



## **I-710 Technical Advisory Committee**

*Wednesday, November 20, 2019*

*1:30 – 3:30 PM*

**Gateway Cities Council of Governments**  
**16401 Paramount Boulevard, 2<sup>nd</sup> Floor Conference Room**  
**Paramount, California**

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. **AGENDA ITEM:** at this time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. **NON-AGENDA ITEMS:** during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. **PUBLIC HEARINGS:** at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL – BY SELF INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**V. PUBLIC COMMENTS** - Three minutes for each speaker.

**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 I-710 Technical Advisory Committee.

A. Approve Minutes for the Meeting of September 18, 2019 of the I-710 Technical Advisory Committee.

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEM.

**VIII. REPORTS**

**30 Min** A. I-710 FEIR/FEIS Project  
• Status Update

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

**15 Min** B. Current 710 Early Action Project Update Including  
• Remaining Funds (into 3<sup>rd</sup> decade)  
• Jurisdictional Equity – Table/Pie-Chart  
• Cash Flow (Early Action – Non-Freeway)/Invoicing Status – Oral Report by Metro  
• Cash Flow (Early Action/Highway Funds)/ Invoicing Status – Oral Report by Metro

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

**10 Min** C. Status Update to 710 TAC By-Laws – Status Update regarding possible Update to 710 EIR/EIS MOU

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

**10 Min** D. Letter of Support – Aligning Highway Programs with State Emissions Reductions Goals – Protection of the Projects in SB 1, Measure R and Measure M programs & Supporting the Proposed I-710 Prototype Clean Truck Incentive

Program

SUGGESTED ACTION: A MOTION TO SUPPORT A RESPONSE REGARDING THE GOVERNORS EXECUTIVE ORDER REGARDING THE ALIGNMENT OF HIGHWAY PROGRAMS WITH STATE EMISSIONS REDUCTION GOALS

- IX. COG ENGINEER'S REPORT – ORAL REPORT BY YVETTE KIRRIN AND/OR KEKOA ANDERSON**

5 Min

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

- X. MATTERS FROM THE I-710 TECHNICAL ADVISORY COMMITTEE**

- XI. ADJOURNMENT**

NOTICE: New items will not be considered after 4:00 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting scheduled for Wednesday, January 15, 2020, 1:30 PM.

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 ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING

**VII. CONSENT CALENDAR**  
**Item A**  
**Approval of Minutes**

**MINUTES OF THE MEETING OF THE  
I-710 CORRIDOR PROJECT EIR/EIS  
TECHNICAL ADVISORY COMMITTEE  
16401 Paramount Blvd., Paramount CA  
September 18, 2019**

**I. Call to Order**

The Meeting was called to order at 2:11pm

**II. Roll Call**

**PRESENT:** Chau Vu, City of Bell Gardens; Wendell Johnson, City of Compton; Delfino Consunji, City of Downey; Daniel Hernandez, City of Huntington Park; Onofre Ramirez, City of Long Beach; Manuel Gomez, City of Maywood; Paul Barbe, County of Los Angeles; John Vassiliades, CalTrans; Ernesto Chaves, MTA; Theresa Dau Ngo, POLB; Kerry Cartwright, POLA; Donald Johnson, SCE (ex-officio)

**ABSENT:** Bill Pagett, Chair, City of Bell and Paramount; Richard Garland, City of Carson; Maryam Babaki, City of Commerce; Aaron Hernandez Torres, City of Cudahy; Bill Stracker, City of Lynwood; Kelli Tunnicliff, City of Signal Hill; Art Cervantes, City of South Gate; Dan Wall, City of Vernon; Jacob Waclaw, FHWA & FTA; Annie Nam and Naresh Amatya, SCAG; Mike Krause, SCAQMD; John Doherty, ACTA (ex-officio); Mark Sedlacek, LADWP (ex-officio)

Other attendees included: Nancy Pfeffer, GCCOG Executive Director; Yvette Kirrin, GCCOG; Kekoa Anderson, GCCOG; Georgia Medina, Stephanie Dulor

**III. Pledge of Allegiance**

The Pledge of Allegiance was led by Steve Forster

**IV. Amendments to the Agenda**

A motion was made to table item D of the agenda until next meeting. It was moved by Daniel Hernandez and second by Delfino Consunji. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action)

**V. Public Comments**

There were no public comments

**VI. Matters from Staff**

There were no matters from staff.

**VII Consent Calendar**

A motion to approve the meeting minutes from August 15, 2018 as well as March 20, 2019. It was moved by John Vassiliades, seconded by Daniel Hernandez, to approve the minutes of the meeting of August 15, 2018 as well as March 20, 2019. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action)

**VII. Reports**

**A. I-710 EIR/EIS Project Update**

Mr. Ernesto Chaves from Metro provided an update that included mentioning the written update from last month that went to the TAC. He noted that Metro will come to the TAC with a recommendation on the early action program around year end 2019. He noted that the air quality conformity was still an outstanding issue including the clean truck program.

Ms. Kirrin asked when the split of funds between freeway and non-freeway should/could occur for upcoming measure funds that are available within Measure M in 2024. Metro noted that this can take place at any time for the future funds.

A motion was made to receive and file the report. It was moved by Wendell Johnson, seconded by Delfino Consunji. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action)

**B. I-710 Clean Truck Program MOU**

Mr. Ernesto Chaves from Metro made this presentation. GCCOG executive director Pfeffer also made some comments regarding the partnership taking place and that they are looking for a solution on the conformity issue. They are trying to define the program sufficient to satisfy EPA. The MOU partners include GCCOG, Metro, Caltrans and SCAG. She noted that a steering committee would be a result of the MOU.

A motion was made to recommend the GCCOG board approve the MOU as a signatory body. It was moved by Paul Barbe, seconded by Wendell Johnson. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action)

**C. Current 710 Early Action Project Update**

Metro also introduced this report and Ms. Kirrin added that approximately \$62,064 million remain in total Measure R funds for the non-freeway portion which is mostly third decade funds. She noted that Metro is allowing us to obligate up to the full amount due to the excess dollars in the transportation regional fund. She noted that there were still a few jurisdictions that had not received Measure R funding through the program including Carson, Compton, Cudahy, and Signal Hill. She noted that GCCOG staff would be working with these cities to program an eligible Measure R project that will improve mobility.

She also noted that if any city including the ones mentioned above are unable or unwilling to deliver a project from a resourcing standpoint that Metro is available to utilize their bench of consultants to deliver the project on the jurisdiction's behalf with their oversight.

It was noted that as part of the I-710 freeway funding side of Measure R, that an ITS Grant Match placeholder equal to \$12 million is currently in what is shown as the programmed budget of \$430 million.

A motion was made to receive and file the report. It was moved by Kerry Cartwright, seconded by Onofre Ramirez. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action)

**D. Status Update to 710 TAC By-Laws – Outline**

This item was tabled.

**E. 710 Early Action Projects – Status Update & Request for Funds**

There was no item provided for this meeting.

**F. Joint EPA/DOT Letter Regarding Air Quality Conformity on Projects in the Environmental Phase and the Potential Impacts on Schedule and Cost**

This item was presented by Mr. Norm Emerson of Emerson and Associates. The item is specific to any project in California that is currently in the environmental process. He noted that the federal government was about to change the national rules regarding fuel efficiency and emissions by reducing the requirements and more specifically invalidate a California waiver to utilize more stringent air quality assumptions which affects the current model used by SCAG, and other agencies use to calculate air quality conformity. With the California waiver being invalidated,

the federal government will not agree to California's calculations completed under the current model. This affects approximately 440 projects located in the SCAG region and over 2,000 projects at risk statewide. There is a listing online provided by SCAG that does include the 710 projects. The impact from a schedule standpoint is a potential delay of 18 to 24 months to be able to rerun the air quality conformity calculations based on the federal model.

It was noted that each agency should check the list for projects that either are specific to them or important to them, in which they could write a letter of opposition to this policy change. Mr. Emerson noted that he could provide a template letter for any agency that wants to participate in opposing the policy.

The report was received and filed.

#### **G. Metro Measure R – 10 Year Re-Opening (Ability to Transfer Funds)**

Ms. Kirrin provided an oral report regarding this item. She noted that the GCCOG has two pots of Measure R funds including the 710 and the 91/605/405. She noted that each TAC has set their own priorities and procedures on how to allocate funds. She believed that there was no intention on either TAC wanting to borrow or transfer funds from each other but with this being a specific Metro Board item that a motion from our TAC would be helpful so that it can be forwarded to Metro.

A motion was made to make no changes in the GCCOG expenditure plan, including either removal or transfer of funds out of the I-710 or into the I-710 Measure R funding source, from any other subregional Measure R source. It was moved by John Vassiliades, seconded by Delfino Consunji. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action).

#### **H. COG Engineer's Report**

Ms. Kirrin noted that there may be an opportunity to fund the Measure M Active Transportation MSP. She noted the difference between projects and programs within Measure M and that currently the AT MSP was TBD equal to \$0. She noted that several options were being looked at including the subregional equity program which has \$244 million, which none has been allocated yet to the GCCOG subregion. She noted that a portion was already obligated and going to fund the SGVCOG and the SFVCOG, and that we might only be asking for a portion to fund our AT program.

Mr. Anderson also had a few items for discussion including a status on the GCCOG complete streets program, a status on the aesthetic committee specifically related to the SR 91 aesthetic master plan including a kick off meeting scheduled for October 22 as well as an open "call for projects" with the RMC



related to Prop 1 and Prop 68 funds, noting that funds could be awarded to any of our jurisdictions, based on an application, until the overall pot of funding is used up.

A motion was made to receive and file the report. It was moved by Kerry Cartwright, seconded by Onofre Ramirez. The motion was approved with 1 abstention – Bell Gardens (authorized to attend for quorum purposes only, and not take action)

**IX. MATTERS FROM THE I-710 TECHNICAL ADVISORY COMMITTEE**

There were no matters from the TAC

**X. MATTERS FROM THE CHAIR**

There were no matters from the Chair.

**XI. ELECTION OF VICE CHAIR**

It was noted that the election of the vice chair had taken place in August 2018 and that the City of Downey had been elected to the vice chair.

**XII. ADJOURNMENT**

The meeting was adjourned at 3:11 PM.

## **VIII. REPORTS**

### **Item D**

**Letter of Support – Aligning Highway Programs with State Emissions Reductions Goals – Protection of the Projects in SB 1, Measure R and Measure M Programs & Supporting the Proposed I-710 Prototype Clean Truck Incentive Program**

**TO:** I-710 Technical Advisory Committee

**FROM:** Nancy Pfeffer, Executive Director, COG

**SUBJECT:** Letter of Support – Aligning Highway Programs with State Emissions Reduction Goals and Supporting the Proposed I-710 Prototype Clean Truck Incentive Program

### **Background**

In September 2019, Governor Newsom issued Executive Order N-19-19, which requires alignment of state investments, including transportation investments, with the state's climate protection goals.

### **Issue**

In October the Metro Board directed staff to evaluate the impact of the Governor's Executive Order on the agency's highway programs.

The attached letter provides recommended technical comments for consideration by Metro staff as they respond to the Board request.

An initiative that could help Metro respond to the Governor's Executive Order is the attached draft Concept Paper for an I-710 Prototype Clean Truck Incentive Program. This is a staff proposal intended to encourage collaboration among regional and state agencies to define the Clean Truck Program that is included as a programmatic element of the I-710 Corridor Project.

### **Recommended Action**

Approve the support letter.

### **Attachments**

- Proposed draft support letter
- Draft staff Concept Paper for I-710 Prototype Clean Truck Incentive Program.

November 15, 2019

The Honorable Mayor Robert Garcia

# DRAFT

Dear Mayor Garcia,

## **Aligning highway programs with state emissions reduction goals - Letter of Support**

On September 20, Governor Gavin Newsom issued an Executive Order to align certain discretionary transportation funding with the state's emissions reduction goals.

This resulted in a motion by the Metro Board including Bonin, Hahn, Garcia and Najarian to come up with a response to:

1. How the Metro highway program will be affected by the Executive Order.
2. What steps could be taken to align the highway program with the Executive order to ensure continued competitiveness for state resources.
3. Recommendations regarding revisions to local funding and project development rules and guidelines to ensure project eligibility, scoping and selection criteria are consistent with the state and regional planning goals.

This letter of support addresses all three items from the Gateway Cities Council of Governments (GCCOG) technical perspective.

First, the GCCOG believes that the Metro Highway Program was created to improve subregional and regional connectivity through operational improvements and/or capacity enhancements. This includes highways and arterial corridors that feed the highway system. The mechanism to deliver operational and capacity enhancements is via the Measure M and Measure R ordinances that promised the voters within this sub-region that their incremental sales tax would deliver specific projects. By improving operational efficiency and capacity, idle time is reduced producing a net positive air quality benefit. Without compromising the Measure R and M programs, and continuing to deliver the promises to the taxpayers, additional strategies can be pursued such as the 710 Clean Truck Initiative program to reduce GHG emissions and to improve air quality. Also, Metro has a robust Active Transportation program that has a nexus to the highways and corridors within the region and should be considered and not bifurcated from the motion or discussion. Continuing to promote complete streets, first- last mile and other AT improvements and programs also reduce greenhouse gas emissions.

It may be difficult to align the highway program with the Executive Order without mitigation from the ordinance and the projects promised to the taxpayers. Again, it seems as though projects in addition to the operational efficiencies of reducing idle time are the best methods for alignment. The GCCOG is also advocating to augment Freeway Measure M and R dollars with AT MSP funds (to be allocated from the Subregional Equity funds) to assist in the complete streets projects, creating more comprehensive projects, which also is in alignment with the Governor's Executive Order.

Considered from a broader perspective, Metro has a range of funding sources beyond Measure R and M that can be used to create holistic projects that are responsive to the Governor's Executive Order.

The GCCOG 710 TAC supports the alignment of the highway program with state emission reduction goals as long as the promises made within the Measure R and M ordinances are kept and delivered to our taxpayers.

Thank you.

**Concept Paper**  
**I-710 Prototype Clean Truck Incentive Program**

**Background and Need:** The I-710 Corridor Project includes a Clean Truck Program as a programmatic element of the project. The Metro Board in March 2018, when it approved the Locally Preferred Alternative 5C, gave further direction on development of the Clean Truck Program via Motions 5.1 and 5.2. The program could reduce emissions, facilitate new transportation technology, generate “green jobs,” and respond proactively to Governor Newsom’s Executive Order N-19-19.

The EIR/EIS cannot be completed until U.S. EPA provides a conformity finding based on a commitment that the Clean Truck Program will be implemented, resulting in no increase of emissions on the I-710 when the project is complete. Analysis conducted in the EIR/EIS suggests that 4,000 clean trucks would be needed to operate on I-710 to achieve this goal.

**Proposed Approach:** As an early element of Metro’s Goods Movement Strategic Plan, create and promote a **Prototype Clean Truck Incentive Program for the I-710 Corridor Project**. The program will provide cash incentives to truck owners (whether fleets or individuals) to encourage fleet turnover and early adoption of zero-emissions (ZE) vehicles where possible and near-zero-emissions (NZE) vehicles everywhere else. Importantly, the incentive program must be part of a regional truck incentive pool, to avoid competition for trucks to receive credit under different agency incentives. The trucks incentivized under the I-710 program will be required to have geofencing technology to assure that they are using the I-710 Corridor in accordance with certain standards.

The Program will proceed in phases as follows:

Phase	NZE/ZE Truck Total*	Cost of Phase (\$MM)	Air Quality Benefit
Phase I (2021-2025)	478	\$25	
Phase II (2026-2035)	3,744	\$200	
<b>Total</b>	<b>4,222</b>	<b>\$225</b>	

\*One possible scenario. Other fleet mixes are possible with different cost and air quality benefits.

The incentives will be funded by a combination of project funds (or other funds provided by MTA or Caltrans), South Coast AQMD funds, CARB funds, and possibly port or cargo-generated funds. The program will be administered by one of the I-710 Corridor Project funding partners, another agency, or a new institutional arrangement, to be selected. The program administrator will provide a mechanism for truck owners to sign up for incentives starting during Phase I, with the goal of ensuring at least the indicated truck mix of zero- and/or near-zero trucks operating on the I-710 by the end of each phase.

**Motivations and Benefits:**

- The I-710 Prototype Clean Truck Program is directly **responsive to Governor Newsom’s Executive Order N-19-19**, which calls for aligning transportation investments with state emissions goals and for deploying additional clean vehicles. The program can serve as a **model for other truck corridors** around the state. It is responsive to all five elements of a Sustainable Freight Competitiveness Framework for LA County, as developed in partnership with Metro’s Freight Working Group.
- The program can bring substantial additional **cap-and-trade dollars for clean heavy-duty vehicles** to LA County, which has lagged in past competition for these funds. It can also **stimulate the development of advanced heavy-duty truck technology** by providing a market.
- The program can be **aligned with Metro’s Transportation Center of Innovation**, by including clean truck manufacturing facilities alongside those for clean buses and railcars.
- The program can **bring new cap-and-trade dollars for workforce development to LA County**, via partnership with state lawmakers, educational institutions, and labor, providing new “green” jobs for local residents.
- Most crucially, the program will provide for **immediate and continuing emission reductions** and air quality improvements for freight-burdened communities along the I-710 Corridor.