

GATEWAY CITIES COUNCIL OF GOVERNMENTS Transportation Committee

AGENDA

Wednesday, June 3, 2020

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

TELECONFERENCE MEETING VIA ZOOM

ADDRESS: <https://us02web.zoom.us/j/85379251549>

Or by phone at: 1-253-215-8782 or 1-669-900-6833;

Webinar ID #853 7925 1549

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., June 3, 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.

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 October 2, 2019 and February 5, 2020 are presented for approval.

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS.

VII. REPORTS – MEMBERS AND STAFF

- A. Metro Matters, Metro Board Meetings and Other Topics of Interest, 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

VIII. REPORTS – COMMITTEES/AGENCIES

- A. Presentation on Metro's budget, projects and programs by Nadine Lee, Metro Chief of Staff

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

- B. Presentation on Metro's Long Range Transportation Plan by Metro staff

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

- 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

IX. NEW BUSINESS

X. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS

XI. ADJOURNMENT

NOTICE: New items will not be considered after 5:30 P.M. unless the Transportation Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Transportation Committee meeting scheduled for Wednesday, July 1, 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 and
February 5, 2020

**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
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 – City of Whittier, 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.

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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 proposed by MTA 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. 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.

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Heit added that the line necessarily will be built in two segments as a 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.

**MINUTES OF THE MEETING
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**Chair - MTA Director, Long Beach Mayor - Robert Garcia
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February 5, 2020**

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 – City of Whittier, 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, Maria Davila – First Vice President, Gateway Cities COG – City of South Gate, 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, Manager, Transportation Development, Nina Turner, Local/Regional Liaison, Matt Acres – Port of Long Beach, Julia Brown – Community Relations Manager, Jenny Cevallos – Metro, Lance Grindle – LA County Dept. of Public Works, Norm Emerson, Emerson Associates

The meeting was called to order at 4:45 pm, Roll call was taken by self-introduction.

There was no general public comment.

The Consent Calendar was deferred until a quorum was reached.

Mayor Garcia began with good news concerning the Metro Gold Line Eastern Extension Phase 2 process selection of the Whittier alignment as the preferred alignment. He indicated that the Gateway Cities serving project were approved by the Metro Board; Transportation Deputy Sharon Weisman passed out lists of projects. Mayor Garcia indicated that the I-710 process was not moving as quickly as it should.

Mayor Garcia called upon Nancy Pfeffer to report on the West Santa Ana Branch City Managers' Technical Advisory Committee. She indicated that the first meeting went well and that John Moreno, City Manager of Paramount was selected chair and that Gilbert Livas, City Manager of Downey was selected vice chair. She reported that nine out of the ten of the impacted jurisdictions came to the meeting. MTA staff was eager to present information that would impact all cities including the environmental review process and other issues. She highlighted that conversations about right-of-way were occurring with Union Pacific Rail Road and that negotiating effort was starting. The group was informed about the pillar project funding and that a financial plan may return to the Metro Board in April.

Pfeffer indicated that the TAC was unable to go over all of the agenda items but would continue next time. The Transit Oriented Development Strategic Implementation Plan (TODSIP) grant program would be reported on to the TAC next month. An update on the Public/Private/Partnership (3P) process was given indicating that the Office of Extraordinary Innovation group allocated additional funding to Sperry Capital on the development of a financial plan of the 3P process.

Pfeffer reported on some initial conversations concerning a feasibility study for the Los Angeles River Confluence station that was kicked off. The TAC was in the process of developing agendas for the next meeting and the COG staff and a City Managers' subcommittee interviewed a candidate to staff the TAC effort. The vote to select a candidate was unanimous. Member Neal asked if the railroads have been more cooperative with right-of-way issues. Mayor Garcia indicated that there has been some increased interest in making things work.

Jenny Cevallos, MTA project manager went over the environmental process for the three candidate alignments for the Metro Gold Line Eastern Extension Phase 2: the SR-60 alignment, the Washington Blvd. alignment and the combined alignment. She described the alignments and their configurations. The combined alignment was unique in that it would operate in a "Y"-configuration, allowing passengers to choose their destination.

She reviewed the project funding and the due dates. She described the status in the re-initiation in Measure M and the acceleration associated with the 28X28 Plan. She described the community support and the concerns about the undergrounding in some of the lower income areas. The re-initiation process used advanced technical studies and input from advisory agencies.

She discussed some of the design issues that are under analysis, including Los Angeles County and US Army Corps of Engineers (USACOE). She discussed the inability of defining areas and properties to insert and extract the Tunnel Boring Machine. The project is being cleared through NEPA as well as CEQA. She gave details on the technical findings for the SR-60 alignment on issues with Caltrans, US Environmental Protection Agency, Southern California Edison and USACOE. The answers to the concerns are being compiled in a technical document; including issues such as the preservation of Caltrans ROW, storage and maintenance issues. The combined alternative is the most expensive, exceeding the entire budget.

Under the Metro project compatibility policy (policy created after the development of the initial alignments) SR-60 does not meet many of the requirements, as there are little or no transit-oriented communities opportunities or 1st/Last Mile opportunities. The Washington Blvd. alignment meets more of the requirements for rail line construction and there is room for transit-supportive land uses.

The Washington Blvd. alignment will be environmentally cleared solely under CEQA to expedite the project. Staff is recommending halting further work on the combined alignment and SR-60 alignment.

She discussed the upcoming community meetings and the MTA approval process including the Planning and Programming Committee and the Metro Board Meeting.

Mayor Garcia emphasized the satisfaction of the GCCOG's wishes with the choice of this alignment. He mentioned that both projects; WSAB and MGLEEPH2 are pillar projects. Past President Dutra mentioned that both projects are needed and that they do not compete with each other. He mentioned that there is a long road ahead for this project. Mayor Garcia asked that staff reinforce attendance at the MTA approval process. Dutra asked if the comments were consistent. Cevallos replied that people were happy to see the SR-60 alignment and its at-grade sections eliminated. Neal asked about residential acquisition. Cevallos replied that MTA usually tries to avoid community conflicts. Washington Blvd. does not impact sensitive land uses whereas the SR-60 alignment impacts single family residential areas.

Karen Heit, GCCOG Transportation Analyst, gave a report on the flooding potential associated with a possible mega-storm and the water storage replacement. President DuBois emphasize that impact of a mega-storm would be a catastrophe to most of our cities including Lakewood.

Norm Emerson, Emerson Associates, reported on the state Active Transportation Program cycle and the due dates for applications. He went over the SB-1 requirements for submitted lists to apply for the local money. The cities must be diligent about applying for these funds.

He reported that Fran Inman is stepping down as California Transportation Commission (CTC) Chair but Hillary Norton is assuming the role of vice-chair which is good as she is a Southern California representative. Nancy Pfeffer mentioned that Joe Lyou, Coalition for Clean Air, was appointed to the CTC.

The meeting adjourned at 5:31pm.