

# GATEWAY CITIES COUNCIL OF GOVERNMENTS

## Transportation Committee

### **AGENDA**

Wednesday, October 6, 2021

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

**Gateway Cities Council of Governments**

**MEETING REMOTE LOCATION: VIA ZOOM**

**Register Here:** [https://us02web.zoom.us/webinar/register/WN\\_DKJD513YT\\_GXzthVpI8ROA](https://us02web.zoom.us/webinar/register/WN_DKJD513YT_GXzthVpI8ROA)

or call in

Phone: 669.900.6833

Meeting ID: 838 6960 1768

**AGENDA REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE ON THE GATEWAY CITIES COG WEBSITE AT WWW.GATEWAYCOG.ORG.**

**PUBLIC COMMENTS:** To address the Transportation Committee on any agenda item or a matter within the Transportation Committee's purview, you may provide written comments by 1:30p.m. of the day of the meeting, via email to [info@gatewaycog.org](mailto:info@gatewaycog.org). All written comments timely received will be distributed to the Transportation Committee and will become part of the official record. You may also make oral public comment during the Public Comment period on the agenda.

- 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 Transportation Committee will hear from the public on any item on the agenda or an item that is not on the agenda but within its subject matter jurisdiction. The Transportation Committee cannot discuss or take action on any item not on the agenda. 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 September 1, 2021

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

**VII. REPORTS – MEMBERS AND STAFF**

- A. Metro Update and Proposed Draft Metro Board Motion on Zero Emission/Clean Trucks on the I-710 Corridor, Report by Councilmember Fernando Dutra, Metro Director

SUGGESTED ACTION: REVIEW DRAFT MOTION, PROVIDE FEEDBACK TO STAFF AND FORWARD TO BOARD OF DIRECTORS

- B. West Santa Ana Branch EIR/EIS Update, Oral Report by Nancy Michali, WSAB City Manager TAC Consultant

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT AND SUPPORT POTENTIAL METRO BOARD MOTION

**VIII. REPORTS – COMMITTEES/AGENCIES**

- A. Caltrans Update, Clean California Grant Program, Report by Hammer Sui, Caltrans Clean California Program

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

- B. 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

- C. Metro Federal and State Legislative/Budget Updates, Raffi Haig Hamparian and Michael Turner, Metro

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, November 3, 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.

**V. CONSENT CALENDAR**  
**Item A.**  
**Minutes**  
**September 1, 2021**

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Wednesday, September 1, 2021  
4:30 P.M. Meeting**

Gateway Cities Council of Governments  
MEETING REMOTE LOCATION: VIA ZOOM

**Chair - MTA Director, Whittier Councilmember – Fernando Dutra**

Meeting called to order at 4:33 by MTA Director Councilmember Fernando Dutra – City of Whittier. Roll call was taken by self-introduction.

#	Name	City/Agency	Present	Absent
1.	Cinde MacGugan-Cassidy	COG Board President		X
2.	Ali Saleh	COG 1 <sup>st</sup> Vice President	X	
3.	Marisela Santana	Board of Directors Member Appointed by the President	X	
4.	Emma Shariff	Board of Directors Member Appointed by the President		X
5.	VACANT	Board of Directors Member Appointed by the President		X
6.	Fernando Dutra, <b>Chair</b>	MTA Board of Directors Rep.	X	
7.	Luke Klipp	Office of Sup. Hahn	X	
8.	Martin Reyes	Office of Sup. Solis	X	
9.	Tracy Beidleman	Long Beach Transit		X
10.	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.	Tyler Bonanno-Curley (for Kevin Jackson)	City of Long Beach	X	
14.	Bill Pagett	Public Works Officer		X
15.	Ed Norris	Public Works Officer	X	
<b>Total =</b>			<b>10</b>	<b>5</b>

OTHERS PRESENT: Nancy Pfeffer, Genny Cisneros, Karen Heit, Joel Arevalos, Sandra Mora, Marisa Perez – GCCOG Staff: Norman Emerson – Emerson & Associates, Andrew Ross, Jamie Hwang, Roya Falahati – LA County, Kim Tachiki-Chin – 40<sup>th</sup> District Lucille Roybal-Allard, Raphael Sonenshein – Cal State LA, Hahn, Brett Atencio Thomas, Devon Deming, Mark Dierking, Michael Turner, Raffi Hamparian - Metro

There was no general public comment or matters from staff. There was a correction made to the date of the June Transportation Committee meeting and the consent calendar was approved as corrected with Committee Members Norris and Weissman abstaining.

MTA Director Fernando Dutra introduced Devon Deming, Interim Deputy Executive officer for the Metro Fareless System Initiative (FSI).

Ms. Deming gave an overview of the FSI roll-out including the justification for the program. She discussed the definition and eligibility for low income status, which was based on free or subsidized lunch program eligibility and other programs. For community college students she indicated that students with subsidized passes are more likely to graduate.

She indicated that the cost per K-12 student is \$3.00 per year. For one school districts have expressed interest in participating with this program including Los Angeles Unified and its 500,000 students. She listed the Districts that are ready to go and have distributed the TAP cards.

She went over the Districts that are actively pursuing agreements with their Boards, including Los Angeles Unified.

Metro is using American Rescue Plan Act (ARPA) funds to fund the Metro portion of the program. The other agencies did not want any ARPA funds taken off the top to cover loss revenue. The other operators can use ARPA or other available funding.

Lastly, she discussed the development of a Metro Youth Council to allow for students 14 – 18 give their input on the program. These students could become future transit leaders. The MTA Board requested a funding plan and a way to involve community college students.

Director Dutra requested questions from the committee members. Sharon Weissman asked if there was a unit load students had to maintain to participate in the program. She also asked if Districts could join after the fact.

Ms. Demings pointed out the complex relationships between community college districts and Metro and other transit agencies with their transit pass agreements. Staff was instructed not to undo the existing programs or contracts between agencies and colleges. The Districts will have the opportunity to participate for \$7 per student.

Ms. Demings indicated that there are weekly meetings with the municipal bus service operators (munis) and that MTA is seeking additional funds to reimburse the munis. These are mismatches. Districts that want to participate and munis that don't. Commissioner Weissman asked if four-year colleges were included. Four-year colleges might be a later phase, they are not in the mix right now.

Luke Klipp, Supervisor Hahn's office asked if Long Beach Transit was currently signed up; the answer was that they are not. LBT is not interested as they believe their students

do not ride transit. Director Dutra recognized Karen Lee of Artesia who asked if Cerritos College is interested – they are in negotiations for cost sharing. Norwalk Transit is currently in the program, there will be revenue sharing with the munis on the back end. As a follow-up Ms. Lee asked about ABC Unified, which has chosen not to participate. She asked if ABC Adult School is eligible; they are not, only the continuation school is eligible. Director Dutra asked which schools are involved from Whittier K-12. If a District is involved, all it's schools will be involved.

The plan is to have the roll-out after MTA Board approval. The FSI team will be ready when Board approves the program. The report was received and filed.

Director Dutra next introduced Brett Atencio-Thomas, LA Metro Principal Transportation Planner Countywide Planning to present the Open Streets Grant Program. Mr. Atencio-Thomas began by defining Open Streets; a concept which originated in Bogota Colombia. The concept of the successful events moved north and in 2010 there was the first CicLAvia in Los Angeles. MTA recognized the benefit of CicLAvia and requested that a program be developed. Mr. Atencio-Thomas went over the “Goals for the Open Street Grant Program”. They are to: encourage sustainable transportation, develop multi-modal policies, and to provide an opportunity to ride transit in an urban environment.

Mr. Atencio-Thomas reviewed an LA County past event map. Metro found that there was a marked increase in transit ridership for the CicLAvia events. The sale of TAP cards increased after the events. As a response to COVID-19. MTA provided CicLAvia funding for Slow Streets that allows for using streets as a gathering area for social distancing and safe outdoor activities.

Available funding for events has increased from \$ 2 million to \$2.5 million with a maximum of \$500,000 per event. All cities are eligible and may apply for as many events as possible. COGs are eligible to apply. There is an emphasis on equity focused communities. Cities will be required to bring forward their follow-on activities for encouraging active transportation and positive impacts on local businesses. The application was released in August and are due to Metro in September. Events must be conducted by December 2022.

Mr. Atencio-Thomas asked for questions. Director Dutra asked about e-bikes and the availability of bike racks – Mr. Atencio- Thomas said that state law allows for triple bike racks. Director Dutra asked if there are continuous bike lane maps. Atencio said the new bike lane map has been released. Director Dutra wants a bike map showing gaps in infrastructure. Marisela Santana asked about what kind of assistance comes with the effort. MTA provides grant writing assistance. MTA brings out bike share bikes and information as well as a bus to show how to load bikes. Commissioner Santana asked if the events were limited to bikes, there are transportation goals that are important but rolling walking and street activities are encouraged. MTA will provide assistance.

Director Dutra gave a recap of MTA activities starting with the FSI. He called out success of Commerce and Norwalk operators who are part of the project. He expressed concern about long term financial support for the program and is keen on seeing long term impacts. MTA must not have financial impact that will negatively impact other programs such as the West Santa Ana Branch Light Rail Project (WSAB).

Director Dutra moved on to the WSAB where the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) is out for public comment. He indicated that MTA will come to city council meetings for presentation. He said that the Metro staff is recommending Alternative 3 which is not consistent with community desires. He thanked the corridor City Managers and cities for the work they are doing on their response. The COG will take a position on choosing an alignment.

Director Dutra introduced Raffi Hamparian, Metro Federal Affairs Manager, to provide an update on the federal program. Mr. Hamparian discussed the argument between the House and Senate with the Senate being successful on a \$1.2 trillion infrastructure bill. The MTA is concerned about the Capital Investment Grants (CIG) which contains funding program that contains funding for new transit projects. The program contains more formula funding by an average of 45%. Mr. Hamparian talked about the Reconciliation Bill that is \$3.5 trillion including \$60 billion for transportation.

Mr. Hamparian discussed the process for moving a rail corridor project into the federal New Starts program. A change in the process requires a certified funding plan for a project to enter the queue. New York is moving ahead with its Gateway Rail Project and will seek \$4-5 billion in federal matching funds.

Michael Turner, Metro State Affairs Manager, gave a presentation on state funding for transportation. Director Dutra asked about the availability of funding from the \$65 billion for Broadband and a potential set-aside for Broadband equity. Director Dutra asked a question about the distribution of CAPTI funding. Mr. Turner said that the CAPTI project will address Metro Long Range Transportation Plan (LRTP) items.

Director Dutra requested the report from the Metro Technical Advisory Committee. The report was given by Ed Norris. Mr. Norris began by stating that there were no reports given to the TAC by the Bus Operators Subcommittee (BOS) or Local Transit Service Subcommittee (LTSS). The TAC approved the Call for Projects actions for extending or altering existing projects that were ultimately approved by the Metro Board. Mr. Norris reported that Metro will approve distribution of an online survey concerning street deliveries and curb side deliveries and last mile delivery. Additional reports were given on Active Transportation Program (ATP) Cycle 5 grants for ATP projects, and it was announced that Cycle 6 will be released next February. Application workshops will be provided. A Transit Oriented Communities Implementation report update was provided and there was announcement of the release of the WSAB environmental document

Transportation Committee Minutes  
September 1, 2021

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release emphasizing the CEQA/NEPA coverage. Mr. Norris reviewed the four candidate alignments and the No-Build alternative.

There were no questions and the meeting was adjourned at 6 pm.

## **VII. REPORTS**

### **Item A.**

#### **Metro Update and Proposed Draft Metro Board on Zero Emission/Clean Trucks on the I-710 Corridor**

**TO:** Board of Directors

**FROM:** Nancy Pfeffer, Executive Director

**BY:** Marisa Perez, Executive Deputy to Metro Board Member Fernando Dutra

**SUBJECT:** Possible Metro Board Motion - Potential Metro Board motion re: Zero Emission/Clean Trucks on I-710 Corridor

### **Background**

On July 7, 2021, the Gateway Cities COG Board of Directors created the I-710 Ad Hoc Committee on the I-710 South Corridor. The Ad Hoc Committee has met several times and the next meeting is scheduled for Monday, October 4.

### **Issue**

Support for a zero emission/clean truck program on the I-710 Corridor has emerged among members of the Ad Hoc Committee. This is needed to address the unacceptable public health conditions along the I-710 Corridor, created in part by diesel emissions generated by heavy-duty trucks.

In the past, the Metro Board of Directors has demonstrated a strong commitment to supporting the deployment of zero and near zero emission trucks. In April 2020, as part of Agenda Item 10, Response to Motion 8.1 - 710 Clean Truck Program, the Board approved \$50 million of "Metro-controlled funding sources" as seed funding, contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project. Subsequently, the Metro Board of Directors in May 2021, voted to "immediately suspend further work to advance the current 710 South Corridor Project EIR/EIS."

Metro Board Member Dutra is interested in removing the condition of an approved project Record of Decision related to the I-710 South Corridor Project in order to implement funding for the \$50 million Metro Clean Truck program as soon as possible.

To accomplish this, Metro Director Fernando Dutra would like to bring a motion to the Metro Board in October 2021 and wants to hear feedback. This will help begin the development of the I-710 Zero-Emission/Clean Truck Program independent of the completion of the I-710 South Corridor EIR/EIS. An aggressive federal & state advocacy platform in partnership with Metro, Port of Long Beach, Port of Los Angeles, and regional stakeholders should also be implemented to leverage funds. The goal is to secure the deployment by the State of California of an additional 150 zero emission trucks per year over the next three years, from the 1,000 zero emission trucks committed to in the FY 21-22 California State budget, into the I-710 Corridor.

After receiving feedback, Board Member Dutra plans to present the attached motion to either the Metro Planning and Programming Committee on October 20 or Metro Construction Committee on October 21. The motion would then be forwarded to the

Transportation Meeting Agenda of October 6, 2021

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Metro Board for final consideration on October 28.

**Recommended Action**

Review draft motion, provide feedback to staff, and forward to Board of Directors.

## POSSIBLE DRAFT METRO BOARD MOTION REGARDING IMMEDIATE IMPLEMENTATION OF THE I-710 ZERO-EMISSION / CLEAN TRUCK PROGRAM

### DRAFT

Whereas, communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions generated by heavy duty trucks, especially Diesel Particulate Matter;

Whereas according to the December 2020 South Coast Air Quality Management District (AQMD) Southeast Los Angeles Community Emissions Reduction Plan, the Multiple Air Toxics Exposure Study (MATES IV) showed Diesel Particulate Matter as the air pollutant that contributed most to the air toxics cancer risk in the South Coast AQMD region, with the Southeast Los Angeles community having higher air toxics cancer risk compared to the overall average;

Whereas, both the Metro and Gateway Cities Board of Directors have voted to comprehensively reassess the I-710 South Corridor project, including actions to address the range of safety, mobility, public health and air quality issues;

Whereas, the Metro Board of Directors on May 27, 2021, voted to “immediately suspend further work to advance the current 710 South Corridor Project EIR/EIS;”

Whereas, the Metro Board of Directors demonstrated a strong commitment to take actions supporting the deployment of a phased-in Zero Emission Truck Technology Development Program, also called the “710 Clean Truck Program” on April 23, 2020, as part of Agenda Item 10, Response to Motion 8.1 - 710 Clean Truck Program, including approval of \$50 million of “Metro-controlled funding sources” as seed funding for the 710 Clean Truck Program, contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project;

Whereas, Governor Newsom and the State Legislature have taken strong actions to support deploying zero emission vehicles, including heavy-duty drayage trucks: “The state will directly benefit from the economic, public health, and environmental improvements that will be gained through the continued development and deployment of ZEVs and ZEV infrastructure”;

Whereas, Governor Newsom and the State Legislature have approved funding in the most recent state budget to substantially increase support for deploying zero emission vehicles, including the deployment of 1,000 ZEV heavy-duty drayage trucks, over the next three years;

Whereas, Metro and the Gateway Cities COG sent a letter in September to chairs of the California Air Resources Board and California Energy Commission requesting a cooperative approach “...leading to an action program that will use this program opportunity to deploy the maximum possible number of heavy-duty ZEV trucks

operating in and around the San Pedro Bay Ports and along the I-710 South Corridor.” The letter requested that the deployment program also include a workforce development component;

Whereas, the Port of Long Beach and Port of Los Angeles are pursuing an aggressive clean trucks program and the South Coast Air Quality Management District is in the process of implementing a new battery electric truck program known as the “Joint Electric Truck Scaling Initiative” (JETSU) in Southern California fleet operations; and

Whereas, it is essential that the Metro Board continue to demonstrate leadership and a sense of urgency in directly addressing the diesel emission related public health crisis confronting the residents of the I-710 South Corridor, in particular the cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Huntington Park, Long Beach, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and portions of LA County Supervisorial Districts 1, 2 and 4.

Direct the CEO to take the following actions:

- 1) Recommit the \$50 million from I-710 South Corridor Project funds (as provided in the response to April 23, 2020 Agenda Item 10. Response to Motion 8.1 – 710 Clean Truck Program) as an initial investment by Metro in funding the I-710 Zero Emission / Clean Truck Program (Program), removing the condition of an approved project Record of Decision related to the I-710 South Corridor Project.
- 2) Provide sufficient staffing, consultant services, and funding to develop the Program on an expedited schedule.
- 3) In support of Program development, seek collection of data and research including, but not limited to the following:
  - a. Ownership of trucks in the Port of Long Beach’s and Port of Los Angeles’ truck registry and other sources of truck ownership information – to help design a Program that is equitable for all types of truck owners & operators
  - b. Origins & destinations of truck trips in the I-710 Corridor (from Metro & SCAG models & other sources)
  - c. Hours or miles spent in the I-710 Corridor by the 100 battery-electric trucks that are deployed through the South Coast Air Quality Management District’s JETSU Project, based on truck GPS data
  - d. Identification of Southeast Los Angeles fleets and small businesses that may be interested in incentive funding for zero emission technology
  - e. The current status of Zero Emission/Clean Truck technology, including costs, infrastructure needs, emissions reductions, public health benefits, market availability, barriers to adoption and legislative needs.
- 4) In developing the Program, prioritize the needs of individual/small/minority and women owner-operators and related businesses, especially those residing in the

Gateway Cities area, including consideration of those that are changing careers and can benefit from workforce development programs.

5) In partnership with the Gateway Cities COG, Port of Long Beach, Port of Los Angeles, and regional stakeholders, conduct aggressive federal and state advocacy to, at a minimum:

- a. Ensure close partnership with agencies including, but not limited to the California Air Resources Board, California Energy Commission, California Transportation Commission, Caltrans, and U.S. Environmental Protection Agency;
- b. Engage the Governor's Office of Business and Economic Development to align the Program with the State's "ZEV Pillar Priorities" implementation program;
- c. Seek the direction of funding to communities that meet equity criteria including those articulated in the California Climate Action Plan for Transportation Infrastructure (CAPTI), the Biden Administration's Justice 40 Initiative (Executive Order 14008), and Metro's Equity Assessment Tool;
- d. Support provisions contained in legislation co-authored by Representatives Nanette Diaz Barragán and Alan Lowenthal along with Senator Alex Padilla entitled the "Medium- and Heavy-Duty Electric Vehicle Infrastructure Act" establishing a rebate program administered by the Environmental Protection Agency to promote the purchase and installation of electric vehicle supply equipment for medium- and heavy-duty electric vehicles;
- e. Seek the implementation of workforce development programs to support the I-710 Zero Emission /Clean Truck Program; and
- f. Seek the deployment by the State of California of an additional 150 zero emission trucks per year over the next three years, from the 1,000 zero emission trucks committed to in the FY 21-22 California State budget, into the I-710 Corridor.

6) The program goal should be to eliminate all diesel truck operations as soon as possible to reduce public health impacts on local communities caused by Diesel Particulate Matter and other diesel truck-related emissions.

a. As part of achieving this Program goal, Metro should prioritize deployment of zero emission trucks and infrastructure to the greatest extent possible. Where not yet possible due to constraints of fueling/charging infrastructure, commercial viability, or other reasons, Metro shall deploy the cleanest possible trucks in the I-710 Corridor to ensure that community health needs are met through the immediate removal of diesel trucks from the corridor.

7) In developing the Program, consider the timetables for truck fleet turnover that are established by CARB's Advanced Clean Truck Rule, which accelerates a large-scale transition from diesel vehicles to zero emission medium and heavy-duty vehicles and ensures the provision of incentives for new ZEV purchases when needed to replace non zero emission vehicles that may still have a long remaining useful life.

8) Explore the development of a Memorandum of Understanding between Metro, Gateway Cities COG, Port of Long Beach, Port of Los Angeles, SCAG, Caltrans and the South Coast Air Quality Management District in order to establish a cooperative arrangement for data, information sharing, and scaling associated with the Joint Electric Truck Scaling Initiative (JETSI).