with I-710 - Study Area No. 3 (with LA County Flood Control District and affected cities)
- U. Atlantic Complete Street Corridor Nexus with I-710 - Study Area No. 4 (with LA County Flood Control District and affected cities)

The pathway to implementation for these items would be through the COG's continued participation in the Metro I-710 Task Force. At the same time, the I-710 Technical Advisory Committee would work with the COG Engineers to develop local plans and priorities. Caltrans and Metro participate in this committee and would be the focus of efforts by the COG to secure funding and priority for specific projects emerging from these plans.

Federal Agencies: As the I-710 is an interstate freeway facility, the following project/program would require the approval and action of federal agencies in conjunction with cities and local agencies including Metro, South Coast AQMD, and the Ports of Los Angeles and Long Beach, depending upon the specific characteristics of the proposed legislative or regulatory actions and/or policy changes that will need to be defined further.

C. Zero-Emission Travel Zone

The pathway to implementation for this initiative would be through a policy analysis in partnership with a transportation research institute such as METTRANS. Such a study could illuminate how and where these zones have been implemented and what steps would be needed.

When Can Items Be Implemented?

Attachment C is a timeline chart that indicates the years when implementation could begin and end, as well as the key guiding principles addressed. The list of projects, programs, and policies is the same in Attachment B and Attachment C. Attachment C is merely a more concise presentation of the list, focused on implementation timelines.

Some projects could be implemented relatively quickly, especially those where cities can take the lead and where substantial additional funding is not needed. Examples of items that could be implemented soon include a targeted safety improvement program, community stabilization policies, and additional Metro Micro transit service (although costs for these efforts are not yet well defined).

Some projects are more complex and require more upfront time for planning and feasibility studies; for environmental clearance, documentation, and approvals; for design; and for construction. For example, a full network of “Complete Streets” Corridors would likely need to be developed and constructed within each jurisdiction on a segment-by-segment basis for each arterial corridor. Funding would not necessarily be available for the construction of all “Complete Streets” corridors at once, nor would that be desirable for the traveling public.

Many projects in Attachment C would be phased over a number of years, while the benefits of the programs would, by definition, accrue over a period of years. As described above, some of the large, more complex projects would not be open for use immediately in Year 1 as they would still need to undergo project development activities, including a number of sequential project approvals. These tend to be more mid-term and long-term projects that would be constructed, and thus could be open to use by the public, in phases over a period of years. The blue bars in Attachment C indicate how soon benefits to the public would begin and accrue as each construction phase is opened, assuming that funding is made available. By the end of the blue bar, all phases of the project or program would be fully operational.

Advocacy Plan

While the Committee’s work as a group may be finished, the recommended projects will still require the COG’s voice to be amplified in advocacy for funding and implementation. The groupings above indicate where advocacy efforts would be focused and what the nature of the request would be. The Committee recommends that the COG Board direct staff to develop a more detailed I-710 corridor advocacy plan, modeled on the West Santa Ana Branch Project Advocacy Plan, for use by the elected members, including recommended advocacy partnerships with other agencies and stakeholders. Attachment D is a presentation slide deck summarizing potential federal, state and local funding opportunities that would enable implementation of the Committee's recommended list of items.

Near Term Work Program

As described above, the COG's member cities can take the lead on some items. In addition, the COG can begin planning efforts to lay the groundwork for some of the items that could begin implementation in the future.

The COG's transportation engineers work with the cities via the I-710 TAC to advance local priorities and projects. For the Targeted Safety Improvement Program (Item B, Arterial Elements), Complete Streets Corridors (Items L, M, and Q), Livability Initiative elements (Item P), and continued work on the Local Early Action Program (Item O), the cities would take the lead via the I-710 TAC, with support from the COG engineers. For higher soundwalls (Item A), Pedestrian/Bicycle crossings (Item G), and Integrated Corridor Management (Item K), the COG engineers would facilitate and coordinate city participation with Metro and Caltrans. Additional funding (beyond what is projected for the COG's FY 22-23 budget) could be required and sought for these planning efforts, depending on the scope.

For the four potential "nexus" areas between Complete Streets and the I-710 freeway (Items R, S, T, and U), the COG and affected cities could consider conducting "freeway nexus" studies to prioritize locally desired elements. Additional funding would be needed for such studies.

For transit-related items, such as a regional transit program (Item E), additional Metro Micro service (Item V), and Metro bus priority lanes (Item W), the COG staff could play a coordination role in support of COG Board members as needed.

In addition to any planning and design efforts by the COG engineers, the following COG staff activities are recommended for the coming fiscal year:

- Zero Emission Travel Zone (Item C): Seek funding for partnership with METRANS to further develop the idea based on current practices.
- Zero-Emission Infrastructure (Item D): Seek funding from Metro for a joint Metro/COG pilot study of ZE infrastructure siting in the I-710 corridor.
- Community Health Benefit Program (Item H): Begin work to design program, identify an administrator, and determine funding source/amount.
- Community Stabilization Policies (Item F): The COG staff can support cities with policy analysis if needed, to the extent of the staff's expertise.

For further progress on the Zero Emission Truck Program (Item I) and any freeway safety & operational improvements (Item B, Item N), the COG Board members and staff will remain engaged with the Metro I-710 Task Force and its subcommittees and working groups, to emphasize the importance of these initiatives.

Summary of Recommendations

The two proposed recommendations for the Ad Hoc Committee are as follows:

1. The Committee recommends that the COG Board advance all the items on the list of Recommended Strategies, Programs, Policies to Metro's Task Force for consideration for inclusion in their discussions and recommendations.
2. The Committee recommends that the COG Board direct staff to develop a more detailed I-710 corridor advocacy plan, modeled on the West Santa Ana Branch Project Advocacy Plan, for use by the elected members, including recommended advocacy partnerships with other agencies and stakeholders.

Section 5: Attachments

Attachment A – Guiding Principles

Attachment B – Summary of Recommended Strategies, Projects, Programs, Policies

Attachment C – Timeline of Implementation

Attachment D - Presentation on Potential Federal State & Local Funding Opportunities

**Gateway Cities COG
I-710 Ad Hoc Committee
Principles for the I-710 Corridor**

Address the past harms created by the I-710 Freeway by improving conditions for those who live in and use the corridor, according to the following principles:

Process

- A. Ensure community voices are incorporated into decision making about the corridor.
- B. Agencies with jurisdiction over different aspects or parts of the corridor – e.g., the I-710 freeway, arterial streets, LA River Channel, and utility corridors – need to collaborate and be accountable.

Air Quality and Health

- C. Improve air quality in communities along the I-710 Corridor.
- D. Reduce vehicle emissions, including from tires and brakes.
- E. Improve the overall health of corridor residents, including mental health.
- F. Make the I-710 corridor a national and state priority for deploying zero-emissions trucks, as well as personal vehicles.

Safety

- G. Make the freeway and other roads in the corridor safer for all users, whether they are in vehicles or not.
- H. Increase pedestrian, bicycle, and motor vehicle safety by improving on- and off-ramps.
- I. Work with appropriate agencies to find safe places for people now living along the freeway.

Mobility

- J. Improve mobility by providing more transit and other multimodal travel options, including freight rail, to reduce congestion and bottlenecks.

Community Experience & Aesthetics

- K. No expansion of the freeway and no displacement of homes and businesses.
- L. Make the corridor more welcoming by engaging artists from the community and by adding native vegetation, which can also trap pollution.

- M. Enhance signage and way finding.
- N. Assist cities in addressing the impact of heavy vehicles on local streets and arterials.
- O. Improve pavement materials and maintenance.
- P. Ensure corridor communities, including smaller communities, receive benefits from moving goods in the corridor, not just impacts.

Economy

- Q. Ensure corridor residents have access to job opportunities, including jobs that support families and pay living wages and jobs created in the efforts to improve the corridor.
- R. Improve economic health of the communities in the corridor, including responding to mobility needs and the need for affordable and low-income housing.
- S. Ensure sufficient equitable funding is provided to meet community goals in all cities, including smaller cities.
- T. Ensure support for small and local businesses.
- U. Support economic development and local industries along the corridor.

To achieve these visionary principles, consider the following projects, programs, or policies:

1. Build higher soundwalls to protect residents from air pollution, noise, and other impacts.
2. Conduct safety audit and targeted safety improvements.
3. Create Zero-Emission (ZE) Zone (encourage all vehicles traveling on the I-710 to be clean vehicles).
4. Install charging/fueling stations/ZE infrastructure at key locations throughout the corridor.
5. Support for regional transit program focused on supporting zero-car households, including community educational programs on transit use.
6. Propose and pass community stabilization policies that provide a holistic approach to support impacted communities, to include but not limited to community benefits and workforce agreements, inclusionary housing policies, locally owned business support, community land trusts.

NOTE: These six items are included, with more detail, in the following table of Recommended Strategies, Projects, Programs, Policies.

I-710 Ad Hoc Committee
Summary of Recommended Strategies, Projects, Programs, Policies

#	Improvement	Summary Description	Guiding Principles Category	Responsible Agency for Approval / Implementation	Timeframe for Implementation*	Estimated Cost Range
A	Freeway Soundwalls Source: I-710 Ad Hoc Committee	<ul style="list-style-type: none"> Build higher soundwalls to protect residents from air pollution, noise, and other impacts. This would encompass all walls along I-710 – beyond the I-710 Early Action Program walls - that are currently less than 16 feet high. 	Community Experience and Aesthetics	Caltrans Metro	5 – 15 Years, assuming phased implementation	\$85 M - \$125 M
B	Targeted Safety Improvement Program Source: I-710 Ad Hoc Committee	<ul style="list-style-type: none"> Conduct safety audit and make targeted safety improvements on the freeway and arterial roadway network within the I-710 Corridor Study Area. Safety improvements would address all users of the roadway, including pedestrians, bicyclists, motorists, and trucks. 	Safety	Cities County of LA Caltrans / Metro	Program, 2 - 10 years over the life of the program	\$5M - \$10M per year for 10 years \$50 M - \$ 100 M over a 10-year period
C	Zero-Emission Travel Zone Source: I-710 Ad Hoc Committee	<ul style="list-style-type: none"> Create Zero-Emission (ZE) Zone (encourage all vehicles traveling on the I-710 to be clean vehicles). Incentives should focus on communities and users of need. Work towards a clear requirement for ZE (trucks only) on I-710 in the long run. 	Air Quality and Health	US DOT (FHWA) & U.S. Dept. of Commerce, or EPA [regulatory] State of California (legislature & Caltrans or CARB [regulatory]) SCAQMD [regulatory] Cities, County, Ports if zone encompasses local roadways	2 – 10 years, to deliver program of education, incentives (subsidies) /disincentives 10 - 15 Years for law changes, studies of trip diversion, policy requirements and implementation	\$10 M - \$ 20 M per year for 10 years for incentive/subsidy funding as a pilot. Agency staff and consultant time up to \$500 K.
D	Zero-Emission Infrastructure Source: I-710 Zero Emissions Program, I-710 Ad Hoc Committee	<ul style="list-style-type: none"> Install electric charging/hydrogen refueling stations at key locations throughout the I-710 Corridor (Pilot project: 1-3 sites of approximately 2 acres per site). Begin with a project definition and siting study. Explore additional options to add zero emissions infrastructure for all vehicles in the I-710 Corridor Study Area for mid-term and long-term development. 	Air Quality and Health	Cities, County of LA TBD	5 Years, assuming Pilot Project Greater than 5 Years for mid-term and long-term development	\$ 5 M - \$15 M
I	I-710 Zero Emission Truck Program Source: I-710 Draft Early Action Program	<ul style="list-style-type: none"> Subsidy funding to deploy zero emissions trucks on I-710. Seed funding to develop electric charging/refueling stations for zero emissions trucks. <p>[Note: this Program is currently being refined through the I-710 Task Force and related Zero Emission Truck Working Group.]</p>	Air Quality and Health	Metro	Program, Timeframe TBD	\$50 M - \$X M Upper limit TBD dependent upon scope.
E	Regional Transit Program Source: I-710 Ad Hoc Committee	<ul style="list-style-type: none"> Support for regional transit program should focus on serving transit-dependent households. Provide new bus routes to establish better connections among the community shuttles and local circulators within the corridor, including Long Beach Transit (loop routes to promote intra-regional connectivity). Community education programs on transit use. 	Mobility	Metro Long Beach Transit City Shuttles (Bell La Campana, Bell Gardens Transit, Bellflower Bus, Commerce Municipal Bus Lines, Compton Renaissance, Cudahy Area Rapid Transit, Downey Link, East Los Angeles Shuttle, Huntington Park COMBI, Lynwood Breeze, South Gate GATE)	2 – 4 Years, assuming phased implementation	\$20 M - \$25 M per year \$400 M - \$500 M over a 20-year period
V	New Metro Micro Transit Improvement Zones in the I-710 Corridor Source: Metro, NextGen Bus Plan	<ul style="list-style-type: none"> Implementation of new Metro on-demand, flexible transit service for the northern section of the I-710 Study Area between Lynwood and Commerce. <ul style="list-style-type: none"> Rides can be booked online, by app, or by phone. Rides are prescheduled, same day/multiple days. Uses small capacity vans (seats 7-10 riders). Pick-up/drop-off where safe (virtual stops). Targeted maximum wait time is 15 minutes. 	Mobility	Metro	1 – 3 Years, Assuming phased implementation	\$10 M - \$12 M per year \$200 M - \$240 M over a 20-year period

#	Improvement	Summary Description	Guiding Principles Category	Responsible Agency for Approval / Implementation	Timeframe for Implementation*	Estimated Cost Range
		<ul style="list-style-type: none"> - Include features to provide real-time information to users on optimal transit routes and transit options based on time of day 				
W	<p>New Metro Bus Priority Lane Corridors in the I-710 Corridor</p> <p>Source: Metro, NextGen Bus Plan</p>	<ul style="list-style-type: none"> • Improve bus times, speeds, and reliability in selected corridors. Bus priority corridors follow key bus routes. Include routes Line 60 (Long Beach Blvd), Line 108 (Slauson), Line 110 (Gage), Line 111 (Florence), Line 115 (Firestone), and Line 260 (Atlantic Blvd). Capital improvements include: <ul style="list-style-type: none"> - Bus priority lanes and bus stop bulb outs - Transit Signal Priority - All Door Boarding - Bus Stop and Layover Improvements 	Mobility	Metro	<p>3 – 7 Years per Corridor Depending upon scope of proposed improvements</p> <p>Say, 15 Years to Complete All Corridors</p>	<p>Line 60: \$280 M - \$370 M Line 108: \$100 M - \$130 M Line 110: \$90 M - \$120 M Line 111: \$110 M - \$140 M Line 115: \$100 M - \$130 M <u>Line 260: \$220 M - \$290 M</u> Total: \$900 M - \$1,180 M</p> <p>[I-710 Corridor segments only]</p>
F	<p>Community Stabilization Policies</p> <p>Source: I-710 Ad Hoc Committee</p>	<ul style="list-style-type: none"> • Propose and pass community stabilization policies that provide a holistic approach to support impacted communities, improve their resilience, and address the social determinants of health, to include but not be limited to: <ul style="list-style-type: none"> - Mandate process improvement: Engaging the community/forming partnerships with Community Based Organizations - Community benefits: establish a framework/menu/equitable development scorecard for new development projects - Community financial empowerment programs: local hire agreements, workforce education & development, credit improvement programs - Locally owned business support – small business interruption fund and loan funds during construction, guide for business support services, zoning to encourage small businesses, lease to own programs for businesses and housing - Identify, protect and encourage legacy and culturally significant businesses, and historical and cultural landmarks, mandate inclusion of arts and culture spaces in new development - Develop community land trusts/land banks: for new housing and/or to support naturally occurring affordable housing - Local wealth creation: encourage production of local for sale affordable housing, down payment assistance programs, homeowner maintenance assistance programs - Inclusionary housing policies with or without option of in lieu fees - Housing Trust Fund to support and increase funding for affordable housing production - Density bonus programs to incentivize affordable and mixed income housing production - Affordable accessory dwelling unit (ADU) programs and ADU amnesty programs - Policies to reduce housing costs, such as parking reduction/unbundling, innovative construction techniques, fee waivers, permit streamlining - Anti-displacement programs for tenants: tenant rights programs including anti-harassment policies/ just cause eviction policies, legal assistance for tenants, no net loss housing policies for new development, limits on residential demolition & conversion, tenant right-to-return policies, local resident preference programs for new housing - Rent stabilization policies - Low-income rental assistance programs, low interest loan programs for maintenance and improvement in rent stabilized units - Anti-displacement programs for homeowners: tax relief/loans/grants for maintenance/foreclosure assistance - Basic Income Program 	Economy	Cities, County of LA	1 – 5 Years for policy and program development	<p>Costs dependent upon policy and program scope.</p> <p>Not eligible for transportation funding.</p>

#	Improvement	Summary Description	Guiding Principles Category	Responsible Agency for Approval / Implementation	Timeframe for Implementation*	Estimated Cost Range
H	I-710 Community Health Benefit Program Source: I-710 Draft Early Action Program	<ul style="list-style-type: none"> Subsidy funding to implement projects and outreach activities to improve air quality and public health, including: <ul style="list-style-type: none"> Air Quality Improvement Projects for Schools and Community Facilities: air filtration, replacement/sealing of windows and doors, vegetation barriers or buffer landscaping. Health Education and Screening: community health screening and diagnosis, health education, training for community health workers, outreach programs. Greenhouse Gas Emissions Reduction Projects for Schools and Community Facilities: renewable energy projects, solar power generation, energy efficient lighting, tree planting. 	Air Quality and Health	GCCOG? County of LA?	Program, Say 2 – 10 Years	\$3 M - \$ 16.5 M [Note: cost range is COG Staff Proposal. Upper limit is 1.5% of \$1.1 billion in I-710 Corridor Measure M funds]
G	Pedestrian/Bicycle-Only Crossings Source: I-710 Draft Early Action Program	<ul style="list-style-type: none"> Construct Pedestrian/Bicycle Crossing Structures at: <ul style="list-style-type: none"> Hill Street (over I-710 and LA River Channel) Spring Street (over I-710 and LA River Channel) Humphreys Avenue (over I-710) <p>[Note: Crossing structures at Los Cerritos, Clara St. are dependent upon freeway project.]</p>	Mobility Safety	Caltrans / LACFCD	3 – 5 Years	Hill - \$20 M - \$30 M Spring - \$15 M - \$25 M Humphrey - \$5 M
J	Early Action Soundwalls (Package 3) Source: I-710 Draft Early Action Program	<ul style="list-style-type: none"> Combination of soundwall replacement, aesthetic treatment, and new soundwall projects along I-710 at selected locations between Pacific Coast Highway and SR-91. <p>[Note: this package of soundwalls has already been funded and has been environmentally cleared, but proposed design and location is tied to I-710 freeway project design.]</p>	Community Experience and Aesthetics	Caltrans / Metro	3 – 4 Years	\$ 52 M
K	Integrated Corridor Management Project (Intelligent Transportation Systems) Source: I-710 Draft Early Action Program	<ul style="list-style-type: none"> Improved signal coordination and deployment of vehicle detection devices to better manage traffic flow on I-710 and a related network of key arterials in the I-710 Corridor between SR-91 and SR-60. Integration of traffic management operations across multiple jurisdictions to respond to traffic incidents and delays. <p>[Note: Design is near completion and Metro is currently seeking funding for this project.]</p>	Mobility Safety	Metro Cities, County of LA	3 – 10 Years, assuming phased implementation	\$25 M - \$35 M
L	Atlantic Corridor Complete Street [see also “Complete Streets” Corridors] Source: I-710 Draft Early Action Program, COG Complete Street Master Plan	<ul style="list-style-type: none"> Multimodal bicycle, pedestrian, and transit stop features and amenities. Safety and traffic calming features. Landscaping, hardscaping (aesthetic treatments), public green spaces, trees. Water quality features (bioswales, tree wells). 	Mobility Safety Community Experience and Aesthetics	Cities, County of LA	4 – 15 Years, assuming phased implementation	\$ 425 M
M	Florence Avenue Corridor Complete Street [see also “Complete Streets” Corridors] Source: I-710 Draft Early Action Program, COG Complete Street Master Plan	<ul style="list-style-type: none"> Multimodal bicycle, pedestrian, and transit stop features and amenities. Safety and traffic calming features. Landscaping, hardscaping (aesthetic treatments), public green spaces, trees. Water quality features (bioswales, tree wells). 	Mobility Safety Community Experience and Aesthetics	Cities, County of LA	4 – 15 Years, assuming phased implementation	\$ 173 M [I-710 Corridor segments only]
N	Freeway Safety & Operational Improvements Source: I-710 Draft Early Action Program	<ul style="list-style-type: none"> Interchange improvements, bike lanes on bridges, traffic controls Auxiliary, acceleration, deceleration lanes Intersection improvements at/near ramp termini Intelligent transportation systems No displacements of homes and businesses. 	Mobility Safety	Caltrans Metro	5 – 20 Years, assuming phased implementation	\$400 M- \$800 M
O	Local Early Action Program Source: Measure R, I-710 TAC	<ul style="list-style-type: none"> Local projects brought forth by local jurisdictions for unencumbered Measure R funds, including but not limited to: <ul style="list-style-type: none"> Intersection improvements Bridge replacements Street widenings and enhancements Complete Streets projects and features Signal coordination and Intelligent Transportation Systems 	Mobility Safety	Cities, County of LA	On-Going Program, 0 – 20 Years	\$40 M - \$ 60 M, Remaining in unencumbered funds

#	Improvement	Summary Description	Guiding Principles Category	Responsible Agency for Approval / Implementation	Timeframe for Implementation*	Estimated Cost Range
P	Livability Initiative Source: Gateway Cities COG / Metro / CT Livability Initiative	<ul style="list-style-type: none"> Proposals for projects as an outcome of the Livability Initiative, such as: <ul style="list-style-type: none"> Lighting for people walking/biking New/improved bike lanes and bike amenities. New improved sidewalks and cross walks. Landscaping and shade. Public art. Improved bus stops. Improved curbs. Street furniture. Traffic calming to slow speeds. New connections and crossings. Improve under/overpasses. 	Community Experience and Aesthetics Mobility Safety	Cities, County of LA	2 – 20 Years, assuming phased implementation	\$248.6 M
Q	“Complete Streets” Arterial Corridors Source: Gateway Cities COG	<ul style="list-style-type: none"> Development of “Complete Streets” Corridors, including but not limited to: Artesia Corridor, Atlantic Corridor, Florence Corridor, Imperial Corridor, Alondra Corridor, Slauson Corridor, and Long Beach Blvd. Corridor <ul style="list-style-type: none"> Multimodal bicycle, pedestrian, and transit stop features and amenities. Safety and traffic calming features. Landscaping, hardscaping (aesthetic treatments), public green spaces, trees. Water quality features (bioswales, tree wells). 	Mobility Safety Community Experience and Aesthetics	Cities, County of LA	25 Years for All Corridors, 2 – 25 Years for phased implementation	Artesia: \$192 M Atlantic: \$425 M Florence: \$173 M Imperial: \$87 M - \$153 M Alondra: \$88 M - \$156 M Slauson: \$114 M - \$202 M <u>LB Blvd.: \$ 274 M - \$483 M</u> Total: \$1,353 M - \$ 1,784 M [I-710 Corridor segments Only]
R	Artesia & Atlantic Complete Street Corridor Nexus with I-710 - Study Area No. 1 Source: Gateway Cities COG	<ul style="list-style-type: none"> Additional studies to define improvements where Complete Streets Arterial Corridors interface with I-710 [Atlantic Boulevard from Artesia Blvd. to Alondra Blvd.] Improvements include items such as: <ul style="list-style-type: none"> Green street and safety features. Tree canopy. Landscaped traffic islands and sidewalks. Traffic calming features for areas of concern. Hardscape features. Vertical monuments. Street art. Buffer-separated and channelized bike lanes 	Mobility Safety Community Experience and Aesthetics	Caltrans / LACFCD, Cities	8 – 15 Years Depending upon scope of proposed improvements	Atlantic: \$25 M - \$35 M
S	Imperial Complete Street Corridor Nexus with I-710 - Study Area No. 2 Source: Gateway Cities COG	<ul style="list-style-type: none"> Additional studies to define improvements where Complete Streets Arterial Corridors interface with I-710 [Imperial Highway from Atlantic Blvd. to Garfield Ave.] Improvements include items such as: <ul style="list-style-type: none"> Green street, transit stop enhancements, and safety features. Pocket park. Interchange improvement, bridge replacement over I-710 and the LA River Channel. Exclusive bicycle and pedestrian connections over I-710 and the LA River Channel. Traffic calming features for areas of concern. Intersection and safety treatments at: Imperial Hwy./Atlantic Ave., Imperial Hwy./Union Pacific RR, and Imperial Hwy./Garfield Ave. Connections to West Santa Branch Gardendale station, the Urban Orchard, and SELA Cultural Center. 	Mobility Safety Community Experience and Aesthetics	Caltrans / LACFCD, Cities	8 – 15 Years Depending upon scope of proposed improvements	Imperial: \$90 M - \$150 M
T	Florence Complete Street Corridor Nexus with I-710 - Study Area No. 3 Source: Gateway Cities COG	<ul style="list-style-type: none"> Additional studies to define improvements where Complete Streets Arterial Corridors interface with I-710 [Florence Ave. from Atlantic Blvd. to Eastern Ave.] Improvements include items such as: <ul style="list-style-type: none"> Green street and safety features. Landscaped traffic islands. Traffic calming features for areas of concern. Interchange improvement, bridge replacement over I-710 and the LA River Channel. Exclusive Bicycle and pedestrian connections over I-710 and the LA River Channel. Connections to West Santa Branch Florence/Salt Lake station 	Mobility Safety Community Experience and Aesthetics	Caltrans / LACFCD, Cities	8 – 15 Years Depending upon scope of proposed improvements	Florence: \$125 M - \$175 M

#	Improvement	Summary Description	Guiding Principles Category	Responsible Agency for Approval / Implementation	Timeframe for Implementation*	Estimated Cost Range
U	Atlantic Complete Street Corridor Nexus with I-710 - Study Area No. 4 Source: Gateway Cities COG	<ul style="list-style-type: none"> • Additional studies to define improvements where Complete Streets Arterial Corridors interface with I-710 [Atlantic Blvd. from Slauson Ave. to Washington Blvd.] Improvements include items such as: <ul style="list-style-type: none"> - Green street and safety features. Landscaped median. - Atlantic Ave. Bridge widening with bike lanes over LA River Channel. - Atlantic Ave. Bridge replacements over Pennington Way/RR yard and over LA River Channel at selected locations. - Intersection improvements, roundabouts. Traffic calming features for areas of concern. - Bicycle lanes and pedestrian safety treatments. - Exclusive Bicycle and pedestrian connections over I-710 and the LA River Channel. 	Mobility Safety Community Experience and Aesthetics	Caltrans / LACFCD, Cities	8 – 15 Years Depending upon scope of proposed improvements	Atlantic: \$80 M - \$120 M
X	Shoemaker Bridge / Shoreline Drive Re-Alignment Source: I-710 Ad Hoc Committee	<ul style="list-style-type: none"> • Replace Shoemaker Bridge. Address non-standard features and design deficiencies. • Provide bicycle, pedestrian, and streetscape improvements on major thoroughfares leading to Shoemaker Bridge and southern terminus of I-710. • Re-Align Shoreline Drive 	Community Experience and Aesthetics Safety	City of Long Beach	3 – 7 Years assuming phased implementation	\$350 M - \$400 M

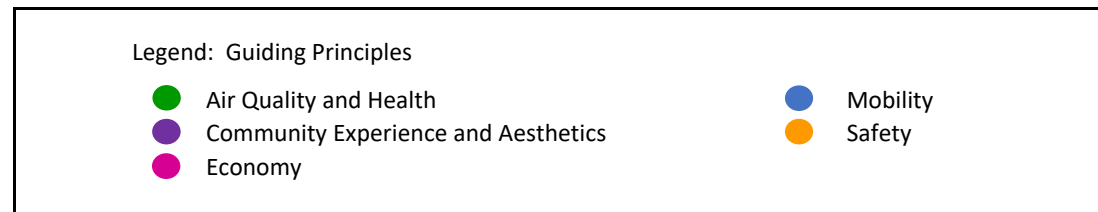
* Timeframe for implementation is ultimately dependent upon available funding among other factors.

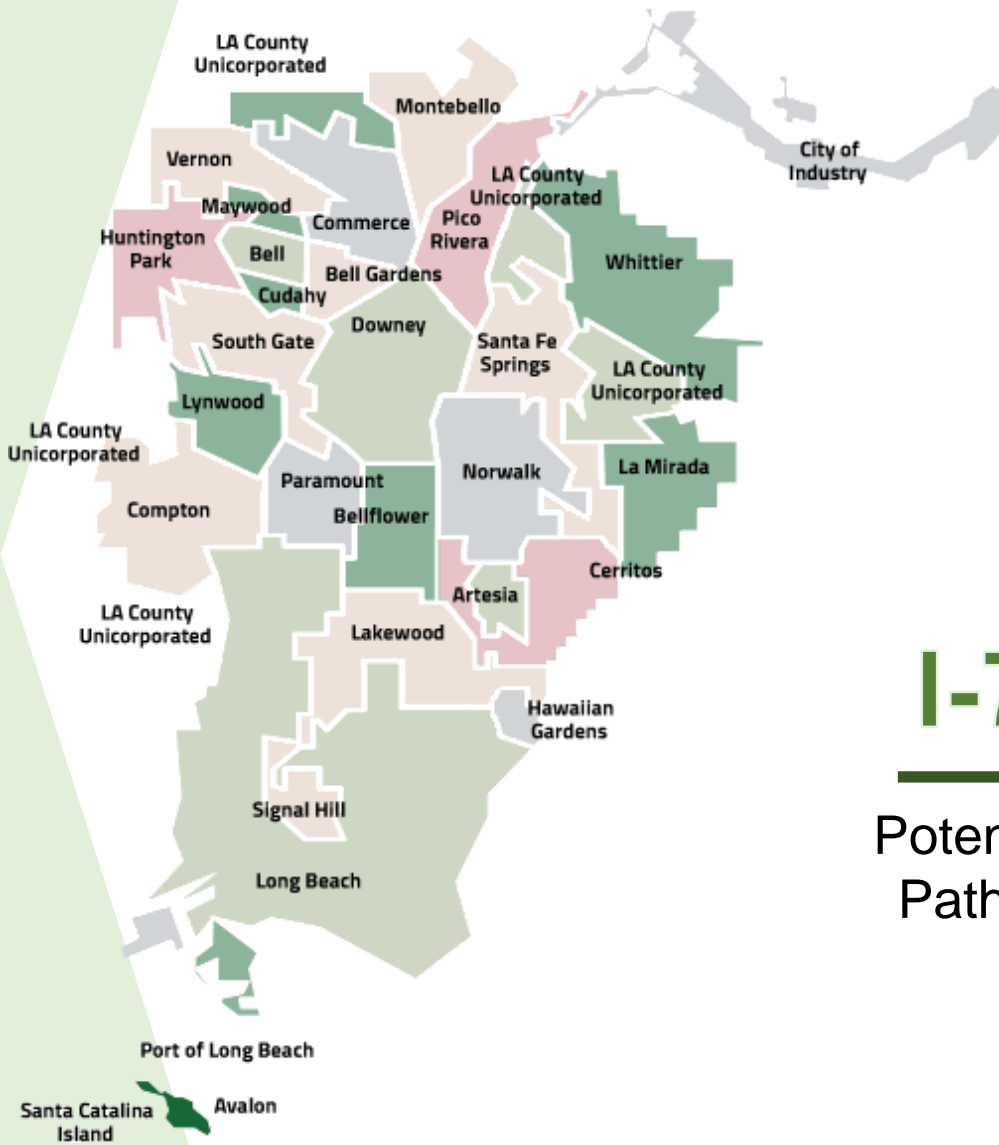
Implementation Timeframe

I-710 Ad Hoc Committee Projects, Programs and Policies



Notes: For additional detail, please refer to the I-710 AHC Summary of Potential Projects, Programs and Policies (May 2022). Improvements for several projects and programs would be implemented in phases.





GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Gateway Cities COG I-710 Ad Hoc Committee

Potential Federal State & Local Funding Opportunities¹
Pathway for Advocacy of Project & Program Priorities
May 23, 2022

Potential Federal, State and Local Funding Opportunities Pathway for Advocacy

- Federal “Infrastructure Investment and Jobs Act” (IIJA)—“Bipartisan Infrastructure Law.”
- Potential State Transportation and Zero Emission and Related Funding Sources.
- Metro—Proposed FY 2023 Proposed Budget—Selected Program Expenditures.
- Concluding Points and Potential Next Steps.

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“Infrastructure Investment and Jobs Act” (IIJA)

- The Infrastructure Investment and Jobs Act (IIJA) –also known as the “Bipartisan Infrastructure Law” was signed into law by President Biden on November 15, 2021.
- The new \$1 trillion federal infrastructure bill includes funding for expanded broadband, clean water facilities, upgraded energy systems, along with an unprecedented level of funding for multi-modal transportation projects and programs.
- IIJA provides about \$550.0 billion over the 5-year per (FY 2022-26) to the U.S. Department of Transportation (USDOT) for a range of multi-modal programs that are distributed by both formula and discretionary competitive grants. California is projected to receive \$38.0 b in formula funding.
- About \$163.0 billion over the 5-year period and \$32.0 billion this fiscal year are available to support 22 major competitive grant programs.



Biden-Harris Administration “Justice40 Initiative”— Framework for Federal Decision Making

- Prior to enactment of the new federal “Infrastructure Investment and Jobs Act”/“Bipartisan Infrastructure Law”, the Biden-Harris Administration issued Executive Order (EO) 14008 focusing on climate change and equity, entitled: “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.”
- Central to the President’s EO is a new federal policy and decision-making framework known as the “Justice40 Initiative.”
- Justice40 provides a whole-of-government approach to advancing environmental justice by stating that “...40 percent of Federal investments flow to disadvantaged communities....”

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Biden-Harris Administration “Justice40 Initiative”— Framework for Federal Decision Making

- Federal agencies like USDOT have begun to include Justice40 requirements in their competitive IIJA grant Notice of Funding Opportunity (NOFOs).
- Recently the COG and ERT JPA sent a letter to the President’s Senior Advisor and Infrastructure Implementation Coordinator urging the Justice40 be incorporated into the process the Federal Transit Administration uses to allocate federal transit funds to project like the WSAB rail line.
- AB 2419 (Bryan-Garcia) has been introduced in the California Legislature and if enacted would require that a minimum of 40% of all IIJA funds received by the state will be allocated to projects “...that provide direct benefits to disadvantaged communities.” The COG Board voted to support the bill.



Selective IIJA Funding for Major Formula Grant Programs

Programs	Amount (FY '22)	California
Carbon Reduction Program	\$1.2 b	\$106.7 m
Congestion Mitigation & Air Quality Improvement (CMAQ)	\$2.536 b	\$505.6 m
National Electric Vehicle Infrastructure	\$5.0 b	\$55.0 m
National Highway Freight	\$1.373 b	\$127.2 m
Surface Transportation Block Grant	\$13.8 b	\$1.196 b

- Metro receives annual sub-allocations of these formula: \$250.0 m in CMAQ funding which can support a range of activities including transit operations and EV trucks and related charging infrastructure.
- An additional example of a IIJA formula program that could support the AHC program and project priorities is the National Electric Vehicle Infrastructure program.



IJA National Electric Vehicle Infrastructure (Formula)

- California projected to receive \$383.0 over 5 years.
- This year Caltrans is scheduled to receive \$55.0 m
- Eligible projects include electric charging infrastructure located within designated “Alternative Fuel Corridors”, for passenger vehicles and heavy duty trucks. (The I-710 corridor is designated) Individual funded projects must be located within one mile of an Alternative Fuel Corridor.
- California is required to submit to FHWA, by August 2022, an EV Infrastructure Deployment Plan. We understand Caltrans District 7 is engaged in preparation of California’s Plan, and anticipate that both Metro and the COG will be consulted during this process.
- 40% of funding must support EV charging infrastructure projects that benefit disadvantaged communities, consistent with the “*Justice40 Initiative*.”

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Representative IIJA Funding for Major Competitive Grant Programs

Programs	Amount (5-Year)
Active Transportation Infrastructure Investments	\$1.0 b
Charging and Fueling Infrastructure	\$2.5 b
Congestion Relief	\$250.0 m
Local and Regional Project Assistance (RAISE)	\$15.0 b
National Infrastructure Project Assistance (MEGA)	\$15.0 b
National Significant Multimodal Freight and Highway Program (INFRA)	\$14.0 b
Reconnecting Communities	\$1.0 b
Safe Streets and Roads for All	\$6.0 b

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IJA “Reconnecting Communities” Competitive Grant Program

- Consistent with Biden-Harris Administration environmental justice and equity policies, the IJA grant program is intended to restore community connectivity by “...removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community, including mobility, access, or economic development.
- The five year funding program approved by Congress totals \$1.0 billion. A NOFO is scheduled to be released by the FHWA later this Summer.
- \$30.0 m a year is available for planning grants with an additional \$100.0m available over the 5 year period for additional community based planning grants. Maximum award for planning grants is \$2.0 m/grant.



IJA “Reconnecting Communities” Competitive Grant Program

- Over the five year period of the program at least \$400.0 m is designated for capital grants, with minimum award \$5.0 m per grant.
- Planning studies can be used to evaluate the feasibility of mitigating, removing or retrofitting an existing highway to restore “community connectivity.”
- Congress has also established a compatible USDOT administered initiative entitled “*The Thriving Communities*” --a program to provide technical assistance and capacity building to assist “...disadvantaged communities advance transformative, equitable and climate-friendly infrastructure projects.”

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IIJA “Safe Streets and Road for All” Competitive Grant Program

- Funding to support “local initiatives to prevent death and serious injury on roads and streets.”
- \$1.0 billion available annually (nationwide) to support safety focused projects and programs. NOFO just issued by USDOT.
- Eligible program or project expenditures include: safety education initiatives, complete streets, bike lanes, walkways, enhanced lighting, crosswalk visibility enhancements.
- Joint or multi-agency grant applications encouraged.

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Newsom Administration “Climate Action Plan for Transportation Infrastructure” (CAPTI)

“From increased investments to support zero-emission transit, freight and rail as well as projects that vastly expand safe access to walking, biking and transit, we will develop a transportation system that is safer, more sustainable, more equitable and benefits all Californians – particularly those who have historically been left behind.”
Governor Gavin Newsom

- CAPTI builds on Executive Orders signed by Governor Gavin Newsom targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals.
- According to strategies contained in the Plan, the state will invest discretionary transportation funds in sustainable infrastructure projects that “align with its climate, health and social equity goals.”



Newsom Administration “Climate Action Plan for Transportation Infrastructure” (CAPTI)

- To direct the state’s transportation investments, the Plan contains 10 guiding principles which include:
 - Investing in networks of safe and accessible bicycle and pedestrian infrastructure.
 - Advancing investments in light, medium, and heavy-duty zero-emission vehicles and infrastructure.
 - Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits.
 - Promoting projects that do not substantially increase passenger vehicle travel.
 - Developing a zero-emission freight transportation system.



Potential State Transportation Funding Sources-- Pending enactment of new FY 2023 State Budget

- In January 2022 the COG Board voted to support a Metro sponsored state transportation funding initiative Metro entitled the “Golden Opportunity” package to improve mobility in Los Angeles County.
- While the Metro sponsored state initiative focused primarily on transit funding it did include increased state investment in active transportation and zero emission truck programs.
- Currently, the Governor and legislative leaders are negotiating details of the final State Budget-over \$95.0 b revenue surplus- including a major transportation funding package and ZE related funding sources, including:

Programs	Amount	
	Senate	Governor
Active transportation projects and “Reconnecting Communities”	\$2.0 b	\$1.0 b
Port infrastructure/ZE goods movement demonstration projects	\$1.2 b	\$1.2 b
Port related workforce training center	\$110.0 m	\$110.0 m
Augment SB 1 Trade Corridor Enhancement Program	\$790.0 m	\$110.0 m



Potential State Zero Emission and Related Funding Sources - Pending enactment of new FY 2023 State Budget

Program	Amount
Transportation Equity, Mobility and Sustainable Communities Strategies Pilot— targets “underserved communities)	\$419.0 m
ZEV charging/fueling infrastructure grants.	\$600.0 m
ZEV drayage tucks & infrastructure--1,000 ZEV trucks.	\$475.0 m
Transformative Climate Communities Program	\$165.0 m

- State is anticipating leveraging the new funding dedicated to ZEV charging infrastructure with the grants (formula and competitive) funds from the federal IIJA: Carbon Reduction Program and National Electric Vehicle Infrastructure.
- A majority of these grant programs are administered by the California Air Resources Board, California Energy Commission, California State Transportation Agency, and the Strategic Growth Council.



Proposed “Reconnecting Communities” Grant Program

- Reconnecting Communities grant program is a new initiative that was a recommended action element of the Climate Action Plan for Transportation Infrastructure (CAPTI), focusing on transformation of highway corridors to benefit residents of underserved communities.
- State is positioning to leverage funds from the IIJA \$1.0 b federal Reconnecting Communities grant program administered by the Federal Highway Administration with funds from this new state initiative.
- When state budget funding is approved by the Legislature a competitive planning and implementation grant process would be established.
- Guidelines for allocating the funds would be developed by the California State Transportation Agency, in consultation with the Department of Housing and Community Development, Strategic Growth Council, and Governor’s Office of Planning and Research.
- Caltrans District 7 briefed the COG Board on some initial project priorities for implementing the new program including: complete streets, bike lanes, improved sidewalks, enhanced bus stops, better street lighting, landscaping and beautification, and improved pedestrian crossing of freeway ramps.
- Continued engagement by the COG with Metro and Caltrans could lead to a jump start on accessing this new state and possibly federal funding opportunities.

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State “Sustainable Transportation Equity Project” Grant Program

- The Sustainable Transportation Equity Project (STEP) is administered by the CARB and support community-based “clean transportation to reduce greenhouse gas emissions, increase access to key destinations, and address community resident’s transportation needs by funding planning and clean transportation project.”
- Recent example of a grant application focused on conducting “a community transportation needs assessment and prioritize projects in identified under-represented communities.”
- A another example is a \$13.8 million grant award to the City of Los Angeles to establish a “Universal Basic Mobility Pilot” project for South LA residents.

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State “Sustainable Transportation Equity Project” Grant Program

- Elements of the community-based LA DOT Pilot include:
 - Provide free, on-demand EV shuttle service
 - Provide subsidized Metro and LADOT DASH shuttle fares for 2,000 pilot area residents
 - Install “safe street” infrastructure
 - Deploy 250 e-bikes
 - Expand existing EV carshare program by adding 100 EVs
 - Install over 80 EV charging stations at libraries and Rec & Park facilities
- Is this state funded Pilot a model for Gateway communities and neighborhoods?



State SB1 “Local Streets and Road Funding Program”—Local Investment Potential

- SB 1 dedicated approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for local street and roads, including: maintenance, complete streets, active transportation, pedestrian and bicycle safety projects, along with ZEV fueling or charging infrastructure.
- Local jurisdictions must provide an Annual Project Expenditure Report to the Commission for each year in which program funding was received and expended. These Reports are required to be adopted by your City Councils by resolution.
- According to the State Controller COG member cities are projected to receive during 2022 over \$35.0 m of state Local Street and Road funding. Over the next five years the total revenues could equal over \$179.0 m.

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Metro - Proposed FY 2023 Budget – Selected Program Expenditures

“Prioritize programs and services that benefit the most disadvantaged geographies and people to reduce or close racial, economic, and gender equity gaps.” (Proposed FY 2023 Metro Budget)

- Current Metro funding commitments to the I-710 Corridor:
 - \$50.0 m to support zero emission trucks and related facilities
 - \$5.5 m (FY 2023) to support city-driven early action projects.
- Proposed Metro budget, currently under review by the public and Metro Board, recommends an expenditure amount totaling \$8.8 b for the next fiscal year (July 2022).

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Metro - Proposed FY 2023 Budget – Selected Program Expenditures

Program	Amount
Transit operations & maintenance, including <i>Micro Transit</i>	\$2.2 b
Bus capital improvements including <i>NexGen</i>	\$1.5 b
Support for municipal & local transit operators	\$1.9 b
Active transportation	\$80.0 m
“Reimagining” public safety	\$296.0 m
Countywide sound wall construction	\$20.0 m
New bus lanes	\$14.0 m
Low income fares	\$30.0 m
West Santa Ana Branch (environmental/engineering)	\$29.0 m

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Metro -- Proposed FY 2023 Budget – Selected Program Expenditures

- Metro CEO has established an internal working group to develop a game plan for pursuing and securing competitive grant funds from the new federal infrastructure bill. COG has been in active discussion with Metro regarding the implementation of the proposed plan of actions.
- Metro is pursuing both state and federal grants to support the WSAB project: \$1.0 b-“Transit Intercity Rail Corridor Program; \$400 m IIJA National Infrastructure Project Assistance (MEGA) grant program.
- Near term funding opportunities to support AHC programs and priorities, demonstrating “local investment potential”, include the Metro Board approved “Measure M Subregional Equity Program” (SEP) and the “Community Infrastructure Partnership Program.”

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Subregional Equity Program (SEP)— Local Investment Potential

- SEP is approved element of the Measure M Expenditure Plan.
- Gateway Cities Subregion is targeted to receive \$244.0 m.
- In 2019 the COG Board approved a request to Metro for an initial \$60.0 m allocation.
- City Managers TAC focusing on SEP funding to meet 3% contribution for the WSAB.
- This week Metro Board is scheduled to adopt new allocation guidelines with implementation of SEP starting in October 2022.
- The identification of specific local projects, supported by SEP funding will be the responsibility of individual COG Boards of Directors, including the GWCCOG Board.

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Community Infrastructure Partnership Program (CIPP) – Local Investment Potential

- Contained in the COG Board approved “Strategic Transportation Plan” (STP) is a funding and financing concept known as the “Community Infrastructure Partnership Program” (CIPP).
- The concept centers on a pooled financing program where Metro could leverage or “monetize” the annual amount of funds COG member cities receive annually from Metro.
- In response to the COG’s initiative a motion sponsored by former COG Board chair and Metro Board member, Diane DuBois was adopted by the Metro Board to support the CIPP.
- To date, the concept has not been implemented by Metro.
- This year COG jurisdictions are projected to receive the following combined amount of funds from various Metro controlled revenue sources:
 - **\$103,281 m.** (*Sources Propositions A&C, Measure R&M Local Return, Transit Development Act Article 3&8*)
- Over the next five years the projected “local investment potential” of a pooled revenue could be approximately: \$516,406 m.
- Some administrative restrictions apply to use these Metro funds, but there could be an option of bonding or leveraging these local revenues.

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Concluding Remarks & Potential Next Steps

- A range of funding opportunities exist to link federal, state and local sources with the ADC program and project priorities. No single-source of funds will meet the requirements all of the identified priorities.
- Accessing the funding sources will be a competitive process requiring sustained engagement by the COG with grant funding decision-makers.
- COG member jurisdictions control state and Metro funding resources providing local investment potential to leverage federal and state funding sources.
- Maintain and expand strong partnerships with Metro, Caltrans, the Ports and CBOs. New I-710 Corridor focused Metro Board motion, establishes a framework for potential near-term actions.
- Establish new strategic alliances with labor (IBEW), non-profits, private sector interests, and other potential stakeholders.
- Initiate a pre-implementation work-plan including technical (engineering-design), planning and financial studies, and identify workforce and training opportunities.



Concluding Remarks & Potential Next Steps

- Clearly document the range of: environmental, e.g., reduction in GHG and diesel emissions; mobility; health related and other co-benefits serving Gateway Cities environmental justice communities.
- Explore the “bundling or consolidating” of various programs and projects demonstrating service to multiple COG jurisdictions.
- Continue the COG’s active engagement in both administrative and legislative activities that will enhance program and project competitiveness. For example, current Caltrans/CTC SB 671 (Gonzalez) freight corridor identification process may serve as a potential path to accessing state and federal funding supporting ZE projects.



Potential Federal, State and Local Funding Opportunities Pathway for Advocacy

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