

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Transportation Committee

AGENDA

Wednesday, February 5, 2020

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

Gateway Cities Council of Governments
16401 Paramount Boulevard, 2nd Floor Conference Room
Paramount, California

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The Transportation Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The Transportation Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments from the public are to be limited to three minutes for each speaker, unless extended by the Transportation Committee and each public speaker will only have one opportunity to speak on any one topic. Members of the public have the opportunity to address the Transportation Committee at the following times:

- A. AGENDA ITEM: at the time the Transportation Committee considers the agenda item, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the Transportation Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

Please keep your comments brief and complete a speaker card for the Chair.

- I. **CALL TO ORDER**
- II. **ROLL CALL – BY SELF INTRODUCTIONS**

III. PLEDGE OF ALLEGIANCE

IV. AMENDMENTS TO THE AGENDA - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

V. PUBLIC COMMENTS – A maximum of three minutes for each speaker.

VI. MATTERS FROM STAFF

VII. 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 October 2, 2019

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS.

VIII. REPORTS – MEMBERS AND STAFF

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

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

- B. West Santa Ana Branch Transit Corridor City Manager's Technical Advisory Committee Update, Nancy Pfeffer, COG Executive Director.

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

IX. REPORTS – COMMITTEES/AGENCIES

- A. Eastside Transit Corridor Phase 2 Project, Jenny Cristales-Cevallos Project Manager, Metro

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

B. Eastside Transit Corridor Phase 2 Project – Additional Environmental Consideration - Karen Heit, COG Transportation Analysis

APPROVE LETTER & RECOMMEND THAT COG BOARD APPROVE AND AUTHORIZE PRESIDENT TO SIGN LETTER

C. Metro Technical Advisory Committee Update, Lisa Rapp, Lakewood Director of Public Works

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

X. NEW BUSINESS

XI. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS

XII. 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, March 4, 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.

VII. CONSENT CALENDAR
Item A
Approval of Minutes for
October 2, 2019

**MINUTES OF THE MEETING
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITEE**

**Chair - MTA Director, Long Beach Mayor - Robert Garcia
Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723
October 2, 2019**

The Meeting was called to order at 4:10 pm, roll call was taken by self-introduction:

MEMBERS PRESENT: MTA Director/Mayor Robert Garcia –City of Long Beach, Immediate Past President Fernando Dutra, COG President Diane DuBois – City of Lakewood, Thaddeus McCormack – City Manager, City of Lakewood, Martin Reyes – Supervisor Hilda Solis Office, Lisa Rapp – City of Lakewood, Bill Pagett – Public Works Officer, Commissioner Steven Neal -POLB Tracy Beidleman – Long Beach Transit

OTHERS PRESENT: Sharon Weissman,– Metro Transportation Deputy, Nancy Pfeffer, Karen Heit - GCCOG staff, Theresa Dau-Ngo, Mgr. Transportation Development, Nina Turner ,Local/Regional Liaison, Matt Arms – Port of Long Beach, Julia Brown – Community Relations Manager – Metro. Tim Williams – Civic Spark Fellow –CSU Chancellor’s Office, Kevin Jackson – Assistant City Manager – City of Long Beach.

There was no general public comment.

The Consent Calendar was approved.

Mayor Garcia gave an update on the two transit summits held within the COG. One was on a variety of topics associated with bus/rail service through the Next Gen project in the Gateway subregion. The next summit will be on micro-transit. The tentative date is November 12th, and will include vendors and subject matter experts.

The Mayor discussed the MTA continuing its transition to all-electric buses and the approval of an order of electric buses as well as CNG units. President DuBois asked where these new buses would be deployed. Mayor Garcia stated that they will be deployed all over the county and that all of the remaining diesel buses operated by contractors will be eliminated. He announced that the reopening of the Metro Blue Line (renamed Metro “A” line) would take place sometime in the week of October 28th. The rehab project will be complete and full service reestablished. One of the features of the New Blue is a reduction of 10 minutes of running time from Long Beach to Downtown Los Angeles. The tie in with the Expo line is being worked on to achieve additional time savings.

Mayor Garcia mentioned that COG staff and his office are working on ways to improve the Transportation Committee and would be sharing these ideas soon.

Mayor Garcia introduced COG Transportation Analyst, Karen Heit who gave a report on a plan for additional funding for Active Transportation (AT) projects not eligible for MSP highway funding. As a result of MSP highway guidelines eligibility screening, several priority projects have been either denied in total, or have had elements denied by Metro based on eligibility requirements. The ineligible projects include standalone Active Transportation (AT) projects and ineligible active transportation components that are not directly tied to, or impacted by the construction of the operational improvement.

COG staff proposed that the COG Board request the MTA advance Subregional Equity Program Funds (SEP) to allocate to the AT line item and fund the ineligible projects or project elements not consistent with the MSP criteria. This strategy does not impact other COG priorities.

She reviewed the recommendations from the SR-91/I-605/I-405 Technical Advisory Committee. The TAC supported a staff recommendation to pursue an allocation of SEP funding, or other types of GCCOG subregional funds that are financially neutral and will not impact our current priority Measure R and Measure M programs and projects.

The TAC directed staff to implement a two phase approach which first allows for the AT projects or elements that are most shovel ready to be funded via a 5 year allocation of SEP funds, that are not discounted for advancing from a future unfunded year to present. Phase 1 would include the first five-year allocation, which is an amount that needs to be quantified and finalized and brought back to the TAC.

The TAC directed staff to work with the GCCOG subregion to develop an inventory of "Shovel Ready" projects that could be delivered in an additional five year MSP funding allocation, which would be facilitated through the STP TAC.

The TAC requested Metro to split the project out by Highways and Active Transportation projects on the I-605 Hotspots Measure M MSP Evaluation Matrix (dated 09-24-19).

Past President Dutra asked how projects will be prioritized for inclusion into the AT program; Heit replied that "shovel ready" is the biggest factor and that each city will need to go through their STP priorities and sort for those that are shovel ready. The Transportation Committee voted to concur with the TAC recommendations and forward them on to the COG Board.

The next report was a presentation by COG Executive Director Nancy Pfeffer concerning the I-710 Clean Truck Program (CTP) required to obtain air quality conformity for environmental clearance. She explained that the Clean Truck Program is an integral part of the I-710 project and not a mitigation, therefore the

EPA wants verification that the CTP is indeed part of the project, will be funded and will not be pushed aside.

She discussed the MOU and how it creates an Air Quality Steering Committee to help prove to the EPA that the signers of the MOU will continue to work towards the goal of deploying clean trucks. She explained that the clean truck collaborative has been around informally for a while, this MOU will formalize this collaboration. The idea is to get EPA to accept this change. Mayor Garcia said that Long Beach staff is supporting this concept. Past President Dutra asked if there was a date by which this program should commence, Pfeffer replied that this needs to occur by 2035. Mayor Garcia discussed the balance between existing less polluting trucks and the Near Zero Emissions/Zero Emissions (NZE/ZE) trucks, suggesting that an incremental approach is warranted. Past President Dutra indicated that he was going to see some electric buses next month and that the economic balance was difficult to obtain as the cost differential is so great. The report was received and filed.

Karen Heit gave a report on the Environmental Protection Agency (EPA) continuing conflict with the state of California. The State of California has been locked in a battle with the EPA over California's strict vehicle pollution standards that conflict with the Trump administration's planned rollback of the Obama-era federal emissions and fuel economy requirements.

As part of its rollback of the emissions rule, EPA finalized its legal determination to revoke a waiver to the Clean Air Act that has given California the right to set its own vehicle regulations. Under the Clean Air Act, California has for decades, received a waiver allowing the state to impose vehicle emissions standards that exceed those of the federal government.

President DuBois asked if we were failing to meet standards because of the strictness of the standards. The point is we are failing even with the stricter standards, the lesser standards will not improve the situation. There was discussion about the federal determination being political and not based in science. There was a discussion about 17 other states being in the same situation as California and joining the lawsuit filed by California State Attorney General Xavier Becerra. The report was received and filed.

Mayor Garcia asked Heit to give the update on the West Santa Ana Branch/Eco-Rapid Project. Heit talked about the segmentation of the line and the lack of a funding plan that will ultimately establish the segments and the curtailment of First and Last/Mile (FL/M) planning beyond the station areas.

Mayor Garcia stated that the environmental clearance will be done from Artesia to Downtown Los Angeles and it was unacceptable for the line to fall short of the Slauson Blue Line Station. The line is still expected to start construction in 2022. Heit added that the line necessarily will be built in two segments as a

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constructability issue. Mayor Garcia stated that he wants to look into the planned postponement of the coordination of FL/M activities outside of the station areas.

Commissioner Neal asked if there was support for waiting until the entire line could be built in one sequence, there is no support for that idea. The item was received and filed.

Lisa Rapp gave a MTA TAC report. She stated that they're working on FL/M guidelines for Metro Board approval in November. She talked about progress on the Crenshaw Northern Extension and the San Fernando Valley BRT environmental work. She discussed how there is study on how women travel. Women use public transit more than men and use more carts and bags and strollers. They are going to reexamine safety and security during the mid-day service. The TAC did discuss the issues with the EPA ruling.

The meeting adjourned at 5:25.

**VIII. REPORTS –
MEMBERS AND STAFF**

Item B

**West Santa Ana Branch Transit
Corridor City Manager's
Technical Advisory Committee
Update**

Transportation Committee Meeting Agenda
February 5, 2020

TO: Transportation Committee

FROM: Nancy Pfeffer – Executive Director

SUBJECT: West Santa Ana Branch City Manager’s Technical Advisory Committee

Background

The West Santa Ana Branch City Manager’s Technical Advisory Committee (TAC) met January 21st. Nine of the thirteen member jurisdictions were represented by a city manager or staff. John Moreno, Paramount City Manager was named chair and Gilbert Livas, Downey City Manager, was named vice-chair.

MTA WSAB Project Manager Meghna Khanna gave a presentation and update on the project progress along with David Meiger Senior Executive Officer for Transit Development. Colin Peppard, from the MTA Office of Extraordinary Innovation presented an update on the development of the Public/Private/Partnership portfolio. The information shared was important and detailed. Agenda items for the next few meetings have been developed.

Attachment

TAC Agenda



West Santa Ana Branch

City Manager Technical Advisory Committee

Tuesday, January 21, 2020, 2:00 PM – 4:00 PM

Gateway Cities COG Offices
16401 Paramount Boulevard, Paramount
2nd Floor Conference Room

AGENDA

- | | | |
|----|--|---------------------------------|
| 1. | Welcome | Nancy Pfeffer |
| 2. | Introductions | Group |
| 3. | Committee Purpose and Objectives (See Attachment A)
a. Project Resources | Nancy Pfeffer/
City Managers |
| 4. | Selection of Chair and Vice Chair | Group |
| 5. | Project Update: Environmental
a. Project Schedule: Key Milestone Dates and Comment
Period for Corridor Cities
b. Critical Issues and Stakeholder Coordination <ul style="list-style-type: none">• UPRR and Port of Los Angeles• Section 106: APE Methodology; Gabrieleno
Tongva• Section 4f: Jurisdiction Concurrence | Metro |
| 6. | Project Update: Funding Developments
a. Metro “Pillar Projects” funding analysis schedule | Metro |
| 7. | Metro P3 Process: Critical Decisions and Milestones
a. Role of Corridor Cities (City Managers) in the Metro P3
Process
b. Market Sounding
c. Risk Analysis
d. Timeline | Metro |



Time Permitting

- e. Value for Money
- f. P3 Business Case
- g. RFQ Release
- h. RFP Release
- i. Metro/Milken Institute October 2019 Forum: “Accelerating Private Investment in Infrastructure Across the Country and Los Angeles”: Implications for the WSAB Project
(See Attachment B)

- | | | |
|-----|-----------------------------------|-------|
| 8. | Other Related Studies | Metro |
| | a. SCAG Value Capture | |
| | b. TOC Implementation Plan | |
| 9. | Discussion | Group |
| 10. | Meeting Summary and Actions Items | Group |
| 11. | Future Meeting Schedule | Group |

Attachment A: December 2019 COG Staff Report

Attachment B: Agenda: Metro/Milken Institute October Forum

IX. REPORTS
Item B
Eastside Transit Corridor
Phase 2 Project – Additional
Environmental Consideration

TO: Transportation Committee

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

SUBJECT: Eastside Transit Corridor Phase 2 Project – Additional Environmental Consideration/Letter of Support for the Washington Boulevard Alignment

Background

In a report released last spring, the United States Army Corps of Engineers (USACE) outlined that the potential exists for a rare but not unimaginable “mega-storm”. A mega-storm is characterized as a 900-year storm. Should a storm of this magnitude occur water could crest and wash out the Whittier Narrows Dam (WND) resulting in severe flooding in the Gateway Cities area. A survey and study by the USACE determined that the WND no longer meets Corps’ standard for tolerable risk. This information did not come in time to ask the MTA to consider the impact of structures from the SR-60 alignment on the extreme flood hazard.

Also attached is the April 2019 GCCOG letter supporting the selection of the Washington Blvd. as the “pillar project” alignment to be built under the 28X28 Initiative.

Recommended Action

The attached letter asks that analysis considering the potential for a mega-storm on the Whittier Narrows dam be included in the project.

Attachments

Draft letter to MTA Chief Planning Officer
Letter supporting Washington Blvd. Alignment (4/4/19)

ATTACHMENT “A”

James de la LOZA – Chief Planning Officer
LACMTA
One Gateway Plaza
Los Angeles, CA 90012
Attn: David Meiger

Dear Mr. de la LOZA

**Re: Additional Environmental Consideration with The Metro Gold
Line Eastern Extension Phase II**

In a report released last spring, the United States Army Corps of Engineers (USACE) outlined that the potential exists for a rare but not unimaginable “mega-storm”. A mega-storm is characterized as a 900-year storm. Should a storm of this magnitude occur water could crest and wash out the Whittier Narrows Dam (WND) resulting in severe flooding in the Gateway Cities area. A survey and study by the USACE determined that the WND no longer meets Corps’ standard for tolerable risk.

The WND handles effluent from the Rio Hondo and San Gabriel River watersheds. During an extremely large and rare storm, storm water could crest and wash away the sandy soil underneath the exterior earthen façade. Excessive amounts of water may also crest and wash open the dam’s spillway releasing more than twenty-times the water that could be handled downstream. The chances of such a mega-storm are rare, however the unsettling and unusual weather that has been occurring related to climate change increases the likelihood of such a storm.

Cities that would be impacted by the dam’s failure are: Artesia, Bell Gardens, Bellflower, Carson, Commerce, Compton, Hawaiian Gardens, La Palma, Lakewood, Long Beach, Lynwood, Montebello, Norwalk, Paramount, Rossmoor, Santa Fe Springs, Seal Beach and Whittier.

Cities that would experience the worst impacts, flood waters in excess of 8 feet, are Pico Rivera, Downey, Lynwood and Santa Fe Springs. For these cities the anticipated water levels would be catastrophic in human and property costs.

There is a potential environmental impact with the SR-60 Alignment of the Metro Golf Line Eastern Extension Phase II (MGLEE). This alignment would place a station and parking lot in the Whittier Narrows basin. The Santa Anita Station would be an elevated station structure with a parking structure. The proposed design for the station and park n’ ride leaves the at-grade portion of the facility vacant to facilitate evacuation during a flood. The MGLEE DEIR/DEIS states that:

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“The proposed Santa Anita Avenue station and park and ride facility would be located in the flood control basin of Whittier Narrows on elevated platforms and elevated structures supported by columns similar to those supporting the LRT guideway....Compensatory mitigation would be required for the potential loss of flood storage capacity at Whittier Narrows, and the structure would be designed so it does not impede the flow of floodwaters in any direction. In total, the columns associated with the LRT track, the Santa Anita Avenue station, and the associated park and ride facility would result in the loss of approximately 83 cubic yards of volume of Basin storage capacity. This would have the potential to change the total water level rise in the Basin by 0.02 inches if the entire Basin were to be inundated. Replacement of the lost 83 cubic yards of storage capacity would offset any potential impacts associated with water level rises during Basin inundation.”

Possible proposed mitigations for this risk include: raising the height of the existing channel banks; construction of a flow bypass or providing an inline or offline flood storage facility.

In response to the proposed Santa Anita Station location, the USACE sent a response letter in October of 2014 citing the need for more analysis and the lack of resolution to the flooding issue. The Corps states that:

“The reference to USACE finding the SR-60 LRT alignment to be generally acceptable is premature, and that any such statement made by USACE staff does not suggest USACE would necessarily find the project acceptable under the Section 408 requirements. Therefore, if this alignment is recommended as the Locally Preferred Alternative, Metro will be required to submit a formal Section 408 request to USACE, at which time USACE will require additional details on the plans and may have further comments at that time.”

The letter also indicates that the description of compliance with Federal flood risk management laws and policies in the FEIS would not be sufficient to meet USACE standards, based on the DEIS:

“...USACE staff cannot conclude at this time that there is no feasible alternative outside the floodplain, as required by Executive Order 11988. For example the Washington Boulevard alternative might be considered a practicable alternative outside a floodplain”

The USACE has determined that the MTA DEIS/DEIR is optimistic in its representation of resolution of floodplain issues with the SR-60 alignment. The USACE expresses concerns that, at minimum, require additional analysis and several USACE permits in addition to a possible NEPA analysis.

None of the situations examined takes into account the identified inadequacies of the WND as identified by the USACE report. The addition of structures in the flood plain needs to be analyzed in terms of the weaknesses of the WND.

Considering the potential for inundation, the following path forward should be considered; the COG requests that MTA and USACE consider the flood displacement of the Santa Anita station and column structures anticipated to be placed in the flood plain under a variety of flooding scenarios including a mega-storm that may result in, or exacerbate,

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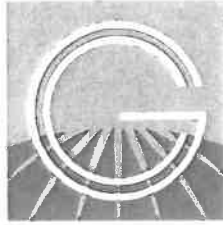
WND failure as part of the environmental documentation for the SR-60 alignment.

Thank you in advance for this consideration. If there are any questions, please do not hesitate to call GCCOG Executive Director Nancy Pfeffer at 562 663 6850.

Sincerely,

Diane DuBois, President
Gateway Cities Council of Governments

cc: GCCOG Board of Directors
Supervisor Janice Hahn
Supervisor Hilda Solis
Mayor Robert Garcia



GATEWAY CITIES

COUNCIL OF GOVERNMENTS

April 4, 2019

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

The Honorable Sheila Kuehl, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Supervisor Kuehl and MTA Board Members:

Support for the Washington Boulevard Alignment for the Metro Gold Line Eastern Extension Phase II

The Gateway Cities Council of Governments (GCCOG) supports the Washington Blvd. Alignment LRT as the project that should be selected to be advanced under the 28x28 Initiative. GCCOG cities are encouraged by the Metro Board's commitment to the Metro Gold Line Eastern Extension Phase II project as one of the "4 pillars" projects.

GCCOG and alignment cities understand that the ultimate decision on the alignment alternative selected will be made with the benefit of the results of the environmental analysis currently underway. We look forward to participating in the environmental review process.

The Washington Blvd. alignment joins workers and jobs through the heart of Los Angeles County's manufacturing center; provides mobility to underserved, transit-dependent residents; and promotes sustainable transit-oriented development including a connection to major medical facilities.

This project will provide a much needed mobility opportunity to an area that has not seen a rail line opening since 1995 with the opening of the Metro Green Line. The alignment area includes potential land uses that can create opportunities for Transit Oriented Community development along the alignment.

The Washington Blvd. alignment goes through an active industrial manufacturing corridor with large established employment centers (Commerce, East Los Angeles, Pico Rivera, and Whittier). This alignment supports job retention and business expansion in economically depressed areas that will gain the potential to provide sustainable mobility and a jobs/housing balance.

Supervisor Sheila Kuehl, LA County Metropolitan Transportation Authority

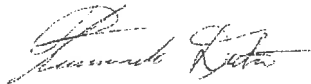
April 4, 2019

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The Whittier alignment offers benefits beyond Los Angeles County by providing the potential to capture ridership from Orange County as well as an opportunity to create a multi-County transportation corridor as the alignment terminus will be visible from OC. There will be potential for rail-bus interface across County lines and a reduction for cross-County traffic.

From an equity perspective, moving forward with this line will help local governments serve historically underinvested communities by creating economic opportunities that are incumbent with major infrastructure improvements. As mentioned above, the Southeast Los Angeles County subregion has not experienced the opening of a new rail line since 1995 with the commencement of revenue service operations on the Metro Green Line. The designation of both the Metro Gold Line Phase II Extension (Washington Blvd. Alignment) and the West Santa Ana Branch as pillar projects sets the stage for enhanced, high quality transit service that will ensure reliable operations for LA County's most underserved community members, and enable economic mobility that can help those populations overcome historic disadvantages and disparities.

Sincerely,

A handwritten signature in black ink, appearing to read "Fernando Dutra". The signature is fluid and cursive, with a large initial "F" and "D".

Fernando Dutra, President
Gateway Cities Council of Governments.

cc: GCCOG Board of Directors