

**MINUTES OF THE MEETING  
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Wednesday, September 2, 2020  
Zoom Conference**

MEMBERS PRESENT: Metro Board Director Mayor Robert Garcia – City of Long Beach, COG Board President Mayor Maria Davila, City of South Gate, COG First Vice President Cinde MacGugan-Cassidy, Mayor Pro Tem, City of Avalon, COG Second Vice President Mayor Ali Saleh – City of Bell, Fernando Dutra, City of Whittier, Thaddeus McCormack – City Manager, City of Lakewood, William Rawlings, City Manager - City of Artesia, Martin Reyes – Supervisor Hilda Solis Office, Lisa Rapp – City of Lakewood, Commissioner Sharon Weissman – POLB, Tracy Beidleman – Long Beach Transit. Rachel Roque – Supervisor Hahn’s Office, Bill Pagett, Public Works Officer. Kevin Jackson – City of Long Beach.

OTHERS PRESENT: Nancy Pfeffer, Sandra Mora, Karen Heit, Melani Smith, Joel Arevalos - GCCOG staff, Dr. Noel Hacegaba, Bianca Villanueva, Theresa Dau-Ngo, Manager, Transportation Development, Nina Turner, Local/Regional Liaison, Eleanor Torres - Port of Long Beach, Sara Baumann – Long Beach Transit, Mark Dierking – Community Relations Manager, Michael Turner, Raffi Hamparian, Drew Phillips, Michael Cano, Giovanna Gogreve – Metro, Norm Emerson, Emerson Associates, Lisa Rapp – City of Lakewood, Justin Ramirez, Luke Klipp – Metro Transportation Deputy, Mayor Garcia’s Office, Jocelyn Rivera-Olivas – Office of Supervisor Hahn, Jennifer Alderete, Karen Lee – City of Artesia, Andres Molina, WSP. Unidentified callers – (213) 590-3470, (562) 619-4424, (917) 991-3264, (562) 220-2038.

The meeting was called to order at 4:08 pm, by Mayor Robert Garcia – City of Long Beach.

There was no general public comment. There were no matters from staff. The Consent Calendar was approved, The Motion to approve was made by Fernando Dutra, seconded by Maria Davila.

Mayor Garcia explained the Metro free fare policy program proposal that will begin with a potential pilot for free student K-12 fares. He went on to explain the impacts on the Metro Budget from the COVID crisis, and that the revenue loss is being examined for both short and long-term impacts on Metro operations and the construction program. He outlined the community objections with the I-605 EIR and the possible expansion of the freeway footprint with the Build alternatives. He indicated that discussions are occurring to examine possible alternatives that protect communities.

Mayor Garcia next introduced Dr. Noel Hacegaba, Deputy Executive Director of the Port of Long Beach (POLB). Dr. Hacegaba started by discussing that POLB was not immune to the financial impacts of COVID. He outlined the jobs, cargo and economic impact the POLB has on the subregion and then went on to describe the impacts of the trade wars and COVID. This resulted in the month of July being the first month of 2020 that had an

increase in port volume. POLB may recover by the end of the year with more demand. Dr. Hacegaba went on to discuss how POLB fares compared to the rest of the major American ports. COVID has changed the commodities coming into the port. China is responsible for 70% of the port volume. He presented a slide that showed the freight decline to American ports/gateways. He went over the trends in volumes that were influenced by COVID and the reactions. POLB created a business recovery task force to address operational issues and engage and mobilize supply chain partners. POLB also created a website that contained all of the information that shippers/cargo owners may need, including truck turnaround times.

POLB became a repository for PPE for port workers and for other agencies. POLB has a COVID testing site that is also open to the public. POLB is advocating for COVID relief funds to benefit the port occupants including the shippers, longshoremen, truckers and others. Dr. Hacegaba finished his presentation and called for questions. Fernando Dutra asked if there were COVID cases at the Port. There have been positive tests including one that required the closure of one ship. There was a question concerning cumulative job loss. Dr. Hacegaba replied that unfortunately there has been job loss including one of the largest shippers. Mayor Garcia called upon GCCOG Executive Director Nancy Pfeffer. She asked if COVID has accelerated port efforts towards supply chain data visibility. Dr. Hacegaba replied that the importance of real time information has been advanced and digital transformation has become more important. There is an emphasis on "Amazon-like" technology. They would like to see all trucks arriving at the port to drop off containers leaving with an outgoing box.

Mayor Garcia then called for the State report from Metro Director of State Affairs, Michael Turner. Mr. Turner reported on SB 288 (Wiener) which adds new sections to CEQA that categorically exempts certain bicycle plans and pedestrian projects well as Bus Rapid Transit (BRT) and light rail projects that are contained within the public ROW. This bill is on its way to the governor's office. The next bill was AB 757 (Allen) which passed the Senate. Unfortunately, this Bill was linked to another bill that did not advance. AB 757 would have limited the litigation period for a transit project lawsuit. The related bill, SB 995, did not make it back to the Senate in time. These bills may return next year.

Mayor Garcia introduced Metro Director of Federal Affairs, Raffi Hamparian who gave the federal update concerning replacement funds for the proposed free fare system. He reported that MTA has drawn down over 80% of the CARES Act funding and will soon draw down 100% of the funds so that Washington cannot say the money is sitting there. The federal budget will probably be handled under a continuing resolution. Nancy Pfeffer asked about the new NEPA guidelines proposal and if he has had a chance to look into it. Mr. Hamparian replied that the proposal would set parameters for answering NEPA responses. These reforms are very likely to be challenged in court. The MTA will stay on top of these impending changes.

The next report was given by Ernesto Chaves, Metro Highway Programs Manager and Michael Cano, Deputy Executive Officer, Freight Programs, regarding the I-710 Clean Truck Program (CTP). Mr. Chaves explained the relationship of the CTP and the I-710

project. FHWA and EPA have questioned the lack of detail for this program and discussions have ensued regarding the \$50 million program that MTA is developing. Mr. Chaves sent EPA a draft of the first phase for possible deployment of the trucks. He turned the presentation over to Mr. Cano to talk about the stakeholder process. The Gateway COG will be one of the stakeholders along with the San Pedro Bay Ports, utilities, shippers – the meetings will be virtual and include the EPA and AQMD. Metro funding will not be allocated until after the Record of Decision is reached. Fernando Dutra asked how groups like the Surfrider Foundation might get involved, and how do you get support from the cities through CBOs. Reply – the steering committee will be smaller in nature but input will be requested from broad-based input. Nancy Pfeffer asked a question about what if the EPA will not expedite approval and what is the Plan B. If the current proposal fails to meet approval, the stakes must be raised to a higher level. Mr. Cano indicated that Secretary Kim has taken an interest in the program and that Mr. Cano will try and get some independent funding to match the \$50 million. Mr. Cano talked about getting truckers to participate in actually swapping out diesel trucks for NZE/ZE vehicles.

Mayor Garcia then called for the Metro Budget update report from Drew Phillips, Metro Budget Manager. The report was deferred because of technical difficulties. Lisa Rapp, Public works Director – City of Lakewood gave her report on the Metro TAC Meeting held that morning. The same reports received by the TC were given at the TAC. She proceeded to report on the redistribution of Lost and Found bicycles to community groups. Ms. Rapp reported on the Goods Movement Strategic Plan that goes beyond the I-710. She discussed the broad implications for job development and that the plan even examines curbside delivery. The final plan will be presented in December to Metro Board.

She went on to discuss Metro's study of traffic reduction fees such as cordon pricing and arterial pricing. There is and to find locations for demonstrations which will involve community participation, this is a next step in the program. She then announced that John Bulinski, Caltrans Director District 7 was retiring after many years at Caltrans.

Drew Phillips, Metro Budget Manager was able to begin his budget presentation stating that MTA had no clear idea what the ultimate magnitude of the budget impact would be. The staff asked for a continuing resolution for the FY21 budget giving them time to analyze actual budget impacts. CARES Act funding was distributed to the Muni operators and other smaller providers keeping transit operations whole. All of the operators received more than their usual funding. The funding hopefully will offset continued losses in revenue.

The proposed budget conforms to the Vision 2028 core themes and goals. The FY21 budget represents a \$6.01 billion budget. MTA receives 51% from sales tax (local and state). He presented the expenditure side which does not include lay-offs. The Metro Board wanted MTA to be able to snap back without being behind in staffing. The big hit is to the transit capital program, those projects under construction or in development. MTA believes that COVID impacts will continue for the next six months. Phillips then turned the presentation over to Giovanna Gogreve to discuss the outreach plan. She described the availability of input venues on line and through other social media. There

is a general questionnaire available. The responses will be compiled and presented to the Board. Mayor Garcia called for questions; Ms. Pfeffer asked about anticipated federal support. Mr. Philips stated that there are no assumptions for future federal support because of the distance between House and Senate proposals. There is hope that there will be a unified response and federal funding forthcoming. Ms. Pfeffer asked about the possible scaling back of accelerated funding for projects. How will advocating for accelerated funds be handled? Mr. Phillips stated that the Measure M schedule is still achievable but acceleration of the 28x28 may not be possible. The local sales tax measures should provide MTA with an advantage for allocation of federal money.

Ali Saleh moved to receive and file all of the reports. The meeting was adjourned at 5:15.