

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

Wednesday, June 1, 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 4:05 by MTA Director Councilmember Fernando Dutra – City of Whittier. Roll call was taken by self-introduction.

#		City/Agency	Present	Absent
1.	Cinde MacGugan-Cassidy	COG Board President	X	
2.	Ali Saleh	COG 1 st Vice President	X	
3.	Maria Davila	Board of Directors Member Appointed by the President	X	
4.	Marisela Santana	Board of Directors Member Appointed by the President		X
5.	Emma Sharif	Board of Directors Member Appointed by the President		X
6.	Fernando Dutra, Chair	MTA Board of Directors	X	
7.	Luke Klipp	Office of Sup. Hahn	X	
8.	Ben Feldman	Office of Sup. Solis	X	
9.	Lisa Patton	Transit Operator/LB Transit	X	
10.	Bonnie Lowenthal	Port of Long Beach	X	
11.	Thaddeus McCormack	CM Steering Committee, Chair	X	
12.	Ernie Hernandez	City Manager, City of Lynwood	X	
13.	Tyler Bonanno-Curley	City of Long Beach	X	
14.	Bill Pagett	Public Works Officer		x
15.	Kelli Pickler	Public Works Officer	X	
Total			12	3

OTHERS PRESENT: Nancy Pfeffer, Sandra Mora, Marisa Perez, Ana Pantoja, Karen Heit, - GCCOG Staff: Norman Emerson – Emerson & Associates: Michael Kodama – Eco-Rapid Transit JPA; Nancy Michali – Michali Consulting; Raffi Hamparian, Ernesto Chaves, Steven Lee, Michael Cano, Michael Turner, Maritza Romero, Mark Dierking, Mark Vallianatos, Joseph Forgiarini – LA Metro; Viviana Gomez – Office of Supervisor Janice Hahn; Shana Espinoza, Christina Skacan, Theresa Dau-Ngo – Port of Long Beach; Lynda Bybee – LSA; Wally Shidler – Metro Gateway Sector Service Council; Andrew Choie, Martin Reyes – Los Angeles County; Unidentified attendee Numble Numble; Unidentified Caller ending in 6117.

There were no public comments or amendments to the agenda. There were no matters from staff.

Metro Director Fernando Dutra gave a report on the May 2022 Metro Board of Director's Meeting. The first item he reported on was the formal adoption of the "No Build" alternative for the I-710 Corridor Project. He stated that the "No Build" designation does not mean no activity. The MTA and Caltrans have initiated a process where the local communities, residents, and community-based organizations (CBOs) are "reinventing" the I-710 project with a focus on multi-modality. This effort should result in an investment plan with short, medium, and long-term goals and projects for implementation. He went on to describe the I-710 Ad-Hoc Committee work that would be presented to the COG Board for discussion later in the evening for approval and then forwarded to the I-710 Task Force and Metro Board.

Director Dutra then moved on to the FY23 MTA budget – a record \$8 billion budget that restores bus service to pre-pandemic levels and includes enhanced cleaning and security. The budget includes new revenue operations service for the Crenshaw/LAX and Regional Connector light rail lines. He expressed concern about the termination of one-time funds and how projects and programs funded with these revenues will be backfilled. He indicated that project cost estimates escalate 60% from planning to construction and there needs to be planning to accommodate this growth or new funding found.

Director Dutra discussed the Metro Security contract and contracted service opportunities available to local jurisdictions' police departments. He talked about the use of the Subregional Equity Program (SEP) funds and the passage of guidelines that will guide the use of funds when the budget is allocated in October. Commissioner Lowenthal thanked Director Dutra for carrying the torch for the GCCOG which has historically been ignored. Director Dutra mentioned the energized level of involvement from the GCCOG for the two light rail lines that are in the planning stage. He stated that the commitment of elected officials is critical to success.

Director Dutra recognized Martin Reyes from Supervisor Solis' office to get upgraded to panelist. Director Dutra discussed the need to stay engaged and focus on the sense of urgency for GCCOG initiatives. He complimented Long Beach Port Commissioner Sharon Weissman on keeping the Port of Long Beach engaged and being part of the solution.

The next item was Director Dutra's update on the advocacy plan for the West Santa Ana Branch (WSAB). He briefly told the Committee that the COG Executive Director Nancy Pfeffer went to Sacramento with an MTA advocacy group to discuss allocating funding to transportation initiatives including the TIRCP program that funds projects like the WSAB.

He went on to discuss the scheduled legislative briefings on the WSAB to the COG's slate of legislators. He talked about the upcoming September 28th delegation to Washington to advocate for the WSAB project and asked councilmembers to save the date. He called for questions on the advocacy plan.

He went on to introduce Mark Vallianatos from the Metro Office of Extraordinary Innovation to discuss the Street Safety Policy. Mr. Vallianatos stated that Metro is convening a working group on the development of this policy. The policy is in response to a 2020 Board Motion. The effort recognizes that the local jurisdictions and the state

have primary responsibility for street safety. He then went on to address the rise in traffic deaths. Data analysis indicated that lower income and minorities are disproportionately represented, as are the disabled and the homeless.

Methods of accident reduction include bus priority and utilization of bus data. As a planner and builder, MTA can institute safety into project design, construction, and operation. As a funder MTA can track and recommend use of local return funds for safety issues. MTA can also make safety an evaluative criterion for awarding other funds.

The collection of data ensures that there is an analysis of existing conditions and impacts of safety programs. There is also an intention to pilot educational and safety programs.

Mr. Vallianatos stressed that cities and states have primary responsibility in the areas of street design and speed limits and enforcement.

Adoption of the policy will require changes to the Complete Streets program.

The plan is to take the policy to the Metro Board in June for adoption and then take it to the COGs and cities for input. Luke Klipp, Supervisor Janice Hahn's office, asked about whether this policy attached any strings to the use of local return funds which is controlled programmatically by the four sales tax ordinances.

GCCOG Transportation Analyst Karen Heit asked about the inclusion of cities in the development of the policy and why the cities were not consulted even though it was acknowledged that the cities have primary responsibility for street safety inputs. Mr. Vallianatos responded that there was a public meeting but they hadn't consulted many cities. There will be a progress report at the end of the year, and the policy could be adjusted later. Mr. Vallianatos replied that the actual policy could not be shared as it is still under review by senior staff.

Nancy Michali, WSAB City Manager TAC consultant, stated that the WSAB group could have a lot of input into projects that are suggested and should have been consulted. The City Managers have projects ready and the TAC has had discussions on truck and freight safety.

Luke Klipp asked for further clarification about the role of MTA in reviewing Local Return, Mr. Vallianatos stated that there is no oversight of local return, just data gathering.

Mr. Vallianatos went over funding availability and a vision zero plan that can be developed; then money for building projects can be forthcoming and cities can apply for funding. Director Dutra asked about how equity would work its way into the program and be addressed. Mr. Vallianatos replied that sharing of data should help address the equity issue by identifying problem areas in need. Director Dutra asked if MTA's plan covers cities, MTA's plan does not cover the cities for the purposes of funding. Cities can apply for funding to create their own vision zero plans and then file for construction funding.

Director Dutra introduced Joe Forgiarini, MTA Operations Planner, to discuss the Crenshaw/LAX Operations Plan update. Mr. Forgiarini gave a brief history on the development and opening of the line. He reviewed the operating plan that was approved by the Metro Board in 2018 when there was an expectation that the C-3 option was to be used for a one-year demonstration. He reviewed the operational characteristics of each of the three options. He then went on to talk about why this item is being reviewed; starting

with project sequencing – there was an assumption that there would be a 3-year gap on the completion of the Crenshaw/LAX line. There will be a gap of 14 months before the Airport Metro Connector (AMC) opens and the C-line integrates with the Crenshaw/LAX network. The AMC station will open in 14 months, leaving little or no time for a meaningful one-year demonstration project.

Mr. Forgiarini went on to review the ridership surveys, comparing the survey data to the expressed wishes of the South Bay and West Hollywood. He also reviewed the costs associated with the various operations scenarios, with C-3 being the most expensive to operate. The West Hollywood Extension, although not slated until 2041, is a factor for consideration. Luke Klipp spoke about the 2018 vote that was split and was somewhat contentious. Mr. Forgiarini agreed that C-3 did allow for the one-seat ride for Norwalk passengers and that C-1 has the same impact for C-line riders. Director Dutra asked some clarifying questions about the characteristics of each alternative.

Director Dutra took questions from attendees. Karen Heit asked if survey questions were targeted to the operational characteristics of the line. She questioned the validity of the existing outreach and the focus of the future questions.

Mr. Dutra called upon Wally Shidler who asked about the timeline for the extension to 3-car platforms from the existing 2-car. Mr. Forgiarini replied that the platform extension is the subject of many grant applications but has not been successful in funding.

Nancy Michali stated that there is untapped ridership potential in Redondo Beach vs existing Green (C) line. She also brought up that any operational plan other than C-1 or C-3 would detract from using WSAB to reach the Westside by adding an additional transfer. Mark Dierking indicated that MTA would follow the COG's lead for outreach. Mark Dierking indicated that people are creative and would pick the best route.

Director Dutra introduced Michael Cano and Ernesto Chaves, Metro Highway Department, to go over the highway improvement definition. Mr. Cano gave an overview of the funding opportunities from the infrastructure bill and Justice40 that may be able to fund projects on the highway system. Mr. Cano reviewed highway programs under Measures R & M and how they can meet the new highway vision and goals. He went over the integration of transportation improvements across modes to achieve mobility. He discussed past wrongs like redlining, new freeway construction and residential removal. He talked about the dilemma of combining identified highway improvements with sustainability and multi-modal goals.

He turned the meeting over to Ernesto Chaves for presentation of draft Metro highway objectives:

- A. Advance mobility needs of people and goods
- B. Working to reduce disparities caused by existing highways
- C. Local and regional investment meeting Measures R & M through a holistic approach
- D. Develop early constructive and meaningful public input
- E. Partner with Caltrans and regional stakeholders to create a strategic plan for highway development

F. Support the existing highway system through technology and creating sustainability

Next steps are to work with COGs to identify ways to integrate the new multi-modal policy and evaluate current highway projects to ensure consistency with highway investments. Also, Metro plans to integrate highway programs into the new multi-modal planning department to ensure a multi-modal planning approach and to strengthen relationships with local communities and stakeholders. Director Dutra called for questions. Seeing none, he moved to the next item.

Director Dutra introduced Raffi Hamparian to go over federal legislative actions. Mr. Hamparian announced that Senator Feinstein made an earmark request for \$10 million for WSAB. He indicated that it was a sign of confidence for the project. MTA has been asked about why MTA is competing for earmarks as well as Capital Investment Grant (CIG) projects. The WSAB project is better off competing in CIG for New Starts. MTA applied for MEGA grants for \$400 million for electric buses and infrastructure and \$104 million for the I-105 Express Lanes. More Notices of Funding Availability (NOFA) are coming and MTA is going for various grants. Justice40 guidance is ready to come out and is important for the WSAB. MTA expects to achieve funding in the 2024 grant cycle for WSAB.

Mr. Hamparian introduced Alex Amadeo to give the state legislative report. The state budget is due June 15th. They reported on late breaking news that the Senate and Assembly joint budget office came to an agreement. There may be good news on the budget surplus. There was a challenge to Assembly Speaker Rendon from Assemblyman Robert Rivas, but it was not successful; Speaker Rendon will stay until the end of his term. They indicated that all of MTA's sponsored bills passed the Assembly and are awaiting budget reconciliation. Luke Klipp asked when there will be details on the budget.

The Metro TAC report and update was given by Kelli Pickler on behalf of Ed Norris. She gave important dates for CTC meetings and for ATP applications. She indicated that there will be additional Section 5307 funding. The TAC received an additional report on bike parking and improvements to the program; most items were simplifications of administrative processes.

A motion was made to move items A through G; the meeting adjourned at 5:55 pm.