

# GATEWAY CITIES COUNCIL OF GOVERNMENTS

## Transportation Committee

### **AGENDA**

*Wednesday, August 5, 2020*

**Note Start Time - 4:30 P.M. Meeting**

***Gateway Cities Council of Governments***

**MEETING REMOTE LOCATION: VIA ZOOM**

**Register Here:** [https://us02web.zoom.us/webinar/register/WN\\_JUHRj2ogTZqg4B7iiv3X4A](https://us02web.zoom.us/webinar/register/WN_JUHRj2ogTZqg4B7iiv3X4A)

AGENDA REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE ON THE GATEWAY CITIES COG WEBSITE AT WWW.GATEWAYCOG.ORG.

ON MARCH 4, 2020, GOVERNOR NEWSOM PROCLAIMED A STATE OF EMERGENCY TO EXIST IN CALIFORNIA AS A RESULT OF THE THREAT OF COVID-19. THE GOVERNOR HAS ISSUED EXECUTIVE ORDERS THAT TEMPORARILY SUSPEND REQUIREMENTS OF THE BROWN ACT, INCLUDING ALLOWING PUBLIC AGENCIES TO HOLD PUBLIC MEETINGS VIA TELECONFERENCING AND TO MAKE PUBLIC MEETINGS ACCESSIBLE TELEPHONICALLY OR OTHERWISE ELECTRONICALLY TO ALL MEMBERS OF THE PUBLIC.

**PUBLIC COMMENTS:** To address the Transportation Committee on any agenda item or a matter within the Transportation Committee's purview, please provide written comments by 3:00 p.m., August 5, 2020, via email to [info@gatewaycog.org](mailto:info@gatewaycog.org). All written comments submitted will become part of the official record.

- I. **CALL TO ORDER**
- II. **ROLL CALL**
- III. **AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- IV. **PUBLIC COMMENTS** – All written submitted comments will be read at this time.
- V. **MATTERS FROM STAFF**
- VI. **CONSENT CALENDAR:** All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Transportation Committee.

- A. Approval of Minutes – Minutes of the Transportation Committee Meeting of July 1, 2020 are presented for approval.

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS.

**VII. REPORTS – MEMBERS AND STAFF**

- A. Metro Matters, Metro Board Meetings and Other Topics of Interest, Report by Mayor Robert Garcia, Metro Director

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

**VIII. REPORTS – COMMITTEES/AGENCIES**

- A. Update on Federal Legislative Activities by Raffi Haig Hamparian, Metro Senior Director for Federal Affairs/Government Relations

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- B. Update on State Legislative Activities by Michael Turner, Metro Deputy Executive Officer, Government Relations

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- C. Presentation on Metro COVID-19 Recovery Task Force by Mark Vallianatos, Executive Officer, Metro Office of Extraordinary Innovation

- 1. Comment Letter on A Path Forward – Metro’s Recovery Task Force, Report 2 by Karen Heit, COG Transportation Analyst

SUGGESTED ACTION: A MOTION TO APPROVE LETTER, RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

**IX. NEW BUSINESS**

**X. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS**

**XI. ADJOURNMENT**

NOTICE: New items will not be considered after 5:30 P.M. unless the Transportation Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Transportation Committee meeting scheduled for Wednesday, September 2, 2020.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**VI. Consent Calendar  
Item A  
Approval of Minutes**

**MINUTES OF THE MEETING  
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Wednesday, July 1, 2020**

The Meeting was called to order at 4:07 pm roll call was taken by self-introduction:

**MEMBERS PRESENT:** Mayor Robert Garcia – MTA Board Representative, City of Long Beach, COG Board President - Diane DuBois, City of Lakewood, Immediate Past President - Fernando Dutra, City of Whittier, Thaddeus McCormack – City Manager, City of Lakewood, Martin Reyes – Supervisor Hilda Solis Office, Lisa Rapp – City of Lakewood, Maria Davila – First Vice President, Gateway Cities COG – City of South Gate, Commissioner Steven Neal –POLB, Tracy Beidleman – Long Beach Transit. Rachel Roque – Supervisor Hahn’s Office

**OTHERS PRESENT:** Nancy Pfeffer, Karen Heit, Stephanie Cadena, Joel Arevalos - GCCOG staff, Theresa Dau-Ngo, Manager, Transportation Development, Nina Turner, Local/Regional Liaison - Port of Long Beach, Mark Dierking – Community Relations Manager, Kalieh Honish, Michael Turner, Raffi Haig Hamparian, Michael Cano, Paul Backstrom, Ernesto Chaves – Metro, Norm Emerson, Emerson Associates, Andres Molina – PB World, Luke Klipp – Metro Transportation Deputy, Mayor Garcia’s Office, Hina Ahmad – California State Assembly staff.

The meeting was called to order at 4:35 pm, by Mayor Garcia. He began with a discussion that occurred at the Metro Board of Directors on the future of transit policing and various aspects of how it should look in the future. He then introduced his Metro Board Deputy, Luke Klipp, who gave a report on the highway modernization motion, which approves a change that expands the availability of highway funding to include the addition of active transportation projects as eligible for funding in the highway program. He was bringing this item to the COG for review. COG President Diane DuBois asked about how funding allocated to Gateway Cities becomes affected. She wants to make sure funding remains within the COG.

Michael Cano, Metro Deputy Executive Officer for Goods Movement, gave a presentation on the Goods Movement Strategic Plan (GMSP). Cano outlined MTA’s responsibility for goods movement starting with the MTA statutory responsibility to support the movement of goods. He reviewed the goods movement state of activities and the status of goods movement in LA County in comparison with the rest of the nation. He reviewed the growth patterns of the San Pedro Bay Ports of Los Angeles (POLA) and Long Beach (POLB) and their place in goods movement. He indicated that the Port of New Jersey has surpassed the POLB as far as movement of goods and may supplant POLA. This is not something we encourage because of the job generation of the goods movement sector. He also went over the extreme exposure to poor air quality that is endured by port communities. He stressed that we cannot supplant port activity with pollution. He spoke on the need to provide a strong labor force. He went on to discuss safety from the movement of trucks as well as the negative impact on air quality. He went into describing the clean truck

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initiative and said he would review some of the other initiatives at a later date. Steve Neal spoke of the stagnation of goods movement growth and productivity at POLB.

Mayor Garcia introduced Raffi Hamparian, Metro Director of Federal Affairs who reported on an infrastructure package currently under development in the House of Representatives that includes funding for water and transportation. He then indicated that the bill would be dead on arrival in the Senate and even if it does pass, the President will most likely veto it.

Mayor Garcia introduced Lisa Rapp, City of Lakewood to give her MTA TAC report, the TAC was dark this month. Michael Turner, Metro Director of State Affairs gave the state update on SB 1588 (Wiener), a bill that exempts Express lanes from prolonged CEQA review, he also discussed SB 757 (Allen) which proposes the 8900 process for Metro's Pillar Projects allowing for a shortened litigation process like the process with the Inglewood stadium.

Mayor Garcia next introduced Kaleigh Honish to answer questions on the upcoming Long Range Transportation Plan (LRTP) presentation. Karen Heit, COG Transportation Analyst gave a presentation on the GCCOG response/comments on the LRTP mentioning that the financial section was not finished or included given the circumstances of the COVID-19 pandemic impact on sales tax revenues. She went on to state the LRTP addresses mobility and the projects and is well articulated. She reviewed some of the comments which primarily involved more on how partnerships in land use and housing will help MTA meet aspirations for affordable housing and Transit Oriented Communities.

Heit went on to discuss the second draft letter a comment on Metro Motion 38.1 calling for criteria and requirements to advance Subregional Equity Program funds. She reviewed the genesis of this funding and the stated intention that its use be from the subregion's up, not MTA's responsibility and subregional acquiescence. The letter requests that this intent be recognized in the creation of any policy.

GCCOG Executive Director, Nancy Pfeffer, announced that a quorum had been reached at 4:40 pm. The Consent Calendar was approved by affirmation.

GCCOG President Diane DuBois made a comment on the change of status for the San Pedro Bay Ports – what can be done for the ports to market the region's capability. Mayor Garcia said other ports are using statewide marketing and that we should be fighting for more cargo share. COG Past President Fernando Dutra stated that the COG should be talking to our congressional representatives; Linda Sanchez, Alan Lowenthal. Mayor Garcia indicated that this is happening but the COG could help. Mayor Garcia will bring a report back to the Transportation Committee and we go from there. A motion was made to approve sending comment letters on to the Board. Mayor Garcia asked for objections. Executive Director Pfeffer asked for approval of the goods movement letter.

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There was no general public comment.

The meeting adjourned at 5:50 pm.

## **VIII. Reports**

### **Item C-1**

**Comment Letter on A Path Forward –  
Metro's Recovery Task Force, Report 2**

**TO:** Transportation Committee

**FROM:** Nancy Pfeffer – Executive Director by Karen Heit, Transportation Analyst

**SUBJECT:** Comment Letter on A Path Forward - Metro's Recovery Task Force, Report 2

### **Background**

The MTA has presented the above referenced Plan for public comment. The Plan was developed by an internal, multi-disciplinary task force led by the Office of Extraordinary Innovation and Communications. Membership of the Task Force consists of Metro staff chosen to secure a balanced diverse experience and perspectives.

### **Issue**

The task force recommended a set of actions that Metro can take to respond to the COVID-19 pandemic and recover from it. Task force goals and deliverables include:

- Identifying and recommending potential actions that Metro can take to respond to the pandemic; to recover after the pandemic; to help lead an equitable economic recovery for LA County; and to advance mobility without congestion as the 'new normal' after the pandemic.
- Issuing monthly reports to the senior leadership team, CEO and Board on progress towards a recovery plan, including early action items to consider taking.
- Drafting a final recovery report.

Most of the recommendations are sound strategies that should aid in economic recovery through improved transportation and mobility. Attachment "A" is a brief summary of comments contained within the letter. Of particular note are comments on a few of the recommendations that might change LRTP financial forecasts by accelerating projects – outside of any comprehensive financial analysis. One of the recommendations (#17) is in direct conflict to the Long Range Transportation Plan effort and could conflict with Measures R & M. This recommendation should be eliminated. The plan can be accessed at <http://media.metro.net/2020/Metro-Recovery-Report-Spring2020.pdf> .

Metro, as an agency, took many immediate actions in response to the pandemic that prioritize safety, and adjust service and programs, including;

- April 19, 2020, Metro provided a modified Enhanced-Sunday schedule in response to reduced ridership levels due to stay-at-home orders

- Metro has added 60-foot buses for 40-foot buses to add more capacity for social distancing and introduced rear-door boarding.
- Monday, May 11, 2020, Metro instituted requirements for employees and riders to wear face coverings (masks).
- Metro has increased its cleaning regime to focus on high touch points on equipment, cleaning vehicles multiple times a day, cleaning and sanitizing all Vehicles at start of and end of revenue service and end of line terminal cleaning.
- Metro has installed sanitation stations and hand sanitizer dispensers at major transit stops and stations.
- Metro is also researching how to equip buses and trains with dispensers.
- June 8, 2020, Metro's Street Teams began distributing masks to riders at various stations throughout the Metro system, focusing on stations areas with higher ridership numbers.
- June 21, 2020, Metro again modified service and added 7-8% in hours to service offerings, which included adding service to 95 lines (over half of Metro lines) and increased frequency on certain select Tier 1 and Tier 2 lines. Metro's rail system service continues on 12-minute peak headways and 20-minute headways during evening hours.

### **Recommended Action**

The draft attached letter is a review of the second report and the 18 recommendations contained within that report. Recommend that the letter be reviewed and sent to the COG Board for execution.

### **Attachments**

- "A" Summary of Comments to Plan
- "B" Draft Letter

**Attachment “A”**

**SUMMARY OF COMMENTS TO THE PLAN**

Recommendation	Issue/Concern/Questions
1. Rider-led Recovery	Non-riders should also provide input
2. Safer Streets for All	Expand Open Streets event grants to demonstrate Safe/Slow Streets program through 2021
3. Create Safe Environments	Investigate placing hand sanitizer on buses and trains
4. Masks for Riders	Continue to pass out masks to reduce conflict and the spread of COVID
6. Contactless Payment	Is this a new system that would require new equipment or modification of existing fare equipment?
7. Virtual Connection	Collaborate with cities/CBOs to facilitate virtual meetings
8. Fresh Air, Safe Travel	Investigate microbial air filters on buses/trains
9. Match service with Demand	Continue to match service with demand and maintain the ability to socially distance to the greatest extent.
10. Better Bike Share	Evaluate bike share usage before expanding the project. Examine dockless systems
11. More Biking	Accelerating Measure M bike infrastructure should not be done in a financial vacuum. The impacts of COVID on sales tax needs to be considered comprehensively before accelerating any particular project.
12. Working from Home	Working form Home should be examined as a mode that is here to stay. MTA should examine Work from Home as a mode that is
13. Faster Buses	The current reduction in congestion will not last as stay at home lifts and commerce resumes. Bus-only lanes are not quick to implement.
14. “We’re here for you”	Dedicate marketing and communication to informing the public about strategies to address COVID.
15. Customer Ambassadors	Expand ambassadors to major bus stops
16. New Mobility for the Way Forward	Examine no or low cost partnering with private companies for new forms of mobility.
17. Reimagining Projects	Remove this recommendation as it conflicts with the LRTP and Measures R & M that define major transportation projects.
18, Home for All	Expand assistance to agencies responsible for addressing homelessness.

**Attachment “B”**

Phil Washington, CEO  
LACMTA  
One Gateway Plaza  
Los Angeles, CA 90012  
Attn: Dr. Joshua Schank

Dear Mr. Washington:

Re: A Path Forward - Metro's Recovery Task Force, Report 2

The Gateway Cities Council of Governments would like to take the opportunity to comment on A Path Forward - Metro's Recovery Task Force. The Plan is divided into overlapping time frames that take on immediate and short-term recommendations (Respond and prepare), medium timeframe as Safer at Home orders are lifted (Relaunch) and medium - long-term as things return to normal or a new normal of improved mobility (Recover). The specific recommendations aren't necessarily divided appropriate to these timeframes; contactless payment does not appear to be a solution that can be implemented quickly nor does the acceleration of bus-only lanes.

The Plan does not acknowledge that as a baseline, Metro transit services experienced seriously decline before the imposition of stay-at-home orders to reduce the spread of COVID-19. A recovery strategy should be to assess what was causing the pre-COVID decline in transit usage and formulate recommendations to resolve or address those impacts. Stay at home orders reduced transit ridership 58% on Metro buses and 71% on rail, Metro Bike Share went down by 36%. These figures exacerbated the existing declining share of the mobility market experienced by Metro and other transit agencies.

The Plan's goal is to recommend potential actions that Metro can take to respond to the pandemic, recover, lead an equitable economic recovery, and advance mobility without congestion; all in response to the “new normal”. The Plan has been developed in terms of aiding economic recovery yet there is no financial impact analysis on the “acceleration” recommendations. Many of the Recovery Plan elements and recommendations can and should be financed outside of post-COVID financial forecast restrictions/outcomes as direct and immediate responses to the community health crisis. Some elements will impact Metro's overall planning and infrastructure plans and the plan presents these recommendations in a financial vacuum.

Survey Data – The survey data was gathered through email, raising a question as to whether the responses reflect the a broad spectrum of ridership including the elderly and other groups that may not have ready access or tend to use email. Was there input from non-riders as some of the recommendations impact auto-users or people who must conduct business with vehicles?

**Respond and Prepare**

1. Rider-led Recovery – Input on recovery should not be limited to riders. Non-riders should be consulted.

2. Safer Streets for All – There should be consideration for targeting Open Streets funding for Safe/slow Streets programs to through 2021 to allow for other communities to aid in economic recovery by utilizing right of ways in a new capacity. Allow communities to test out new mobility techniques and uses of public ROW to aid in recovery.

3. Create Safe Environments – Engaging in the latest cleaning and sanitizing techniques is definitely the right approach. The feasibility of providing hand sanitizer dispensers on buses and trains should be investigated to help reduce the spread of COVID.

4. Masks For Riders - Metro should continue to pass out masks for bus/rail riders to reduce the potential for conflict with bus operators and to reduce the spread of COVID-19. Distribution of masks should occur systemwide and not just in areas with COVID cases.

6. Contactless Payment – Not sure what this recommendation is trying to accomplish. The TAP system is non-contact, is this recommendation focused on payment of the TAP card? If it is a new system designed to charge fares? Does it use smart phone or other contactless technology? Will this recommendation require the installation of new turnstile equipment and fare boxes on buses? Is the current vendor capable of modifying the existing system to accommodate this technology? If it is a new system rapid deployment is probably not feasible.

7. Virtual Connection – This recommendation presents Metro with an opportunity to collaborate with CBOs and cities to safely expand participation in public meetings. Metro should look to keeping many meetings on line but work with local city halls to provide socially distanced venues for viewing Metro Board meetings. Most Metro meetings do not conflict with city council meetings which are predominately held in the evening.

8. Fresh Air, Safe Travel – Open windows may be problematic on hot LA summer days. Has the idea of upgrading HVAC filters been investigated?

### **Relaunch**

9. Matching Service with Demand – Transit service was on a decline before the havoc wreaked by COVID. This recommendation will go a ways for building confidence in the system by providing sufficient service to protect riders through social distancing.

10. Better Bike Share – The Bike Share program has experienced “a lower reduction in use than Metro bus, rail and parking”. This does not necessarily mean that there is more interest in this transportation option. What was the rate of utilization pre-COVID? Was bikeshare on the rise, at a plateau or decreasing? What is the status of private sector dockless bike programs? Are they experiencing the same decline in use? The importance of the study is critical to any expansion or bringing the bike share program in-house. In the meantime, there should be an expansion of bike-share demonstrations to areas such as the Gateway Cities subregion equity focused communities where there are currently no public or private vendors outside of Long Beach.

11. More Biking – This recommendation suggests working with cities on strategies to rapidly deploy bike improvements and accelerate Measure M regional bike

improvements. As with the recommendation to accelerate bus lane improvements, these recommendations should not be made in a vacuum. They should be made in context of the requirements of Measures R & M as well as the Unified Cost Containment Policy. Presumably any resorting of regional priorities will cause another project to shift in priority or be delayed. Metro should work with police departments on distributing bicycles as many police departments provide this service with donated bicycles. Metro should consider refurbishing unclaimed bicycles through CBOs and bicycle advocacy groups for distribution instead of auctioning them off as surplus.

12. Working From Home – While it is admirable that MTA embrace working from home for its own employees, this work from home phenomena has the potential to have the most profound impact on transit usage/growth and congestion. Covid-19 may have dramatically and permanently changed Metro's potential transit market share. The new paradigm of working from home may continue to significantly exceed transit especially as employers seek to improve their profitability by reducing their office expenses. Technologies such as virtual meetings and shared work software enable a new model for a significant share of the workforce that may reduce congestion, especially if work from home is integrated with transportation demand management (TDM).

The Recovery Plan should begin the process of investigating the potential long-term effects of work from home a distinct mode.

13. Faster Buses – The current lighter traffic does not mean bus-only lane implementation can be accelerated. There is reasonable expectation that street and parking demand will return as stay at home orders are lifted and commerce resumes. Bus only lanes require extensive planning, city, community and business buy-in and the placement of signal infrastructure and possibly street realignment. These actions can be difficult to implement as well as a big financial investment.

14. "We're here for you" – This recommendation should be combined with promoting recommendations that address health and safety protocols for transit that may assuage rider concerns and make people more comfortable to use transit. General messaging does not seem appropriate to the recovery effort but targeted, specific COVID related activities should be done to encourage transit usage.

15. Customer Ambassadors – This is an excellent recommendation that should be expanded beyond metro rail stations to include major bus stops throughout the County. The ambassadors function as an additional set of eyes, offer information and potentially pass out masks.

16. New Mobility for the Way Forward – No or low-cost partnering with the private sector is appropriate for Metro to pursue with public, private and community operators. There should be studies conducted to evaluate the mobility impact of these partnerships. The results of such partnering should influence future investments.

## **Recover**

17. Reimagining Projects – This recommendation is in direct conflict with existing planning policy and should be eliminated from further consideration. There is a process that prioritizes major capital projects; it is called the MTA Long Range Transportation Plan (LRTP) currently under revision using established and consensus based criteria.

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Not only does the LRTP guide Metro investments and services but SCAG incorporates it into its Regional Transportation Plan –Sustainable Community Strategy (RTP-SCS) which influences the Regional Housing Needs Assessment (RHNA) and land use plans throughout the county.

Furthermore, any changes to project delivery resulting from COVID-19 reduced revenues are yet to be determined with the LRTP process. In general, financial constraints do not seem to be relevant to a “reimagining” process. Any project priority changes from reimagining could conflict with the statutory requirements of Measure R & M, with additional unwelcome consequences. The LRTP and Measures R & M need to stand as LA County’s regional conformity documents.

In the beginning there is a statement that “the task force isn’t working in a vacuum,” but this Recovery recommendation contradicts that assertion.

18. Homes for All – The goal of expanding assistance to social service resources and partnerships is highly appropriate. MTA should coordinate and assist agencies with the expertise, knowledge and funding to address the homeless problem including making Metro properties available for use as housing or safe parking.

If there are any questions, please give Nancy Pfeffer, GCCOG Executive Director a call at 562 663 6850.

Sincerely,

Maria Davila, President  
Gateway Cities Council of Governments

cc: GCCOG Board of Directors