

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

Wednesday, August 3, 2022

4:00 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 4:06 pm by MTA Director, Councilmember Fernando Dutra – City of Whittier. Roll call was taken by self-introduction.

#		City/Agency	Present	Absent
1.	Ali Saleh	COG Board President	X	
2.	Marisela Santana	COG 1 st Vice President	X	
3.	Vacant	Board of Directors Member Appointed by the President		
4.	Fernando Dutra, Chair	MTA Board of Directors		X
5.	Emma Sharif	Board of Directors Member Appointed by the President		X
6.	Maria Davila	Board of Directors Member Appointed by the President	X	
7.	Viviana Gomez	Office of Sup. Hahn	X	
8.	Ben Feldman	Office of Sup. Solis	X	
9.	Marisol Barajas	Transit Operator/Long Beach Transit	X	
10.	Sharon Weissman	Port of Long Beach	X	
11.	Thaddeus McCormack	CM Steering Committee, Chair	X	
12.	Ernie Hernandez	City Manager, City of Lynwood		X
13.	Tyler Curely	City of Long Beach	X	
14.	Ed Norris	Public Works Officer	X	
15.	Bill Pagett	Public Works Officer		X
Total -			10	4

OTHERS PRESENT: Nancy Pfeffer, Sandra Mora, Marisa Perez, Ana Pantoja, Sandra Mora, Jessica Hale, - GCCOG Staff: Norman Emerson – Emerson & Associates: Nancy Michali – Michali Consulting, Raffi Hamparian, Steven Lee, Ernesto Chaves, Michael Cano, Jackie Su, Rani Narula-Woods, Jenny Cristales-Cevallos, Isai Rosa, Martha Butler, Tito Corona, Shahrzad Amiri, Alex Amadeo - LA Metro, Sara Bauman, Shana Espinoza, Christina Skacan, Theresa Dau-Ngo, Nina Turner – Port of Long Beach, Kelli Pickler - City of Lakewood, Karen Lee, City of Artesia, Susan DeSantis-Arellano Associates,

Nicolas Velazquez - Moffat Nichol, Bill Stracker- JM Diaz, Hank Hsing - Dept. PW LA County, Robert Calix - Cal Strategic Mgmt., Martin Reyes – Board of Supervisors LA County, Unidentified caller ending in 9642

The meeting was called to order by GCCOG President Ali Saleh at 4:06 pm. Attendance was taken by roll call. There were no public comments. There were no matters from staff. President Saleh made requested changes to the order of the Committee agenda to accommodate speakers. He moved item F after item A. The MTA legislative update was moved towards the end of the agenda. A Motion was made to move the consent calendar. Vote was taken by roll call, with Ed Norris abstaining.

The first report was the Metro Report delivered by Marisa Perez, Executive Board Deputy for Metro Board Member Fernando Dutra who is returning from his vacation and sends his apologies for missing the meeting.

The report reflects Metro Board activities from the June 23rd Board meeting as the Metro Board was dark in the month of July. There were a few key items including Metro adopting new multi-modal objectives for the use of highway funds that keeps in line with state and federal objectives by developing projects and programs that support traffic mobility, enhance safety, economic vitality, equitable impacts, and community resiliency. One of the objectives is to engage in a community collaborative process that gives all voices in the creation of projects; processes like the I-710 Task Force. Metro Directors Jackie Dupont-Walker and Supervisor Solis added language to the equity objective that seeks to minimize or eliminate property displacements for highway programs. Director Dutra commented that it was good to see objectives that recognize safety as well as conflicts faced by COG residents with drayage vehicles. He stated that GCCOG residents are very concerned about safety and that there may be cases where property acquisition is required to improve antiquated facilities.

The second item was an update on the Zero-Emission Truck Program in response to the Hahn Solis, Mitchell and Dutra Motion. Funding was approved to support this effort as well as pay for the close-out and selection of the No Build alternative for the I-710 Corridor EIR/EIS. Funding was also approved to assist with the development of the I-710 Investment Plan. Funding for these efforts is \$6.3 million. As part of the I-710 Task Force there is a ZET Working Group looking at hydrogen and battery recharging fueling stations for port bound trucks as a project to leverage and spend the \$50 million allocated for the Zero Emission program.

Metro Directors Garcetti and Solis proposed a Motion to name the Little Tokyo/Arts Station after former Secretary of Transportation, Norman Mineta, who recently passed away. Secretary Mineta was very involved with bringing the Little Tokyo Community together with the West Santa Ana Branch/Eco-Rapid Transit JPA and communities in planning the line into Little Tokyo and downtown Los Angeles. This is an honor well-deserved.

The Metro Board also elected officers following the rotation among the County, City Selection representatives and the City of Los Angeles representatives. Supervisor Solis finished her year as Board Chair and First Vice Chair Ara Najarian from the City of Glendale assumes the Chair's Office. Jackie Dupont-Walker will serve as First Vice Chair on behalf of Los Angeles Mayor Garcetti and Supervisor Hahn will be Second Vice Chair. There will be additional changes in the Board membership in November as the City of Los Angeles selects a new Mayor and the Second District selects a new supervisor. Director Dutra received new committee assignments; he now serves as chair of the Construction Committee and as a member of the Planning and Programming Committee.

Ms. Perez went on to give an overview of West Santa Ana Branch (WSAB) activities. She reported that the cut-and-cover feasibility analysis is almost ready for release to our cities for review and the 3% In-kind local contribution guidelines are almost ready for a 60-day comment and review period. Cities will receive more information from COG consultant Nancy Michali who is coordinating the city response effort.

In regards to state budget committee deliberations, COG Board representatives and staff have met with subregional state legislator representatives and staff to present the case for funding the WSAB. While there is no earmark for WSAB there is \$900 million available through the TIRCP program where WSAB should compete well. Directors Dutra and Hahn will need continued COG Board support in determining the MTA's selection for these programs.

In regards to the federal level, the WSAB advocacy trip is planned for September 28-30 to meet with Congress members, DOT/FTA executives and the White House. The delegation is hoping to have all of the Master Cooperative Agreements with the alignment cities executed to demonstrate local support to the FTA.

There were no questions.

Next was Item #F, Eastside Transit Corridor Phase 2 Draft Environmental Impact Report, presented by Jenny Cristales-Cevallos, Metro Senior Project Manager. She announced that the EIR was released for public review on June 29th. She reviewed the project implementation status and the different project alignments and profiles. She also described the various Initial Operations Segments (IOS) and different design options. The IOS are various lengths of the full alignment.

She discussed the two Maintenance Storage Facility (MSF) sites that are being studied. One location is in the City of Commerce and the other is in the City of Montebello. One of the options will be selected along with the Locally Preferred Alternative (LPA).

Ms. Cristales-Cevallos noted that this project is being environmentally cleared under CEQA (State) environmental process only but that the process is being coordinated with FTA staff for future application of federal environmental clearance making it eligible for federal funding at a future time.

She discussed the coordination that was taking place with the CPUC and other agencies. She touched upon the matrix of impacts and highlighted what is determined to be significant/unavoidable impacts. She discussed the impact a tunnel boring machine may have on paleontological resources, geological/soils impacts and possible cultural impacts.

She went over the potential impact to cultural resources in the City of Commerce. There is a potential eligible historic commercial district with structures that may be impacted by the project.

The environmentally superior alternative is the option to Greenwood, a little shorter than the full project alternative. The selection of the LPA is a Metro Board decision.

The selection of the LPA is expected in late 2022 and the approval/issuance of the FEIR in mid-2023. There were no questions.

The next presentation was from Shahrzad Amiri, Acting Deputy Chief Executive Officer for Shared Mobility and Rani Narula-Woods, Metro Micro Program Manager. The Metro Micro program tests a public private partnership in providing an on-demand transit service. The pilot is three years along and is being tested and “tweaked” with improvements. There are currently eight zones including one in the Gateway Cities area. Ms. Narula-Woods reviewed the project’s origin in on-demand technology and the potential application to the public sector. The Program started during the pandemic. There are specific goals that the program tries to address, including new management models and addressing customer goals as well as a positive customer experience to encourage use of all Metro services.

Initial program findings are the demands on the service exceed the ability to provide it and the workforce is enthusiastic and interested in a transit career. Customers are interested in other transit services because of Metro Micro.

There was a call for questions, Marisela Santana asked if the one-dollar price will continue after this year? Ms. Narula-Woods replied that it isn’t sure that the price will remain at the current level. Ms. Santana remarked that she lives near the Watts/Compton area and would use the service one day. Ms. Narula-Woods gave out the contact information for the program. COG Executive Director Nancy Pfeffer remarked that the Metro Micro Program was one of the solutions suggested by the COG I-710 Ad Hoc Committee for the I-710 Corridor congestion. Ms. Amiri indicated that she would be in contact to discuss additional service ideas. President Saleh asked how service zones were developed. Ms. Narula-Woods replied that getting children to after school activities helped form the zones along with responding to shift workers like those at LAX. There is a need to reevaluate service in a post-COVID environment.

The next item was the I-710 Corridor update by Michael Cano and Ernesto Chaves from Metro. Mr. Cano began by talking about the goal of providing guidance for investment and still applying for funding in the interim. He went on to explain the vision statement

and its various goals for the corridor. He went on to discuss the guiding principles for the development of the goals. He explored the equity and sustainability principles. The goals and principles will help guide the investment in the corridor. He reviewed the criteria for the I-710 early investment projects which will apply to projects forthcoming from the COG, cities and others. These projects will come before the Metro Board in September. Metro staff is going through the projects to see how they meet goals and principles. The last item he discussed is project “branding” to rename the project. He went over the top three names, none of which mentions the I-710, but reflect that the project need has shifted to reconnecting communities.

President Saleh called upon Metro Program Manager Jackie Sui to talk about the Rail-2-River Active Transportation Project. She reviewed the two segments of the R2R project and the light rail connection with the WSAB. She reviewed the Randolph segment and the need to reevaluate for planning of the WSAB. The Randolph median would not accommodate the WSAB rail and the active transportation project. She discussed the Metro and city outreach processes which determined that the Randolph alignment provided the desired route for the public and cities. She mentioned that the project would be heard before the Metro Board in August. President Saleh mentioned that he supported the Randolph selection.

President Saleh introduced Ed Norris who gave the Metro Technical Advisory Committee (TAC) report from the morning meeting. Mr. Norris announced the dates for CTC workshops on active transportation programs, and the CTC meeting schedule for August. He reviewed the approval process for applications to the CTC active transportation program (ATP). Projects that are not successful at the state level can compete at the regional level through the MTA. He went over the ATP funding augmentation from the state surplus in the amount of \$1.05 billion coming into state transportation funds. Funding estimate coming for ATP Cycle 6 is over \$800 million, with \$185 million being available to Los Angeles County.

Mr. Norris reported on the Metro Safe Streets and Safety Planning initiative. The Plan is to promote safer streets through data sharing and data collaboration. Metro is using a holistic approach that should involve the COGs and other countywide groups as well as the cities using Safe Streets for All grant program.

Mr. Norris reported on a presentation given on the SGV transit feasibility study, giving ridership estimates and feasibility and cost estimates. The study looks at 6-7 concepts going to Pomona. He reviewed the potential concept alignments and their ridership. There was also a presentation on the Vermont Transit Corridor. The Vermont bus line is one of the most utilized in the Metro system. He reviewed some of the previous studies performed on the Vermont Corridor. He reviewed the outreach program that gathered information from over six thousand people.

He went over Comprehensive Multimodal Corridor Plan (CMCP) for I-405, the most congested freeway in the County. A CMCP plan is a requirement for any freeway

improvement under the State's Solutions for Congested Corridors Program (SCCP). The Plan was highly vetted with stakeholder, residents, cities and community-based groups. Comments have been gathered and are being integrated into this project.

Next, Metro Director of Federal Affairs Raffi Hamparian gave a brief update on federal appropriations, grants, and the progress of the Capital Investment Grant (CIG) program. Both House and Senate Appropriations Bills have come out including earmarks; WSAB was told to compete in CIG eligible projects. In the Senate, there is a pending \$10 million earmark for the project. By the end of the federal fiscal year this process should work itself out. MTA is seeking CIG grants for the WSAB and the I-105 ExpressLanes. The allocation of RAISE grants is expected by the end of next week. He indicated that the budget may be delayed due to COVID. President Saleh called for questions. Seeing none, he asked where the MTA stands on applying for Justice 40 and other EJ programs for WSAB funding. Mr. Hamparian responded that the Inflation Reduction Act focuses on the use of heavy-duty trucks, not so much on transit vehicles. There is a focus on charging stations.

The last report was from Alex Amadeo, Government Relations Manager for state affairs. They talked about the state budget, which includes a \$4.8 billion transportation allocation from the budget surplus. \$1.8 billion is allocated to Southern California and an amount is set aside for projects that generate matching federal and local funds like the WSAB. Guidelines are being prepared for the allocation of these funds.

President Saleh asked and received a Motion to receive and file all of the reports. There were no objections and the reports were received and filed.

There were no matters from the Committee.

Meeting adjourned at 5:45 pm.