

Communication from Public

Name: Eli Lipmen

Date Submitted: 01/11/2022 11:56 AM

Council File No: 21-1073

Comments for Public Posting: On behalf of the 90+ public, private, and community-based organizations that comprise the federally-designated South LA Promise Zone, and Move LA, a coalition-building advocacy organization dedicated to sustainable public infrastructure, we write to express our support for the Memorandum of Understanding with the Los Angeles County Metropolitan Transportation Authority (Metro) that commits the City to fund and construct up to \$30 million in necessary improvements in the City's right-of-way for the Rail to Rail Corridor Project. Originally proposed in 2012 and scheduled for completion by 2019, this 10-mile active transportation pedestrian and bicycle corridor will connect Southeast and South LA with high-quality transit, including to the Crenshaw 'K' Line, Silver 'J' Line, and Blue 'A' Line. The project cost a total of \$160 Million. Shovel ready, this community-focused investment is fully designed and CEQA-approved, and has leveraged all available local, state, and federal dollars, including securing a \$15 million USDOT TIGER (Transportation Investment Generating Economic Recovery) Grant, an \$8.3 million Active Transportation Program Grant, an \$8.2 million LA County Measure W Grant for stormwater runoff, and \$40 million in LA County Measure M funds. The City of Los Angeles commitment of \$30 million is essential for project completion. The Rail-to-River project is a critical component to implementing equity-focused and community-driven projects in South LA. If this project is not completed, it would impact years of collaborative community work around the South LA Climate Commons and Slauson Corridor Transit Neighborhood Plan. Now, there is also a tremendous opportunity to create regional connectivity by connecting the LA River Project and the West Santa Ana Line Branch (Eco-Rapid Transit) with a safe and zero-emissions first/last mile option for Southeast and South LA businesses, yielding greater economic activity for these communities and a great number of minority-owned businesses. This economic activity further extends to and supports workforce development, as new transit connectivity will help create a jobs hub and commercial corridor that creates an opportunity for street vendors and zero-emission e-bike delivery of goods from warehouses to local businesses and residents. In fact, these very benefits are some of what arose from the community engagement

process that culminated in the South LA Climate Commons report identifying Rail to River as a critical community project. This report also addressed how Rail to River and connected projects and efforts would: address the impacts of climate change on frontline communities; improve air quality and health outcomes; increase access to green space and urban greenery; create affordable housing and opportunities for community land trusts; produce career pathways; provide for clean transportation options; and mitigate the risk of displacement. All the benefits of Rail to River, and the deep community work that has been done to identify this equitable project that invests in vulnerable communities, comport with the stated goals of the City Council, which seeks to quickly and equitably invest in communities. With Rail to River, we can “Build Back Better” with high-quality jobs and climate-resilient infrastructure. Now, more than ever, we must intentionally invest in clean transit infrastructure in Southeast and South LA, which will address historic inequity and climate change. South and Southeast Los Angeles communities that have worked tirelessly to bring this project to fruition; it is now a tangible, shovel-ready reality. We thank you for your leadership on this motion and encourage City Council to move forward with signing the MOU with Metro as soon as possible. Sincerely, Zahirah Mann President and CEO SLATE-Z Eli Lipmen Deputy Director Move LA



January 11, 2021

Curren D. Price, Jr.
Councilmember, Los Angeles City Council

Nury Martinez
President, Los Angeles City Council
200 N. Spring Street, Los Angeles, CA 90012

Via Public Comment

Re: Council File 21-1073: Rail to River Memorandum of Understanding

Dear Los Angeles City Council President Martinez and Councilman Price:

On behalf of the 90+ public, private, and community-based organizations that comprise the federally-designated South LA Promise Zone, and Move LA, a coalition-building advocacy organization dedicated to sustainable public infrastructure, we write to express our support for the Memorandum of Understanding with the Los Angeles County Metropolitan Transportation Authority (Metro) that commits the City to fund and construct up to \$30 million in necessary improvements in the City's right-of-way for the Rail-to-River Corridor Project.

Originally proposed in 2012 and scheduled for completion by 2019, this 10-mile active transportation pedestrian and bicycle corridor will connect Southeast and South LA with high-quality transit, including to the Crenshaw 'K' Line, Silver 'J' Line, and Blue 'A' Line. The project cost a total of \$160 Million. Shovel-ready, this community-focused investment is fully designed and CEQA-approved, and has leveraged all available local, state, and federal dollars, including securing a \$15 million USDOT TIGER (Transportation Investment Generating Economic Recovery) Grant¹, an \$8.3 million Active Transportation Program Grant, an \$8.2 million LA County Measure W Grant for stormwater runoff, and \$40 million in LA County Measure M funds. The City of Los Angeles commitment of \$30 million is essential for project completion.

The Rail-to-River project is a critical component to implementing equity focused and community driven projects in South LA. If this project is not completed, it would impact years of collaborative community work around the South LA Climate Commons² and Slauson Corridor Transit Neighborhood Plan. Now,

¹ See <https://www.metro.net/projects/r2r/project-area/>.

² The coalition—collectively known as the South LA Climate Commons—consists of several community-based organizations and LA City and County partners across the Los Angeles region, such as: Strategic Concepts in Organizing & Policy Education, Brotherhood Crusade, Los Angeles Neighborhood Land Trust, Strategic Actions for a Just Economy, T.R.U.S.T. South LA, Community Coalition, CD Tech, Enterprise Community Partners, Tree People, City of

there is also a tremendous opportunity to create regional connectivity by connecting the LA River Project and the West Santa Ana Line Branch (Eco-Rapid Transit) with a safe and zero-emissions first/last mile option for Southeast and South LA businesses, yielding greater economic activity for these communities and a great number of minority owned businesses. This economic activity further extends to and supports workforce development, as new transit connectivity will help create a jobs hub and commercial corridor that creates an opportunity for street vendors and zero-emission e-bike delivery of goods from warehouses to local businesses and residents. In fact, these very benefits are some of what arose from the community engagement process that culminated in the South LA Climate Commons report identifying Rail-to-River as a critical community project. This report also addressed how Rail-to-River and connected projects and efforts would: address the impacts of climate change on frontline communities; improve air quality and health outcomes; increase access to green space and urban greenery; create affordable housing and opportunities for community land trusts; produce career pathways; provide for clean transportation options; and mitigate the risk of displacement.

All the benefits of Rail-to-River, and the deep community work that has been done to identify this equitable project that invests in vulnerable communities, comport with the stated goals of the City Council, which seeks to quickly and equitably invest in communities. With Rail-to-River, we can “Build Back Better” with high-quality jobs and climate resilient infrastructure. Now, more than ever, we must intentionally invest in clean transit infrastructure in Southeast and South LA, which will address historic inequity and climate change.

South and Southeast Los Angeles communities that have worked tirelessly to bring this project to fruition; it is now a tangible, shovel ready reality. We thank you for your leadership on this motion and encourage City Council to move forward with signing the MOU with Metro as soon as possible.

Sincerely,

Zahirah Mann
President and CEO
SLATE-Z

Eli Lipmen
Deputy Director
Move LA