

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Transportation Committee

AGENDA

Wednesday, August 4, 2021

Note Start Time - 4:00 P.M. Meeting

Gateway Cities Council of Governments
MEETING REMOTE LOCATION: VIA ZOOM

Register Here:

https://us02web.zoom.us/webinar/register/WN_g_h-vl_GTLiTKJPb6Pn3eQ

OR JOIN BY PHONE:

1.669.900.6833

MEETING NUMBER:

889.7562.3706

After registering, you will receive a confirmation email containing information about joining the webinar

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 purview, please provide written comments by 1:30 p.m., the day of the meeting, via email to info@gatewaycog.org. All written comments timely submitted will be distributed to the Transportation Committee members and 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 – The limit for each speaker is three minutes unless otherwise specified by the Chair. Please use the “Raise Hand” feature on Zoom to indicate that you wish to make a comment. If you are calling in, please dial *9 to use the “Raise Hand” feature.

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 June 6, 2021

CONSENT CALENDAR ACTION: A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS.

VII. REPORTS – MEMBERS AND STAFF

A. Metro Update Matters, Report by Councilmember Fernando Dutra, Metro Director

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

B. Metro Subregional Equity Funds, Report by Karen Heit, Transportation Analyst

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

VIII. REPORTS – COMMITTEES/AGENCIES

A. Metro Community Based Organization (CBO) Partnering Strategy, Report by Caro Vera, Office of Equity and Race, Metro

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

B. Federal and State Transportation Legislation and Budget, Report by Raffi Haig Hamparian, Senior Director, Federal Affairs and Michael Turner, Deputy Executive Officer, Metro

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

- C. West Santa Ana Branch (WSAB) Update by Nancy Michali, WSAB City Manager Technical Advisory Committee Consultant, Gateway COG

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

IX. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS

X. 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 1, 2021

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.

VII. CONSENT CALENDAR
Item A
Approval of Minutes for
June 6, 2021

**MINUTES OF THE MEETING OF THE
GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Gateway Cities Council of Governments
16401 Paramount Blvd.
Paramount, California
June 6, 2021**

Zoom Conference

GCCOG President Maria Davila called the meeting to order at 4:32 PM.

| # | Name | City/Agency | Present | Absent |
|----------------|---|---|---------|--------|
| 1. | Maria Davila | COG Board President | X | |
| 2. | Cinde MacGugan-Cassidy | COG 1 st Vice President | X | |
| 3. | Ali Saleh | Board of Directors Member Appointed by the President | X | |
| 4. | Vacant | Board of Directors Member Appointed by the President | X | |
| 5. | Emma Sharif | Board of Directors Member Appointed by the President | | X |
| 6. | Fernando Dutra, Chair | MTA Board of Directors Rep | | |
| 7. | Luke Klipp | Office of Sup. Hahn | X | |
| 8. | Martin Reyes | Office of Sup. Solis | X | |
| 9. | Tracy Beidleman | Long Beach Transit | X | |
| 10. | Bonnie Lowenthal for Sharon Weissman | Port of Long Beach | X | |
| 11. | Thaddeus McCormack | CM Steering Committee, Chair | X | |
| 12. | Karen Lee for William Rawlings | City Manager, City of Artesia | X | |
| 13. | Kevin Jackson | City of Long Beach | | |
| 14. | Bill Pagett | Public Works Officer | X | |
| 15. | Ed Norris | Public Works Officer | | X |
| Total = | | | 11 | 2 |

OTHERS PRESENT: Genny Cisneros, Joel Arevalos, Stephanie Cadena, Sandra Mora, Nancy Pfeffer, GCCOG Staff: Norman Emerson – Emerson & Associates; Audra McDonald, City of Avalon; Andres Molina, FlatIron Corp; Alexander Sarno, La County; Sara Baumann, Long Beach Transit; Tony Jusay, Jacqueline Su, Michael Turner, Mark Dierking, Raffi Hamparian, Steven Lee, Metro; Nina Turner, Theresa Dau-Ngo, Christina

Skacan, Port of Long Beach; Carrie Davis, Psomas Corp; Michael Schneider, Streets for All; Joe Linton, Streetsblog; Luke Klipp, Supervisor Hahn; Wally Shidler

Roll call was taken by GCCOG Administrative Assistant Sandra Mora. There were no amendments to the agenda. There were no public comments. There were no Matters from Staff.

President Davila asked to approve the Consent Calendar. First Vice-President Cinde Cassidy moved to approve and it was seconded by Member Bonnie Lowenthal. COG staff Arealos performed a roll call and the item was approved.

President Davila started with Report B, Rails to River Project Presentation by Anthony Jusay from LA Metro. Jusay provided a project update on the Rails to River Active Transportation Corridor, Segment B, a 4-mile corridor from the Metro A Line (Blue) Slauson Station to the LA River. The project concept was envisioned almost a decade ago to make use of underutilized rail corridors, and identified two project segments. Jusay reviewed the history of the project and the locally preferred alternative that was originally approved. Since then, Metro has had to begin a supplemental study to identify alternative options to the original, as the original was found to be unsuitable with the future alignment of the West Santa Ana Branch (WSAB) project. Jusay noted that the WSAB City Manager Technical Advisory Committee has been coordinating with involved agencies, including Los Angeles County, City of Los Angeles, cities of Bell, Maywood, Vernon, Cudahy, and others, to understand local agency needs. Jusay reviewed the four potential alternatives identified thus far and described the benefits of each, including bikeway opportunities and connections to destinations.

The project goal is to provide a safe, comfortable, and continuous active transportation route between the Slauson Station and the LA River path, enhancing mobility and regional connectivity for local communities. Jusay reviewed the project goals of safety, access, mobility, equity and viability. Next steps for the project will be to conduct community engagement and follow-up with local agencies to review the alternatives and provide feedback.

Executive Director Nancy Pfeffer thanked Jusay for presentation and noted it will also be shared at the full Board meeting. Member Ali Saleh asked to have the presentation emailed to the Board.

President Davila moved on to Report C. Update on Federal legislative activities by Raffi Haig Hamparian at LA Metro. Hamparian introduced his colleague Michael Turner. Turner announced that the Legislature has moved two of MTA's sponsored bills forward. These are AB 811, regarding Metro's procurement policies, and AB 917, which would allow all transit agencies in the state to put cameras on their buses to enforce parking restrictions in bus-only lanes and in transit stations. If passed, transit agencies would be able to capture parking violations while cities maintain enforcement responsibilities.

Turner shared that the Legislature continues to discuss the Governor's budget proposal in the May revise as there are significant opportunities due to the state's \$75 billion surplus, of which a large portion is being proposed for transportation priorities. MTA is looking at several proposals such as one to invest over \$3 billion in zero emission (ZE) technology for heavy-duty vehicles, transit buses, school buses, and potentially clean truck programs. Turner also summarized additional proposals, to allocate funding to projects that would connect to the 2028 Olympics, to increase funding to the Transit and Intercity Rail Capital Program (TIRCP), and to allocate funding for active transportation, highway beautification and other priorities. Turner noted that the Legislature will likely adopt a general, programmatic budget with overall figures in June, followed by specific trailer bills and program implementation details adopted later in the Legislative session.

President Davila asked how cities can seek additional information on funding allocations. Turner said the expectation is that funding for local streets and roads will be allocated through the regular formulas that cities are already accustomed to. For newer programs, MTA expects there will be a two-part process, beginning with trailer bills followed by specific details added from the various administering agencies. Turner said local and regional collaboration will be important to be able to target grants available through the various state agencies in order to implement the region's priorities, such as the Clean Truck Program. Director Pfeffer added that staff is continuing efforts to request and access dedicated funding for the I-710 corridor. She also noted that the COG and Eco-Rapid JPA previously submitted a letter to state representatives requesting increased funding for the TIRCP.

Director Dutra asked for clarification on the funding mechanisms for "28 by '28" projects. Turner said that there is a billion dollars allocated to projects connected to Olympic events, which may come through the TIRCP. Local agencies will have a process for applying for these funds.

Hamparian provided an update on the Senate Parliamentarian ruling that the reconciliation process that was used to pass a previous COVID relief bill can only be used once more this year. This is the process through which infrastructure and other initiatives were planned to be pushed forward through the House and the Senate to advance both Speaker Pelosi's and Senate Majority Leader Schumer's agenda. Hamparian also provided an update on President Biden's meeting with Sen. Shelley Moore Capito to discuss a compromise on the American Jobs Plan. The President has gone down to \$1.7 M while Senate Republicans have gone up to \$950 M.

Hamparian summarized the Authorization Bill in progress by Chairman DeFazio and Chairman Carper. MTA is advocating for expansion of the Capital Investment Grant (CIG) program, which could benefit the region's transit projects such as the WSAB. The program funding was increased in President Biden's budget, and MTA expects a larger increase to come from Chairman DeFazio's bill.

Member Lowenthal asked if MTA is considering regional partnerships between states to increase competitiveness for funding. Hamparian responded there have been

collaborations in the past, especially with West Coast regions. MTA will continue to work with other states' metropolitan regions and transportation authorities.

President Davila turned to Item D, Metro TAC Update, provided by Director Pfeffer based on the written report provided by Metro TAC member Lisa Rapp, Lakewood Public Works Director. She noted that new Metro CEO Stephanie Wiggins officially started work yesterday, and provided a summary of the most recent TAC meeting. The TAC discussed two projects in the region, one in Downey and the other in South Gate, that were scheduled for deobligation of funding, and both were granted one more year to complete their projects. The TAC also received an update on Metro's new street safety policy currently in development, which is aligned with Vision Zero goals to eliminate accidents, deaths and injuries in traffic.

President Davila went back to Report A, Report from Metro Board Director Dutra. Director Dutra provided an update on the Fareless System Initiative (FSI) discussed at the most recent MTA Board meeting. Metro agreed to support municipalities and local operators so they are subsidized to be able to participate in the FSI.

Director Dutra also summarized the 710-freeway project, and the discussion held on the benefits of the freeway. He emphasized that regional collaboration will be important to determine how to modernize the freeway. Director Dutra has recommended planning a working session between the GCCOG, Caltrans, and Metro to review various strategies for modernizing the freeway that also meets community goals and needs. He highlighted additional key priorities for discussion, including accommodating growing need of goods movement, reducing emission reductions, encouraging local hire, funding street upgrades, and ensuring local control. Director Pfeffer added that there's been a shift even at the national policy level toward highway investments, that may begin to affect the future and prospects of the region's highway program. She said staff will host a discussion for Board members to determine needs and how best to collaborate on key priorities of communities.

Member Lowenthal thanked Director Dutra for his passion for the 710 project, and said this has been a lifelong endeavor for many. She noted the Port of Long Beach is in support.

Member Saleh asked about having a discussion opportunity at a future Board Meeting for all corridors. Director Pfeffer responded that staff will move forward on a study session that encompasses all of the highway corridors, as each is unique and has its own set of issues and policy considerations. Member Saleh wants to ensure opportunity for all Board members' involvement and noted that the City of Bell provided a letter in support of Supervisor Solis's motion in regard to the 710.

Luke Klipp, Transportation Deputy for Supervisor Hahn's office noted that Sup. Hahn has requested an update on the 710 in the coming weeks, and asked if the COG Board would want to have a discussion for all corridors or have a separate discussion focused on the

Transportation Committee Meeting Minutes
June 6, 2021

710 corridors. Director Pfeffer suggested having a discussion at the next Transportation Committee meeting on July 7th, and planning a special Board Meeting to accommodate a larger discussion of the Board. Member Saleh asked to have the discussion focused on the 710 corridor.

President Davila asked for motion to receive and file all reports. Member Cassidy moved and it was seconded by Member Lowenthal. COG staff Arealos performed a roll call and the item was approved.

There were no Matters from the Transportation Committee. There were no Matters from the President.

Adjournment: President Davila adjourned the meeting at 5:42 pm.

Respectfully submitted,

Nancy Pfeffer, Executive Director

VII. REPORTS
Item B
Metro Subregional Equity Funds,
Report by
Karen Heit, Transportation Analyst

Transportation Committee

FROM: Nancy Pfeffer – Executive Director

BY: Karen Heit Transportation Analyst

SUBJECT: **Status Update** – Gateway Cities Council of Governments Request for Subregional Equity Program Funds

Background

The Subregional Equity Program (SEP) is in the Measure M Expenditure Plan and is described as eligible for Measure M and other funding sources. The SEP, however, was not part of the financial forecast associated with Measure M and the funds were not programmed.

The total spending available for the SEP is \$1.196 billion from FY 2018 to FY 2057. The SEP was added late to the Expenditure Plan after all other projects and programs were included and is currently programmed in the Long-Range Transportation Plan (LRTP) financial forecast with an availability beginning in FY 2043 using Measure M revenues. However, this is only one scenario of the potential funding sources and timing of investments within the SEP, as this program can be funded from other sources.

The authorization for SEP funding appears as a footnote to the Measure M Ordinance Expenditure Plan.

“The Subregional Equity Program will be provided as early as possible to the following subregions in the amounts **(in thousands)** specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; **GC* [Gateway Cities] \$244,000**; SG* \$199,000; and SB* \$130,000.”

At its regular meeting of November 6, 2019, The Gateway Cities Council of Governments (COG) Board of Directors voted to request the release of \$60 million worth of Subregional Equity Funds (SEF) over a five-year period in support of financing three groups of projects:

1. Active Transportation (AT) projects or project elements from the Gateway Cities COG I-605 “Hot Spots” Multi-year Subregional Program (MSP) Fund.
2. Prioritized AT Projects to fund the Measure M Expenditure Plan Line 53 Active Transportation Program currently designated as TBD.
3. Subsidize Local Return Funds for eight jurisdictions that currently receive less than \$300,000/per year.

MTA has redefined the MSP highway program definition so that most of the projects previously deemed ineligible for the “I-605 Corridor Hot Spots” funding may now be eligible under the expanded use definition for the highway subfund.

The COG developed a comprehensive listing of all AT projects through the development of the Gateway COG “Strategic Transportation Plan”. In asking for the \$60 million in SEP, the COG strived to create a funding stream for AT projects as well as funding other congestion relief projects or portions of projects that do not fit MSP criteria.

The COG Board also recognizes the need to subsidize Local Return Fund (LRF) allocations to some of its cities with smaller populations, some of whom nevertheless have complex transportation issues that require more funding. Using \$300,000/year as minimum LRF helps balance need regardless of population; this requires an allocation of approximately \$1.3 million per year. (Request Letter Attachment A).

MTA has not responded to the Gateway COG’s funding request of 2019. MTA did program SEP for other subregions to fill funding gaps in major infrastructure projects during the same period.

Eco-Rapid Transit JPA Request

The West Santa Ana Branch (WSAB) Gateway Cities jurisdictions requested the COG Board provide access to SEP funds to help the ten WSAB alignment cities meet the 3% Local Contribution required under Measure M. The letter (Attachment B) asks for the dialog to be opened and:

“...consideration for the advancement of Subregional Equity Funds to be used to meet the Los Angeles County Metropolitan Transportation Authority’s (Metro) 3% Local Contribution requirement for the West Santa Ana Branch light rail transit project.”

The COG Board may wish to discuss this potential allocation when Metro is able to determine when SEP funds may be programmed.

Metro Board Motion – June 2021

At the June Board Meeting, the following direction was given to MTA staff regarding allocation of SEP (Attachment C). (**Comments added by COG staff**)

“APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that the Board of Directors direct the Chief Executive Officer to initiate a process with the Gateway Cities, South Bay, and other eligible Subregions to program their Subregional Equity Program funds starting no later than FY22-23, in accordance with project or program readiness and the following provisions:

1. To the extent that Measure M cash-flow may be unavailable for the SEP, Subregions may access SEP funds through a combination of inter-fund borrowing, exchanging with other programs and projects in their

Subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their Subregions.

(This could include borrowing from the substantial highway fund balance or could be added onto a larger MTA bond issue. Either way, there would be interest/finance costs.)

2. Subregions will identify and determine their projects or programs to be funded with SEP, with Metro staff involvement limited to ensuring statutory and regulatory compliance, and with funds programmed and allocated in five-year increments;

(The COG has done some work in identifying Projects through the Strategic Transportation Plan, Arterial Complete Streets Corridor development, and the highway projects. The COG will need to prioritize projects further if funding is made available and submit them to the MTA for funding)

3. Availability of SEP will not negatively impact the funding of other Measures R and M projects and programs or the overall funding committed by Measures R and M to each Subregion across all projects and programs; and,

(Any interfund borrowing cannot impact project implementation schedules.)

4. SEP funding availability will be inflation-adjusted from 2015, consistent with the inflation adjustments provision in the Measure M Ordinance, all other MSPs and projects in the Measure M Expenditure Plan, and the June 2016 Board action that created the Subregional Equity Program and Motion 36.1 from July 2019 (Board File 2019-0598).

WE FURTHER MOVE that, henceforth, the “Measure R and Measure M Unified Cost Management Policy” is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase.”

(This would stop MTA staff from allocating or programming SEP to support project overruns unless the subregion agreed.)

MTA staff has indicated that they will return to the Board with Guidelines for the allocation of SEP Funds.

Recommended Action

Staff recommends the Committee receive and file this report.

Attachments

- A: GCCOG Request for Funding to Metro
- B: Eco-Rapid Transit JPA Letter
- C: Metro Board Motion #48 (June 2021)



GATEWAY CITIES

COUNCIL OF GOVERNMENTS

November 26, 2019

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Habra Heights

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Monterey Park

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

The Honorable James Butts, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Attn: James de la Loza, Chief Planning Officer

Honorable Mayor Butts:

Gateway Cities Council of Governments Request for the Advance of Subregional Equity Funds

At its regular meeting of November 6, 2019, The Gateway Cities Council of Governments (COG) Board of Directors voted to request the release of \$60 million worth of Subregional Equity Funds (SEF) over a five-year period in support of financing three groups of projects:

1. Active Transportation (AT) projects or project elements from the Gateway Cities COG I-605 "Hot Spots" Multi-year Subregional Program (MSP) Fund.
2. Prioritized AT Projects to fund the Measure M Expenditure Plan Line 53 Active Transportation Program.
3. Subsidize Local Return Funds for eight jurisdictions that currently receive less than \$300,000/per year.

The Gateway Cities COG has worked with Metro staff to approve "I-605 Corridor Hot Spots" projects for the initial five-year MSP allocation. During the process, Metro staff has identified projects and elements of projects that are ineligible for MSP funding. These projects or portions of projects are critical pieces of the congestion relief projects even if they are not eligible for MSP "I-605 Hot Spots" funding. There are also active transportation projects or project elements that were not submitted as it was predetermined that they would not meet the criteria.

Additionally, the COG is prioritizing active transportation projects for funding for all COG cities. Prioritization is developing within the context of the Gateway COG "Strategic Transportation Plan". The COG wishes to create a funding stream for these projects as well as funding other congestion relief projects or portions of projects that do not fit MSP criteria.

The COG Board also recognizes the need to subsidize Local Return Fund (LRF) allocations to some of its cities with smaller populations, some of whom nevertheless have complex transportation issues that require more funding. Using \$300,000/year as minimum LRF helps balance need regardless of population; this requires an allocation of approximately \$1.3 million per year.

In summary, the Gateway COG is requesting \$60 million of the \$244 million Gateway COG Subregional Equity Funds allocated in footnote "s" of the Measure M Expenditure Plan; in order to fund the ineligible "Hot Spots" active transportation projects at the same time as the highway congestion relief projects; fund additional Active Transportation initiatives; and subsidize Local Return Funds.

This request has the concurrence of the SR-91/I-605/I-405 TAC and Committee and the I-710 TAC as well as the Gateway Cities COG Transportation Committee and Board. We realize that the allocation of these funds will be deducted from future funding availability and may not be Measure M funding.

If there are any questions regarding this request, please contact Nancy Pfeffer, COG Executive Director, at 562 663 6850.

Sincerely,



Diane DuBois, President
Gateway Cities Council of Governments

cc:

Gateway Cities Council of Governments – Board of Directors
Long Beach Mayor Robert Garcia
First District Supervisor Hilda Solis
Second District Supervisor Mark Ridley-Thomas
Fourth District Supervisor Janice Hahn
Board of Directors - LACMTA



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

City of Artesia
City of Bell
City of Bell Gardens
City of Cudahy
City of Cerritos
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of South Gate
Burbank-Glendale-Pasadena
Airport Authority

Chair

Karina Macias
Councilmember
City of Huntington Park

Vice-Chair

Ali Sajjad Taj
Councilmember
City of Artesia

Secretary

Sean Ashton
Councilmember
City of Downey

Treasurer

Vrej Agajanian
Mayor
City of Glendale

Internal Auditor

Jose R. Gonzalez
Mayor
City of Cudahy

Executive Director

Michael R. Kodama

General Counsel

Teresa L. Highsmith

Ex-Officio

William Rawlings
City Manager Representative

May 14, 2021

Nancy Pfeffer
Executive Director
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount CA 90723

RE: Subregional Equity Funds

Dear Ms. Pfeffer,

Eco-Rapid Transit requests consideration for the advancement of Subregional Equity Funds to be used to meet the Los Angeles County Metropolitan Transportation Authority's (Metro) 3% Local Contribution Requirement for the West Santa Ana Branch light rail transit project.

At the November 6, 2019 Gateway Cities COG meeting, the Board of Directors voted to request the release of \$60 million of the \$244 million worth of Gateway Cities COG Subregional Equity Funds over a five-year period in support of Active Transportation Projects and to subsidize local return funds for eight jurisdictions.

Ten of our cities are Gateway Cities COG members and located along the West Santa Ana Branch line. As you can imagine, our cities do not have the financial resources necessary to meet this Metro requirement and request your assistance to also use the Subregional Equity Funds.

Eco-Rapid Transit and its members appreciates your consideration of our request. If you have any questions, please contact our Executive Director Michael Kodama at mkodama@eco-rapid.org or 562 663-6850.

Sincerely,

Karina Macias
Chair
Eco-Rapid Transit



Board Report

File #: 2021-0435, File Type: Motion / Motion Response

Agenda Number: 48.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 17, 2021

Motion by:

DIRECTORS HAHN, GARCETTI, SOLIS, BUTTS, DUTRA, AND NAJARIAN

Subregional Equity Program

The Measure M Multi-Year Subregional Program is \$12.9 billion over 40 years, including the Subregional Equity Program, or SEP, which is \$1.2 billion. The SEP gives the Gateway Cities and South Bay Subregions \$244 million and \$130 million, respectively. While the Measure M Multi-Year Subregional Programs that were programmed to start in 2018 have been initiated and funded, the SEP has not.

Measure M cash-flow is currently administratively sequenced so that the earliest that Measure M sales tax receipts are available to fund SEP is 2043. Therefore, prior to 2043 SEP likely involves borrowing from other Measure M programs or using non-Measure M funds, consistent with Metro Board policies and available resources and escalated from their 2015 amounts.

The Gateway Cities and South Bay Councils of Government have already submitted requests to Metro in order to access their SEPs for subregional priorities. Five years into Measure M's 40-year Expenditure Plan, no SEP funding has been made available to either of these Subregions.

SUBJECT: SUBREGIONAL EQUITY PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that the Board of Directors direct the Chief Executive Officer to initiate a process with the Gateway Cities, South Bay, and other eligible Subregions to program their Subregional Equity Program funds starting no later than FY22-23, in accordance with project or program readiness and the following provisions:

1. To the extent that Measure M cash-flow may be unavailable for the SEP, Subregions may access SEP funds through a combination of inter-fund borrowing, exchanging with other programs and projects in their Subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their Subregions;

2. Subregions will identify and determine their projects or programs to be funded with SEP, with Metro staff involvement limited to ensuring statutory and regulatory compliance, and with funds programmed and allocated in five-year increments;
3. Availability of SEP will not negatively impact the funding of other Measures R and M projects and programs or the overall funding committed by Measures R and M to each Subregion across all projects and programs; and,
4. SEP funding availability will be inflation-adjusted from 2015, consistent with the inflation adjustments provision in the Measure M Ordinance, all other MSPs and projects in the Measure M Expenditure Plan, and the June 2016 Board action that created the Subregional Equity Program and Motion 36.1 from July 2019 (Board File 2019-0598).

WE FURTHER MOVE that, henceforth, the “Measure R and Measure M Unified Cost Management Policy” is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase.

VIII. REPORTS

Item C

**West Santa Ana Branch (WSAB)
Update by Nancy Michali, City
Manager Technical Advisory
Consultant**

TO: Gateway Cities Council of Governments Board of Directors
FROM: Nancy Michali, West Santa Ana Branch City Manager Technical Advisory Committee Consultant
SUBJECT: Update on West Santa Ana Branch Rail Project Efforts

Background

The West Santa Ana Branch (WSAB) Corridor Project is a Metro light rail line being planned to connect the cities of the Gateway Cities subregion to Downtown Los Angeles and to the countywide Metro rail system.

In 2019, the Gateway Cities COG formed the WSAB City Manager Technical Advisory Committee (CM TAC) at the request of City Managers from the WSAB Corridor cities. The CM TAC's purpose is to provide a venue for key city staff to engage with project and corridor development decision-making. The first CM TAC meeting was held in January 2020 and the CM TAC has met on a monthly basis since then, including multiple work sessions on specific project issues. Under the capable and strategic leadership of John Moreno, City of Paramount and Gilbert Livas, City of Downey, the CM TAC has taken a leadership role in ensuring city-related concerns are addressed in Metro project decisions. This reflects our strong mutually beneficial partnership with Metro staff working on the WSAB Project.

As part of its mission, the WSAB CM TAC organized and conducted two joint meetings with the Eco-Rapid Transit Board to clarify leadership roles and efforts for the WSAB Project efforts. The two Corridor groups agreed to collaborate because it was important to demonstrate strong individual city and corridor-wide commitments to the WSAB Project. In the first joint meeting, the two groups defined roles to ensure the project benefits the Corridor cities and the Gateway Cities subregion:

- **The ERT Board** will continue their successful leadership role as dedicated, vocal project advocates with Metro Board members and State and Federal representatives. This includes securing Project funding as part of Metro's federal and state funding efforts.
- **The WSAB CM TAC** will continue their successful city-level leadership role as informed technical advisors for the WSAB Project on behalf of the COG and the WSAB corridor cities. The CM TAC will lead project efforts related to project design and construction and city-level funding strategies, and will lead future First/Last Mile station area planning efforts.

WSAB Project Decision Points

The WSAB Project is entering a critical period as it moves forward from the planning and environmental review phase into construction. The key dates are:

