

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Transportation Committee

AGENDA

Wednesday, July 1, 2020

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_v1HAV3W0QOGq8FMFfto7YA

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., July 1, 2020, via email to 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.
- 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 June 3, 2020 are presented for approval.

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 Mayor Robert Garcia, Metro Director

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

IX. REPORTS – COMMITTEES/AGENCIES

- A. Presentation on Metro Motion on Modernizing the Highway Program by Luke Klipp, Metro Board Deputy to Metro Board Member Robert Garcia

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

- B. Presentation on Metro Goods Movement Strategic Plan by Michael Cano, Metro Deputy Executive Officer, Goods Movement and State Policy/Programming, Countywide Planning & Development

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

- C. 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

- D. 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

- E. 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

- A. Discussion of Metro Long Range Transportation Plan, Review of Draft Comment Letter; present to answer questions, Kalieh Honish, Metro Executive Officer, Countrywide Planning & Development

SUGGESTED ACTION: REVIEW AND APPROVE FORWARDING DRAFT LETTER TO THE GCCOG BOARD OR OTHER MOTION FOR POSSIBLE ACTION AND/OR DIRECTION TO STAFF

- B. Discussion of Draft Response to Metro Board Motion 38.1 the Development of a Uniform Process for use of Subregional Equity Program Funding

SUGGESTED ACTION: REVIEW AND APPROVE FORWARDING DRAFT LETTER TO THE GCCOG BOARD OR OTHER MOTION FOR POSSIBLE ACTION AND/OR DIRECTION TO STAFF

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, August 5, 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

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE**

**Chair - MTA Director, Long Beach Mayor - Robert Garcia
Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723
June 3, 2020**

MEMBERS PRESENT: Immediate Past President Fernando Dutra, 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: Sharon Weissman – Metro Transportation Deputy, Nancy Pfeffer, Karen Heit, Stephanie Cadena, Joel Arevalos - GCCOG staff, Theresa Dau-Ngo, Manager, Transportation Development, Nina Turner, Local/Regional Liaison, Matt Arms – Port of Long Beach, Nalini Ahuja, Melissa Wang, Mark Dierking, Nadine Lee, Kalieh Honish, Mark Yamarone, Meghna Khanna, Michael Turner, Raffi Hamparian, Michelle Navarro – Metro, Andres Molina – WSP, Luke Klipp – Metro Transportation Deputy, Mayor Garcia’s Office

The meeting was called to order at 4:35 pm, by COG First Vice-President and Committee Vice-Chair Maria Davila. Roll call was taken by self-introduction. Vice-Chair Davila announced that COG President Diane DuBois was under the weather this evening and would not attend the meeting.

There was no general public comment.

The Consent Calendar was approved by affirmation.

Sharon Weissman announced that due to the civil crisis, Mayor Garcia was not available to lead the meeting. Weissman gave the report on the actions of the May MTA Board Meeting. She announced the approval of free parking at all rail stations during the COVID-19 outbreak and the reallocation of \$835,000 of business development funds to loan to small businesses adjacent to (1/2 mile) from rail stations. She announced that the Board approved the recommended I-710 Early Action funding for the Shoemaker Bridge to match the allocated SB 1 grant. She reported that the Board also approved a fare reduction during this period to assist people that are out of work.

The Board passed a Motion asking for a process for the allocation of Subregional Equity Program (SEP) funds and that the Board is required to seek subregional action to allocate the funds if the Board chooses.

The current Open Streets program was modified to change the allowed expenditure from a one-day event to a longer period to utilize on-street activity to enhance social distancing and provide for economic recovery. Vice-Chair Davila asked for any questions. The

Transportation Committee Meeting Minutes
June 3, 2020

report was received and filed. Weissman announced that she was going to retire and that the Mayor has appointed her to the Long Beach Harbor Commission. Various Committee members expressed their gratitude to Sharon for her service and wished her well.

Vice-Chair Maria Davila introduced Item A and Nadine Lee, Metro Chief Operating Officer. Lee yielded some time to Rachel Roque, the new Committee member from Supervisor Hahn's Office, who was not able to be heard. Lee began by thanking Sharon for her work on the MTA.

Lee reviewed ridership statistics during the pandemic and the resultant implementation of enhanced Sunday service. The service was enhanced to enable social distancing. She indicated that in the aftermath of COVID there will need to be confidence built into regaining ridership. Lee introduced the MTA Financial Team led by Michelle Navarro who gave an update on the MTA Budget and the \$1.8 billion in CARES Act funding. The Board approved a funding swap for transit agencies that could not receive federal funding. The CARES Act provides revenue to maintain service levels and provide supplemental funding.

Navarro explained that MTA passed a continuing resolution that will maintain current spending levels for 3 months. She discussed the impact on city-bound local return funds that will be reduced in the fourth quarter of the year. She reviewed the budget process for 2020. CEO Phil Washington created a call for action to reduce expenses within the new revenue expectations. She went on to explain next steps including continuing to analyze and monitor COVID-19 impacts and enforcing belt tightening measures.

Past President Fernando Dutra asked about the status of the four pillar projects. He asked if the pillar projects are put on hold and waiting for a determination of viability in September. He asked how the three months of COVID-19 economic impact so negatively affected the ability of projects to move forward.

Lee responded outlining the 2 project buckets; the first bucket being projects under construction and transit service. She indicated that the deferral may not be a hard stop. The deferral is related to cash flow issues for 3-6 months. Each project will require analysis and evaluation. She highlighted additional costs associated with cleaning and sanitizing transit service. The ongoing cash needs to be commensurate to the cash coming in. She referenced Motion 34.1 that asks for more clarity on project futures. Lee opined that recovery will most likely exceed a 12 month timeframe. The March sales tax receipts included only a part of shelter in place revenue receipts. Dutra asked, if project funding is available will the project proceed? Lee said the loss of revenue may not actually recover and that she had a chart that would represent the actual status.

Lee introduced Michael Turner and Raffi Hamparian to give the governmental outlook. Turner gave the state update and the impact on the state budget. Turner spoke about the drop in gas tax receipts because of shelter in place. The transportation budget is somewhat walled off from sources at the state. Cap & Trade may be at risk for a grab for the general fund. Turner turned it over to Raffi Hamparian, Senior Director of federal

affairs. He talked about the Heroes Act with approximately \$15 billion each for transit and highways. The Heroes bill has been passed by the House and was sent to the Senate where its fate is uncertain. The Invest in America Act was introduced by Chairman De Fazio, passed a few hours ago in DC by the House, a five-year \$500-billion reauthorization bill to replace the FAST Act. This bill might reintroduce the Highways of national significance that has benefitted the Gerald Desmond and the I-405 projects in the past. The bill also contains local hire provisions. Vice-Chair Davila asked for any questions, seeing none, she introduced the topic of the Metro Long Range Transportation Plan (LRTP).

Kalieh Honish gave a presentation on the LRTP, which is being circulated for public comment. She explained how the LRTP fits into conformity findings at the regional level. She indicated that the LRTP needs to align with SCAG's schedule. She talked about how the plan supports MTA's goals and objectives, including four themes: better public transit, less congestion, complete streets, access to opportunity; and briefly discussed strategies to address the four elements. She went on to talk about the partnerships that are needed to accomplish the goals. The benefits of the 2020 LRTP were discussed next including quantifiable reductions in GHG and congestion. She discussed strategies such as fare reduction and increasing speed that should increase transit ridership. She went over the expected expenditure of the anticipated \$400 billion for the next 30 years. She reviewed programs and strategies that will be implemented that are beyond the capital expenditures.

Vice-Chair Davila called for questions and COG Executive Director Nancy Pfeffer reminded the Chair of the time. Next up was Lisa Rapp, Chair - Public Works Directors and Metro TAC representative. Rapp went over the 50% reduction in fares, and the resultant marketing campaign. She reviewed the impact of the halt in bus and rail service during the unrest and that several buses were vandalized. Rapp announced the extension of funding for Downey for the ATP program where Caltrans asked for the bridge to be repaired. She mentioned that the TAC received the same reports that were presented this evening. Vice-Chair Davila called for questions, seeing none she called for receive and file that was approved by agreement.

The meeting adjourned at 5:40pm.

IX. REPORTS

Item B

Draft Los Angeles County Goods Movement Strategic Plan Process

DRAFT

Honorable Mayor James Butts, Chair
Metro Board of Directors,
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Phil Washington, CEO

Re: Draft Los Angeles County Goods Movement Strategic Plan Process

The twenty-seven cities, LA County unincorporated areas and the Port of Long Beach that comprise the Gateway Cities Council of Governments (GCCOG) would like to express our support and appreciation for the work underway by the Goods Movement Planning Office; particularly the efforts of Michael Cano and Akiko Yamagami. This office has successfully created a process that addresses the challenges of goods movement, unites goods movement planning activities across the agency, as well as developed partnerships with the county's goods movement stakeholders, including this COG. The development of this plan has embraced and prioritized the environmental issues associated with goods movement as well as the need to react and plan for sustainable growth.

The resultant initiation of a the Goods Movement Strategic Plan will help guide the agency and region in working together to move LA County forward collectively in a sustainable manner. Broad-based stakeholder input has been instrumental in shaping this plan and the GCCOG and many of the member cities as well as community-based organizations have participated in the development of this plan. The inclusion of the clean truck initiative and planning for urban delivery and curbside demand management are issues that previously have not been included in freight planning and are advancing in an innovative way through the goods movement plan.

As the Strategic Plan moves forward, we would like to see the continued close coordination with the highway program and the continued involvement with affected cities and stakeholder groups.

If there are any questions, please contact Nancy Pfeffer, GCCOG Executive Director at 562-663-6850.

Sincerely,

Diane DuBois, President
Gateway Cities Council of Governments

cc: GCCOG Board of Directors
Metro Board of Directors

**X. REPORTS –
New Business
Item A**

**Gateway Cities COG Comment Letter for
the 2020 MTA Long Range
Transportation Plan**

TO: Board of Directors

FROM: Nancy Pfeffer – Executive Director by Karen Heit

SUBJECT: Gateway Cities COG Comment Letter for the 2020 MTA Long Range Transportation Plan

Background

The Draft 2020 Long Range Transportation Plan (LRTP) details how Metro plans, builds, operates, maintains and partners for improved mobility over the next 30 years.

Issue

Metro must adopt a financially constrained LRTP in order to remain eligible to receive federal and state funding. In September 2017, staff began work to update the 2009 LRTP, following the passage of Measure M. A financially constrained LRTP must be adopted in alignment with the Southern California Association of Governments (SCAG) process for updating the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Metro's LRTP demonstrates how Los Angeles County transportation projects conform with the state and federal air quality mandates for funding eligibility.

The Draft LRTP has been in circulation for a 45-day comment period that began in late May.

In general, the Draft LRTP is a well-articulated document that covers the mobility outlook for Los Angeles County. It does not address recent impacts to sales tax revenues and cash flows.

Recommended Action

It is recommended that the Committee review the attached letter and forward it to the COG Board for execution.

Attachment:

Draft LRTP Comment Letter

To: James De La Loza, Chief Planning Officer
LACMTA
One Gateway Plaza
Los Angeles, CA 90012
Attn: Fabian Gallardo

Dear Mr. De La Loza:

Comments on Draft MTA Long Range Transportation Plan

The Gateway Cities Council of Governments has reviewed the Draft Metro Long Range Transportation Plan (LRTP) and appreciates the opportunity to provide comments.

This is the first update to the LRTP since the passage of Measure M. The document lays out challenges and opportunities to accommodate the growth and mobility needs of Los Angeles County. The document does not address the financial forecast for the period; instead it outlines funding sources and revenue estimates. Nor is it specific on the mobility benefits of individual pieces of the mobility network.

The region was presented with a less-than-optimistic overview of the financial situation in November of 2019 as it applies to Measure R funded projects. This report describes the need to identify additional funds for two projects under construction and a future need to borrow a future \$500 million from the highway fund to backfill transit shortfalls. The LRTP does not reflect the impacts of the COVID-19 loss of sales tax revenue to local and state funding. The short-term impacts will be realized soon but long-term impacts are not known.

Specific comments are referenced below:

Page 6 – The discussions on changing mobility needs should include the changing state of the commute and trends away from eight-to-five commutes. Also, there should be an examination on the future of telecommuting and whether the work-from-home trend will remain in some form that will impact mobility.

Page 8 – The monotone maps are ineffective when less than the full page.

Page 9 – The addition of general purpose lanes can be a workable solution that is not disruptive or expensive.

Page 11-13 – Does this plan assume that all of the Measure R & M priorities are built and the expanded programs such as ExpressLanes and active transportation networks make the capital program successful? Some of the strategies are going to be difficult to implement such as VMT pricing and may work against equity factors by placing an undue burden on the working poor.

Page 14 – Sustainability was a major concern in 2009, is it still a priority or has it been incorporated into other concerns such as reduced congestion?

Page 20 – It would be helpful to have an appendix with project descriptions. “Strategy 1.1d. Identify and Plan Future Metro rail expansion,” point of clarification: Does this refer to projects in the latter years of the Measure M plan, or are these meant to be projects that have yet to be defined?

Page 24 – “Strategy 1.4: Enhanced Station Area.” Are these recommendations something that will be included in the station area design or will it be an add-on the cities are responsible for? Will there be funding and opportunities to retrofit other older lines?

Page 25 – “Strategy 1.6: Enhance Customer Experience.” Protection and cleaning for COVID-19 should be a stated strategy. Clean comfortable and safe has taken on new meaning.

Page 32 – Caltrans should be identified as the owner/operator of the highway system to set context. Additionally, there should be mention of the subsidies for lower-income ExpressLane users.

Page 34 – An appendix explaining how project costs were calculated would be helpful.

Page 37 – “Strategy 2.1: Implement operational improvements with technology.” There should be mention of advanced freight ITS to improve truck flow and safety.

Page 38 – “Strategy 2.4: Minimize impact of roadway incidents.” Expansion of the Freeway Service Patrol should include the expansion of big rig tow service on major truck impacted freeways in the Gateway Cities, North County and San Gabriel Valley.

Page 38 – “Strategy 2.5: Support Efficient Goods Movement.” This goal should be rewritten to read “support efficient and sustainable goods movement.” Goods movement projects and the LA County Goods Movement Strategy must emphasize air quality improvement, safety and freight efficiency. The description of the goods movement plan is good but the environmental emphasis is not in the state strategy.

Page 40 – “Strategy 2.7: Enhance the operation of the state highway system.” The word “safety” should be inserted in this strategy; capacity improvement and safety need to be joined.

Page 46 – There should be a discussion of the local and subregional efforts and complete streets efforts going on through the county in addition to the major bikeway initiatives.

Page 48 – “Strategy 3.3: Establish active transportation improvements as integral elements of the transportation system.” Add a strategy to implement First/Last Mile active transportation projects to all new, planned and under-construction rail lines.

Page 50 – “Strategy 3.4: Maintain a state of good repair on roadways.” This requires clarification as it is slightly confusing with the Caltrans SHOPP program. Combining and coordination of projects makes sense. “Strategy 3.6: Reduce regional GHG and criteria air pollutant emissions” A strategy to partner with local agencies would be appropriate.

Page 51 – It is great to see the Zero-Emission Truck Initiative called out. This narrative should mention the Draft LA County Goods Movement Strategic Plan. Is the plan for Goods Movement Strategic Plan to be incorporated into the LRTP at some point?

Page 58 – “Transit Oriented Communities (TOC).” There should be specific strategies in this section for how the MTA plans to work with jurisdictions on creating communities that are supportive of transit and other mobility options.

Page 60 – “Strategy 4.1: Advance equity through institutional transformation to eliminate disparities.” It is not clear how these strategies, when applied, will impact the allocation of resources. “Strategy 4.2: Build affordable housing near transit.” This strategy does not completely reflect the partnerships that must be developed, as the MTA can only develop affordable housing on agency-owned property

**X. REPORTS –
New Business
Item B**

**Discussion of Draft response to Metro
Board Motion 38.1**

TO: Transportation Committee

FROM: Nancy Pfeffer – Executive Director by Karen Heit

SUBJECT: Response to Metro Motion 38.1 Regarding Subregional Equity Program Funding

Background

In June of 2016, with the approval of the Measure M Ordinance, the Metro Board created a Subregional Equity Program (SEP) element to the Measure M Expenditure Plan. This program was developed as a response to a last-minute project added to the plan. Each subregion was allocated a population-based proportional share. The Gateway Cities COG was allocated \$244 million.

Issue

In May of this year, the Board passed Motion 38.1 (Attachment “A”) in response to a funding shortfall in the Crenshaw/LAX construction project. Motion 38.1 includes recommendations that will apply to the allocation of all SEP funds in all subregions including Gateway Cities.

The attached draft letter (Attachment “B”) requests a clarification concerning the GCCOG’s recent request for SEP funding and requests the Board consider the intent of the original SEP. It further requests an active role for the Gateway Cities COG and other subregions in Metro’s development of the process to access SEP funding.

Recommended Action

It is recommended that the Committee Review the letter and forward it to the Board for execution.

Attachment:

Attachment A – Motion 38.1

Attachment B – Draft SEP Letter



Board Report

File #: 2020-0356, File Type: Motion / Motion Response

Agenda Number: 38.1.

CONSTRUCTION COMMITTEE
MAY 21, 2020

Motion by:

DIRECTORS GARCETTI, BUTTS, GARCIA AND HAHN

Related to Item 38: Crenshaw/LAX Transit Project

SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Butts, Garcia and Hahn directing the CEO to:

- A. Allocate \$33.1 million of CMAQ, plus the revenue generated from LAWA acquisition of property and easements (at least \$1.7 million) to fund immediate LOP budget needs on the Crenshaw/LAX project.
- B. After taking CMAQ and LAWA-generated revenues off the top, approve the use of Subregional Equity Program (SEP) funding for the remainder of the \$90 million Crenshaw/LAX LOP budget increase, subject to formal approval from each subregion's governing body and according to the 2016 subregional borders designating the LAX area as a Regional Facility and conforming the South Bay subregion to the South Bay COG's boundaries:

Subregion	Miles	Percent
Central Los Angeles	3.40	41.4%
South Bay	3.32	40.4%
Regional Facility: LAX Area	1.50	18.2%
Total	8.22	100.0%

These SEP funds shall be escalated from 2015 dollars in accordance with Board file 2019-0598, which reaffirmed that each subregion's SEP allocation as listed in the Measure M Expenditure Plan (line item 68,note s.) is listed in 2015 dollars and escalated to year-of expenditure in accordance with the escalation policies in the Measure M expenditure plan;

- C. Defer any future recommendation or use of any unprogrammed SEP funding pending the development, in partnership with all Board offices, of a uniform process by which Subregions can elect to use SEP funding, including but not limited to:
1. Subregional governing body approval of any funding recommendation and use;
 - a. Hereby acknowledging that the South Bay COG has already committed the entire South Bay SEP for the Centinela Grade Separation Project.
 2. Written notice to the respective Subregional governing body and representative Board offices at least 120 days before Metro recommends the use of SEP funding to ensure adequate time for subregions to understand and approve any funding recommendations;
 3. Standard and explicit criteria for how and when a subregion's SEP allocation may be accelerated to meet their needs, consistent with Board file 2019-0598 (see above);
- D. Report back on all the above during the September 2020 Board cycle.

Honorable Mayor James Butts, Chair
LACMTA
One Gateway Plaza Dr.
Los Angeles, CA 90012

DRAFT

c/o Phil Washington, CEO

Dear Chair Butts:

Re: Metro Board Motion 38.1

The Gateway Cities Council of Governments is in receipt of the May 2020 Board Motion 38.1 containing the instruction to report back during the September 2020 Board Cycle on the following instructions outlined in Board Motion 38.1:

“C. Defer any future recommendation or use of any unprogrammed SEP funding pending the development, in partnership with all Board offices, of a uniform process by which Subregions can elect to use SEP funding, including but not limited to:

- a. Subregional governing body approval of any funding recommendation and use; Hereby acknowledging that the South Bay COG has already committed the entire South Bay SEP for the Centinela Grade Separation Project.
2. Written notice to the respective Subregional governing body and representative Board offices at least 120 days before Metro recommends the use of SEP funding to ensure adequate time for subregions to understand and approve any funding recommendations;
3. Standard and explicit criteria for how and when a subregion’s SEP allocation maybe accelerated to meet their needs, consistent with Board file 2019-0598 (see above);”

We would like to have clarification and input on the outcome of this exercise.

“C. Defer any future recommendation or use of any unprogrammed SEP funding pending the development, in partnership with all Board offices, of a uniform process by which Subregions can elect to use SEP funding, including but not limited to:”

Clarification: The Gateway COG Board submitted a request for \$60 million of SEP over a five-year period to fund line 53 – Active Transportation Program of the Measure M Expenditure Plan dated November 20, 2019 (attached). Will this

request be subject to the yet-to-be developed “uniform process”? We fully understand and appreciate that any allocation of SEP is contingent upon a forthcoming revised 28x28 financial plan.

“2. Written notice to the respective Subregional governing body and representative Board offices at least 120 days before Metro recommends the use of SEP funding to ensure adequate time for subregions to understand and approve any funding recommendations.”

We would like to have the following considered in the response to this Motion in September.

The SEP was created in June of 2016 during the adoption of the Measure M Ordinance. Metro Chair John Fasana amended the Motion to include the following:

“FASANA AMENDMENT to Motion 49.2 (June 23, 2016): To provide equivalent funding based on the original allocation of funding (i.e., \$180 million is 13% of such funding based on the San Fernando Valley’s share) to each of the other subregions to assure and maintain equitable funding (i.e., Subregional Equity Program).”

In August of 2016, Metro Chair John Fasana issued the attached “Notice of Technical Correction to the Los Angeles County Traffic Improvement Plan”. This letter indicates that:

“Attachment A of the Plan Ordinance which addresses this language is included here-note the line item #68 title "Subregional Equity Program". It is important to clarify that because the assignment of funds is to the subregional level, each Council of Government (COG) will need to develop a process for assignment of these amounts among their constituent cities. I therefore urge you be part of the ensuing discussions with your COG once necessary guidance on implementing steps is provided- which is dependent on voter's approval of the ballot initiative in November. Metro staff anticipates that further overall direction will be included in the body of Guidelines that will direct the Plan's implementation, so anticipate more communication on that effort when it is appropriate.”

These two actions establish intent that the use of SEP should originate with the subregion. This language allows for an MTA suggestion about an allocation of this funding to a project but clearly intends that the request should come from the subregion.

We suggest that each Council of Governments that has SEP available for programming be consulted on their viewpoint for use of funding before the MTA moves to create a “top down” process with “Written notice”.

The GCCOG and is looking forward to working MTA staff to develop a process that meets Metro Board intent.

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Sincerely,

COG President

cc: GCCOG Board of Directors
LA Metro Board of Directors