



SGVCOG Transportation Committee **Special Meeting Minutes**

Date: February 20, 2020

Time: **2:00 P.M.**

Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order.
J. Fasana called the meeting to order at 2:02pm.
2. Pledge of Allegiance
J. Fasana led the Transportation Committee in the Pledge of Allegiance.
3. Roll Call

Members Present

E. Reece; Claremont
D. Liu; Diamond Bar
J. Fasana; Duarte
S. Mateer; Glendora
P. Chan; Monterey Park
R. Guerrero; Pomona
J. Pu; San Gabriel
G. Olmos; South El Monte
A. Avery; Temple City
A. Wu; Walnut
M. Reyes; L.A. County District #1
D. Perry; L.A. County District #5

Members Absent

Industry

SGVCOG Staff

M. Creter, Executive Director
M. Christoffels, Staff
P. Hubler, Staff
A. Fung, Staff

Guests

J. Maloney, City of Alhambra
S. Pedroza, City of Industry
K. Eich, City of La Cañada Flintridge
D. Mahmud, City of South Pasadena
R. Roque, L.A. County District #4
A. Ross, Los Angeles County DPW
N. Ahuja, Metro
L. Cencic, Metro
L. De Loza-Gutierrez, Metro
M. Echternach, Metro
T. Mengle, Metro
D. Mieger, Metro
E. Moir, Metro
M. Navarro, Metro

4. Public Comment

There were three public comments at this meeting.

Brad Jensen from the San Gabriel Valley Economic Partnership submitted a public comment to request a delay in the implementation of the VMT. Mr. Jensen mentioned that the City of Covina is also requesting a delay in VMT implementation and requested the SGVCOG to support extending the VMT implementation date by one year. A letter from Mr. Jensen can be found in Attachment A.

Diana Coronado from the Business Industry Association submitted a public comment to request the SGVCOG to agendize a VMT discussion before June 29th to allow SGVCOG representatives to consider sending a VMT extension letter to Governor Newsom. Ms. Coronado emphasized that a VMT adoption can be completed in tandem with an extension request for VMT. She also mentioned that both Senator Rubio and Assemblymember Rubio both signed on a legislative letter to request to Governor to delay the VMT implementation date. This letter can be found in Attachment B.

Taylor Woolfork from the Office of Assemblymember Blanca Rubio submitted a public comment to agendize a VMT discussion before June 29th to allow SGVCOG cities to consider sending a VMT extension letter to Governor Newsom. Mr. Woolfork mentioned that the Assemblymember was a signatory on a legislative letter that requests the Governor to delay the VMT implementation date. The Assemblymember also requests the committee to consider this request and work with the cities to best serve the local communities.

5. Changes to the Agenda Order

Transportation Committee Chair, John Fasana, requested Item 8, Metro FY 2020-2021 Budget Updates, be reviewed before Item 7, San Gabriel Valley Transit Feasibility Study.

CONSENT CALENDAR

6. Transportation Committee Meeting Minutes – 02/20/2020

There was a motion made to approve the 02/20/2020 Transportation Committee Meeting Minutes (M/S: D. Liu/E. Reece).

[Motion Passed]

Ayes:	Claremont, Diamond Bar, Duarte, Glendora, Monterey Park, Pomona, San Gabriel, South El Monte, L.A. County District #1, L.A. County District #5
Noes:	
Abstain:	Walnut
No Vote Recorded:	Temple City

Absent:	Industry
----------------	----------

PRESENTATIONS

7. San Gabriel Valley Transit Feasibility Study

Metro representatives, David Mieger and Lauren Cencic, provided a presentation on this item. The San Gabriel Valley Transit Feasibility Study will allow Metro to continue to work with the SGVCOG, SR-60 corridor cities, and stakeholders to identify alternative transit solutions, including but not limited to Bus Rapid Transit (BRT), Light Rail Transit (LRT), and monorail. The solutions will be developed in close coordination with stakeholders in the San Gabriel Valley. The Metro Board of Directors identified \$635.5 million in Measure R funding for improvements to be identified in the San Gabriel Valley Transit Feasibility Study and consistent with the funding years in the Measure R Expenditure Plan. The Study is anticipated to commence in FY 2021 with the goal of identifying short-term and long-term solutions that serve the mobility needs of the San Gabriel Valley. The anticipated duration of the Study is approximately 18 months.

Key Questions/Discussions:

- A committee member inquired about the status of the Eastside Transit Corridor Phase 2 Feasibility Study. Metro representatives responded that Metro is working with the SGVCOG to evaluate options and mobility issues in the region based on the Eastside Transit Corridor Phase 2 Feasibility Study. Transportation Committee Chair, John Fasana, also commented that the planning and construction of the Washington Boulevard Alternative in the Eastside Transit Corridor Phase 2 Extension, prior to building the San Gabriel Valley corridor, presents an opportunity for Metro to have additional time to evaluate transportation options that are best suited to serve the San Gabriel Valley.
- Another committee member inquired about the timeline of the San Gabriel Valley Transit Feasibility Study and whether parts of the \$635.5 million in Measure R funds that are set aside for improvements that are identified from the Study can be used for funding the Study itself or other improvements. Transportation Committee Chair, John Fasana, responded that Measure R funds must be spent sooner rather than later; however, the Governing Board can decide when and how to spend those funds. Metro representatives responded that the Metro Board of Directors agreed that there is a need for both short-term and long-term improvements in the San Gabriel Valley. The Study will provide an opportunity to explore viable options that can be implemented in the short-term prior to the arrival of the second cycle of funding, which is available in the 2050s. The \$635.5 million of Measure R funds are set aside for early action projects in the San Gabriel Valley prior to the 2050s. Metro is currently working to identify funding for the Study and the Study is scheduled to commence in FY 2021.
- A committee member inquired about the team that is responsible for completing the Study. Metro representatives responded that early discussions with the SGVCOG show that the Study will possibly be conducted by third party consultants; however, this is still being evaluated.

- A committee member inquired about Metro’s plan to collaborate with local transit operations and community stakeholders to complete the Study. Metro representatives responded that the approach is for the SGVCOG to be the lead on this Study to capture the local perspectives and networks to obtain valuable feedback from members of the community.
- Another committee member inquired about shorter-term relief projects to address congestions on the 60 and 710 freeways. Transportation Committee Chair, John Fasana, mentioned that the City of Alhambra is organizing meetings to discuss efforts to relief congestions on the 710 freeway. Metro representatives responded that the Study would provide new solutions to address traffic congestions in the San Gabriel Valley.
- A committee member inquired whether a BRT route is still being considered in the San Gabriel Valley. Transportation Committee Chair, John Fasana, responded that the BRT option is among options to be considered in our region.

8. Metro FY 2020-2021 Budget Updates

Metro Chief Financial Officer, Nalini Ahuja, provided a presentation on this item. Since the implementation of Safe-at-Home health orders in Los Angeles County, Metro has experienced a 70% decrease in weekly boardings. As a result, fare revenue decreased by 95% in the last two weeks of March 2020 as fare per boarding has fallen from 69 cents per boarding to 9 cents per boarding. Based on analyzing data from economic forecasts and the U.S. Census Bureau, Metro is expected to face two quarters of severe contraction and three quarters of gradual recovery. Despite that Metro will be receiving some funding from the federal government to maintain service and lost revenue through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Metro staff will continue to monitor total revenue impacts of COVID-19 and partner with local governments to aggressively pursue stimulus packages. The Metro FY 2021 Budget is scheduled to be adopted by the Metro Board of Directors in September 2020.

Key Questions/Discussions:

- A committee member inquired about cost of living adjustments in current labor contracts and financial report timelines. Metro representatives responded that there is a built-in cost of living increase in labor contracts that are not being re-negotiated. Additionally, quarterly budget updates will be provided to the Metro Board of Directors.

9. Goods Movement Strategic Plan

Metro Deputy Executive Officer for Goods Movement and Strategy Policy and Programming, Michael Cano, provided a presentation on this item. Metro began developing the Los Angeles County Goods Movement Strategic Plan in November 2018 to develop guiding principles that facilitate a sustainable goods movement transportation system throughout Los Angeles County. The Plan outlines that Metro will strive to become a national leader and a regional partner in implementing a responsive and coordinated freight transportation system through policies that support a competitive global economy. Through implementation of this Plan, Metro aims to be

a steward of equitable and sustainable investments and technological innovation that will advance environmental goals for Los Angeles County residents.

Key Questions/Discussions:

- A committee member inquired about whether a study can be conducted on San Gabriel Valley corridors to improve goods movement in the region. Mr. Cano responded that Metro received funding from the federal government to modernize pick-ups and drop-offs at the ports. While there is currently no funding available to conduct a study on San Gabriel Valley corridors to improvement goods movement efforts, recommendations can be included in the Goods Movement Strategic Plan to expand the Countywide Clean Truck Initiative and seek funding for the study.
- Another committee member inquired about factors that are contributing to decreasing the competitiveness of the Port of Long Beach and Port of Los Angeles. Mr. Cano responded that congestion and labor disputes are major factors that delay delivery time, which impact the ports' competitiveness. Additionally, investment in the rail system is crucial in improving the capacity to meet the growing demand in the Southern California region.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

10. Oral Report
SGVCOG Transportation Committee Chair, John Fasana, reported on the Metro Long Range Transportation Plan.

LIAISON REPORTS

11. Metrolink Update
No reports were given for this item.
12. Gold Line Update
No reports were given for this item.

EXECUTIVE DIRECTOR'S REPORT

13. Oral Report
There were no reports from the SGVCOG Executive Director.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

The meeting adjourned at 3:52pm.

BOARD OF DIRECTORS

Chair

Lupe Valdez
Union Pacific
Vice Chair
 Peter Hidalgo
Charter Communications

Secretary

Donovan Green
 AT&T

Treasurer

Dr. William Scroggins
Mt. San Antonio College

City Manager Representative

Brian Cook
City of Temple City
Immediate Past Chair
 Reyna Del Haro
Kaiser Permanente

Past Chair

Tina Javid
SoCal Gas Co.

Legal Counsel

Bart Doyle
Attorney at Law

President & CEO

Bill Manis
SGV Economic Partnership
 George Basye
Aera Energy LLC

Luis Cetina

Metropolitan Water District

Salvatrice Cummo
Pasadena City College

Michael Curley
Southern California Edison

Cliff Daniels
Methodist Hospital

Gang Ding
BDK Capital, LLC

Eric Duyshart
City of Pasadena

Mehdi Emrani
Wells Fargo Bank

Alex Eng
Bank of America Merrill Lynch

Anthony Fellow
Upper SGV MWD

Nic Fetter
Samuelson & Fetter LLC

Gil Flores
City National Bank

Darrell George
City of Duarte

Fidel Gomez Garcia
University of La Verne

Tom Hsieh
Pomona Comm. Foundation

Fran Inman
Majestic Realty Co.

Bob Kuhn
San Gabriel Basin WQA

Thomas Lenz
Atkinson Andelson Loya

Sam Pedroza
City of Industry

Wayne Ratkovich
The Ratkovich Company

David Reyno
Foothill Transit

Dwight Richards
FAIRPLEX

Michael Rodgers
Lucas Horsfall Accountants

Dr. Sadiq Shah
Cal Poly Pomona

Sajid Sindha
Emanate Health

Susan Stel
LAEDC

Maureen Taylor
Azusa Pacific University

Mark Thorpe
Ontario International Airport

Lei Wang
Fannet Technologies, Inc.

Kelly Wu
Cathay Bank



June 16, 2020

Governor Gavin Newsom
 1303 10th Street, Suite 1173
 Sacramento, CA 95814

RE: Request for One-Year Delay on Implementation of SB 743

Dear Governor Newsom,

On behalf of the San Gabriel Valley Economic Partnership, I ask for your support in extending the implementation date of Senate Bill 743 by one year with a new implementation date of July 1, 2021. The Partnership is a regional business organization covering eastern Los Angeles County.

This extension request is due to challenges related to the cost, on-going litigation, and the current COVID-19 pandemic. With the pandemic, there have been dramatic changes in transportation patterns with more people working, learning, even receiving medical care from home; and there have been very significant decreases in transit ridership. Based on its current form, SB 743's Vehicle Miles Traveled (VMT) regulations do not account for these massive shifts in behavior.

An extension would allow for an informed consideration of VMT and other potential changes to the California Environmental Quality Act (CEQA), affecting municipalities and many different business industries. Without a uniform approach by local jurisdictions, it is extremely difficult for construction-related industries to proceed with the production and completion of new projects in any sort of efficient manner. This effects the overall economic vitality of our region and the state.

Although the state agency adopting the VMT guidelines has recommended the imposition of a regional "VMT Fee" on new projects to "mitigate" VMT impacts, no such VMT Fee mitigation program exists. Funding for the establishment of a regional VMT program has not been approved, and no work on a VMT mitigation fee program has been completed by the Southern California Association of Governments (SCAG) for our region. A delay in implementation would help iron out these remaining issues with the legislation and allow for proper public comment.

Thank you for your consideration. Should you have any questions please contact Brad Jensen, Director of Public Policy at the Partnership, (626) 856-3400 or bjensen@sgvpartnership.org.

Sincerely,

President & CEO

California Legislature

May 25th, 2020

The Honorable Gavin Newsom
California State Capitol
Sacramento, California 95814

RE: Extension of the July 2020 Implementation Date for the Vehicle Miles Travelled Regulations

Dear Governor Newsom:

We would like to thank you for your leadership and prompt and decisive action to protect our state from the COVID-19 pandemic. We applaud you for taking this threat seriously, and taking the necessary actions to prevent its rapid spread thereby reducing the impacts on our healthcare system, economy, and housing that are sure to come. It is in this spirit that we bring to your attention a regulation that we believe will dramatically impact the ability for many Californians, including millennials and communities of color in particular, to purchase a home – Vehicle Miles Travelled (VMT), and respectfully request the extension of the implementation date to July 1st, 2022.

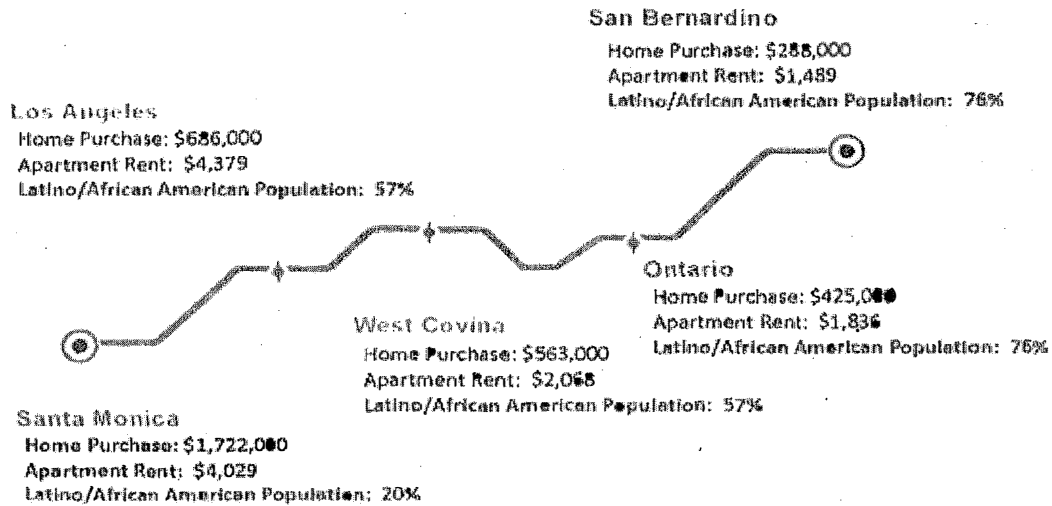
In December 2018, the California Natural Resources Agency adopted new regulations for the implementation of the California Environmental Quality Act (CEQA). The CEQA Guidelines contain many provisions that will increase the likelihood that housing projects will be subject to litigation and cost increases. Among them was the newly proposed impact known as VMT.

VMT requires residential project developers to quantify how many miles home buyers or renters drive to work, to the store, for recreation, and other purposes. This new impact is in addition to existing laws which require the quantification and mitigation of air quality impacts, including greenhouse gas emissions, from tail pipes. Accordingly, it will apply even once we convert to 100% zero emission vehicles.

The ideological approach of VMT is to get people to abandon their individual vehicles and utilize multimodal transit opportunities such as walking, biking, and using public transit. The regulation views road congestion as a good thing, since it slows down traffic and incentivizes individuals to use alternative forms of transit. Improvements like road widening is considered a negative impact on greenhouse gas reductions because it increases commuter speeds which the regulation assumes will encourage people to drive longer distances. The new regulation advocates that California go on a “road diet” and calls into question whether the voters understood this when they approved an increase in the gas tax.

The highest costs imposed by the VMT regulation is in areas farther away from job centers. This is where housing can be produced at the lowest cost, and is the primary source of housing for low and middle class Californians. However, measures to mitigate VMT, especially in rural areas, significantly drive up the costs of residential development. VMT also disproportionately impacts low- and middle-class Californians who are predominately communities of color. This point is illustrated in the graph below which shows that as people drive “until they qualify”, home prices drop by \$19,000 per mile as they move farther way from Santa Monica towards San Bernardino.

Figure 1: Geography of Southern California Region's Housing Cost Crisis
Housing Costs increase \$19,000 per Mile
Median 2BR Apartment Rents Increase \$33 per month per mile
(77 Mile Commute Distance to Coast)



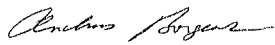
Communities of color depend on cars more than non-protected classes to get to their jobs which are often not at fixed locations served by transit (construction, farmworkers, janitors, etc.). The VMT regulation will increase, not decrease, the cost of housing and will have its greatest impacts on classes protected by the federal and state constitutions and a variety of federal and state laws prohibiting housing discrimination. Moreover, a \$1,000 increase in the cost of a home eliminates 8,870 households from the ability to afford a home and puts the American dream of homeownership – the primary method of establishing economic stability, community participation and economic growth – further out of reach for those struggling to afford a home today.

During the COVID-19 health crisis, which has already produced dramatic reductions in VMT, we believe that you should pause this regulation for cities and counties until a more equitable solution can be achieved. Therefore, we respectfully request that you extend the implementation of the VMT regulation for two years. Thank you again for your leadership during these challenging times, and know that we stand ready to assist you in our mutual effort to address the housing crisis in California.

Sincerely,

Anna Caballero
 Senator, 12th District

Frank Bigelow
 Assemblymember, 5th District



Andreas Borgeas
Senator, 8th District



Melissa Hurtado
Senator, 14th District



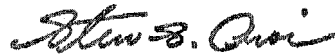
Richard Roth
Senator, 31st District



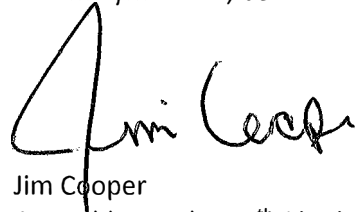
Susan Rubio
Senator, 22nd District



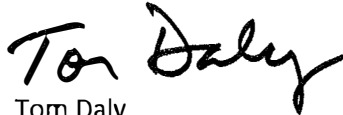
Scott Wilk
Senator, 21st District



Steven Choi
Assemblymember, 68th District



Jim Cooper
Assemblymember, 9th District



Tom Daly
Assemblymember, 69th District



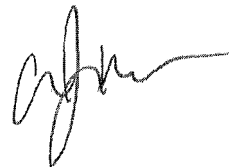
James Gallagher
Assemblymember, 3rd District




Mike Gipson
Assemblymember, 64th District



Adam Gray
Assemblymember, 21st District



Chad Mayes
Assemblymember, 42nd District



Jay Obernolte
Assemblymember, 33rd District



Patrick O'Donnell
Assemblymember, 70th District



Jim Patterson
Assemblymember, 23rd District



Sharon Quirk-Silva
Assemblymember, 65th District



Blanca Rubio
Assemblymember, 48th District



Rudy Salas
Assemblymember, 32nd District