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Agenda - Final

Wednesday, April 15, 2020

11:00 AM

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Los Angeles, CA 90012

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

5. SUBJECT: ORANGE LINE TERMINUS IMPROVEMENTS

[2020-0192](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the G (Orange) Line Terminus Improvement Project;
- B. CONCLUDING that the G Line Terminus Improvement Project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080, Subdivisions (b) (10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a); and
- C. AUTHORIZING Metro staff to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Attachments: [Attachment A – Project Site Plan & Rendering](#)
 [Attachment B – CEQA Notice of Exemption](#)

6. SUBJECT: EXTENSION TO REVENUE CONTRACT NO. PS097140250

[2020-0211](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the extension to revenue contract with All Vision, LLC, No. PS097140250 for an additional two years and three one-year options.

**7. SUBJECT: I-5 NORTH HIGH OCCUPANCY VEHICLE AND TRUCK
LANES PROJECT FROM STATE ROUTE (SR)-14 to
PARKER ROAD ENVIRONMENTAL MITIGATION
AGREEMENT**

[2020-0220](#)

RECOMMENDATION

AUTHORIZE the CEO to execute a third-party Agreement with the California Department of Transportation (Caltrans) and Mountain Recreation and Conservation Authority (MRCA) to fund wetlands mitigation costs as stipulated in the Streambed Alteration Agreement associated with the implementation of the I-5 North Capacity Enhancements Project (the Project).

(CARRIED OVER FROM MARCH)

8. **SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM** [2020-0226](#)

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

Attachments: [Attachment A - Resolution for the 2021 Los Angeles County TIP](#)

(CARRIED OVER FROM MARCH)

9. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)** [2020-0230](#)

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurance](#)
[Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project](#)

(CARRIED OVER FROM MARCH)

10. **SUBJECT: RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM** [2020-0231](#)

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

Attachments: [Attachment A - LA Metro Countywide Clean Truck Initiative Working Group Surr](#)
[Attachment B - March 2020 LA Metro Countywide Clean Truck Initiative Meeting](#)
[Attachment C - Development of the 710 Clean Truck Program](#)
[Presentation](#)

(CARRIED OVER FROM MARCH)

11. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM**
ANNUAL UPDATE - NORTH COUNTY SUBREGION

[2020-0232](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligation of \$4,226,964 previously approved Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;
2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B; and
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion's Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

B. AUTHORIZING the Chief Executive Officer or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Active Transportation Project List](#)
[Attachment B - Transit Program Project List](#)
[Attachment C - Highway Efficiency Program Project List](#)

(CARRIED OVER FROM MARCH)

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0268](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2020-0192, File Type: Project

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: ORANGE LINE TERMINUS IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the G (Orange) Line Terminus Improvement Project;
- B. CONCLUDING that the G Line Terminus Improvement Project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080, Subdivisions (b)(10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a); and
- C. AUTHORIZING Metro staff to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

ISSUE

Ridership on the G Line is anticipated to increase 39 percent by 2025. To accommodate this growth, staff is proposing capacity improvements to the G Line terminus at North Hollywood (Project). Staff is requesting Board approval to determine that the Project is Statutorily Exempt under the California Environmental Quality Act (CEQA) and authorize Metro staff to formally file a CEQA Notice of Exemption (NOE) with the Los Angeles County Clerk and State Clearinghouse.

BACKGROUND

The G Line terminus at North Hollywood (Station) opened with the Orange Line in October 2005. The Station was originally designed to support approximately 4,000 passengers per day. Today, more than 7,000 passengers pass through the Station and, with the completion of the Metro Orange Line Bus Rapid Transit Improvements Project, ridership is anticipated to increase by 39 percent. In addition, the Station will be experiencing increased layover activity to accommodate electric bus charging.

To address projected increases in demands on the Station, staff and consultants undertook a detailed analysis of existing and projected pedestrian traffic through the terminus. The team used two

independent predictive models to analyze and visualize current and future pedestrian flows through the terminus. Through this process, it became clear that to accommodate increased transfers from the street-level buses to the B (Red) Line below ground, a new portal is required. Due to the configuration of the B Line station, the only feasible location for a new portal is at the northwest corner of South Lankershim and Chandler Boulevards (see Attachment A - Project Site Plan & Rendering).

The Station is currently developed with the historic Lankershim Depot building and a one-story building located on the northwest section of the site, along with a bus turnaround and layover areas for the G Line, electric bus charging infrastructure, parking, bus shelters, and a new portal and elevators to the B Line mezzanine.

DISCUSSION

The Project would revitalize and expand transit facilities at the Station, including additional discharge, boarding and layover bays for the G Line and future bus rapid transit services; new bays for local/regional buses; electric bus charging facilities and an expanded portal to the subsurface B Line station. The Project scope includes:

1. Bus Bays

- 6 G Line bays - 1 Boarding Platform (3 bays) and 3 Alighting/Drop-off Bays
- 6 interior loop layover bays
- 14 Transit Center perimeter bays
- 3 on-street bus stops
- Employee breakroom

2. West Portal Expansion

The existing staircase and single escalator, running from the station mezzanine level to plaza (surface) level will be replaced as follows:

- A. From the mezzanine to ancillary landing - new wider central staircase plus two (2) bidirectional escalators
- B. From the landing to 'north' plaza - a new staircase and one (1) bidirectional escalator
- C. From ancillary to 'south' plaza (at Lankershim and South Chandler) - a new staircase and one (1) bidirectional escalator; the stair will be sized, and conduit and panel will be provided, to accommodate the addition of a second escalator by Metro in the future if needed

3. Electric Bus Charging

- New switchgear and transformer vaults
- Electric bus charging facilities for the Orange Line and new bus rapid transit services, with charging facility expansion capability including conduit and space allocation for future charging infrastructure at all local bus bays

4. Pedestrian Plaza Enhancements

- New drought tolerant landscaping
- Space for Metro Security
- Upgraded lighting
- New trees and shade structures

The Project was developed and refined with extensive input from and coordination with Operations, Security, ADA/Civil Rights, Systemwide Station Design, and Parking Management. The Project will streamline transfers between the G Line and local and municipal buses as well as the B Line, by consolidating bus bays around the G Line terminus and creating more direct paths from the G line discharge area to the below-ground B Line station. Abundant trees and shade structures, enhanced lighting and new next bus/train messaging will improve passenger comfort and safety. The Project has been designed based on principles of Crime Prevention Through Environmental Design (CPTED) to ensure that visibility and sightlines are preserved and that proper physical protections are in place to ensure the safety and security of Metro patrons and the public.

The historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017, will be retained on the site but moved approximately 45 feet west to accommodate the new portal. A portion of the property is currently improved with a one-story industrial warehouse, leased to a master tenant with four subtenant spaces. After the leasehold interest terminates the building will be demolished to accommodate the expanded bus bays and bus charging facilities.

Community Outreach

Starting in 2016, staff has sought community input on the proposed transit center improvements in tandem with outreach on Metro Orange Line, and NoHo to Pasadena and North San Fernando Valley bus rapid transit projects. Feedback to date has been positive, with requests to incorporate adequate shade and lighting and to provide a design that increases patrons' sense of security in and around the Station.

CEQA Determination

CEQA provides statutory exemptions for certain activities and specified actions. According to Public Resources Code Section 21080, Subdivisions (b)(10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a), CEQA does not apply to the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities. Upon approval of the staff recommendations, the CEQA Notice of Exemption will be filed with the Los Angeles County Clerk (refer to Attachment B) and the State Clearinghouse.

Equity Platform

Consistent with the Equity Platform pillar, "listen and learn," staff has conducted extensive outreach to riders that would be impacted by the proposed changes to the Station. Staff will maintain a commitment to engage community stakeholders through its stakeholder mailing list, open houses, one-on-one briefings, and continued participation in community meetings.

According to the Fall 2019 On-Board Survey, 45% of G Line riders are below the poverty line and 74% do not have access to a car. The Station itself is located adjacent to an Equity Focused Community as defined in the Long Range Transportation Plan. In alignment with pillar three of the Equity Platform, the Project will “focus and deliver” resources where they will not only support increased service, but also improve the quality, safety, and efficiency of the journey for this population.

DETERMINATION OF SAFETY IMPACT

With respect to recommendation A, approving the Project, the design of the Project has been and will continue to be developed with input from Metro Risk, Safety and System Security staff. In general, the Project is anticipated to increase overall safety and security at the Station by improving circulation, installing new lighting and improving visibility.

Approving recommendation B, to determine that the Project is Statutorily Exempt, and recommendation C, to authorize staff to file a CEQA NOE, as these would not impact the safety of Metro staff or the public.

FINANCIAL IMPACT

With respect to recommendation A, staff is not seeking a commitment of financial resources for the Project at this time. There is no financial impact should the Board approve recommendation B, to determine that the Project is Statutorily Exempt, and Recommendation C, to direct staff to file a CEQA NOE, would not impact safety of Metro staff or the public.

Impact to Budget

Continued design work for this effort is included in the FY20 budget and the FY21 budget request. Staff is not seeking Life of Project approval at this time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendations will support strategic plan goal 1.2, Improve LA County’s overall transit network and assets and enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the Project (recommendation A) or the environmental recommendations B and C, however to do so would halt planning for the Project and impact the ability for the Project to be delivered in time to meet projected increases in ridership.

NEXT STEPS

With Board approval of the staff recommendations, staff will file the CEQA NOE with both the Los

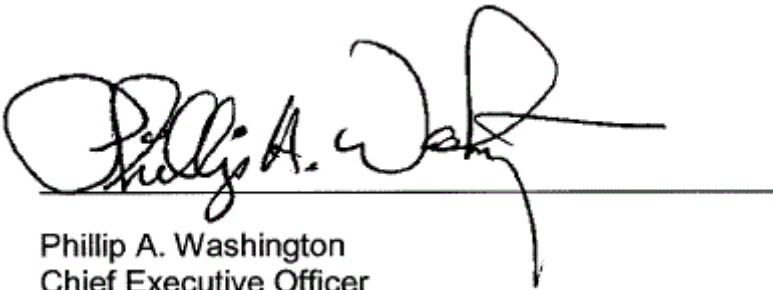
Angeles County Clerk and the State Clearinghouse. Staff will continue to refine the design and engineering of the site, determine funding sources and return to the Board to seek authorization to construct the Project.

ATTACHMENTS

Attachment A - Project Site Plan & Rendering
Attachment B - CEQA Notice of Exemption

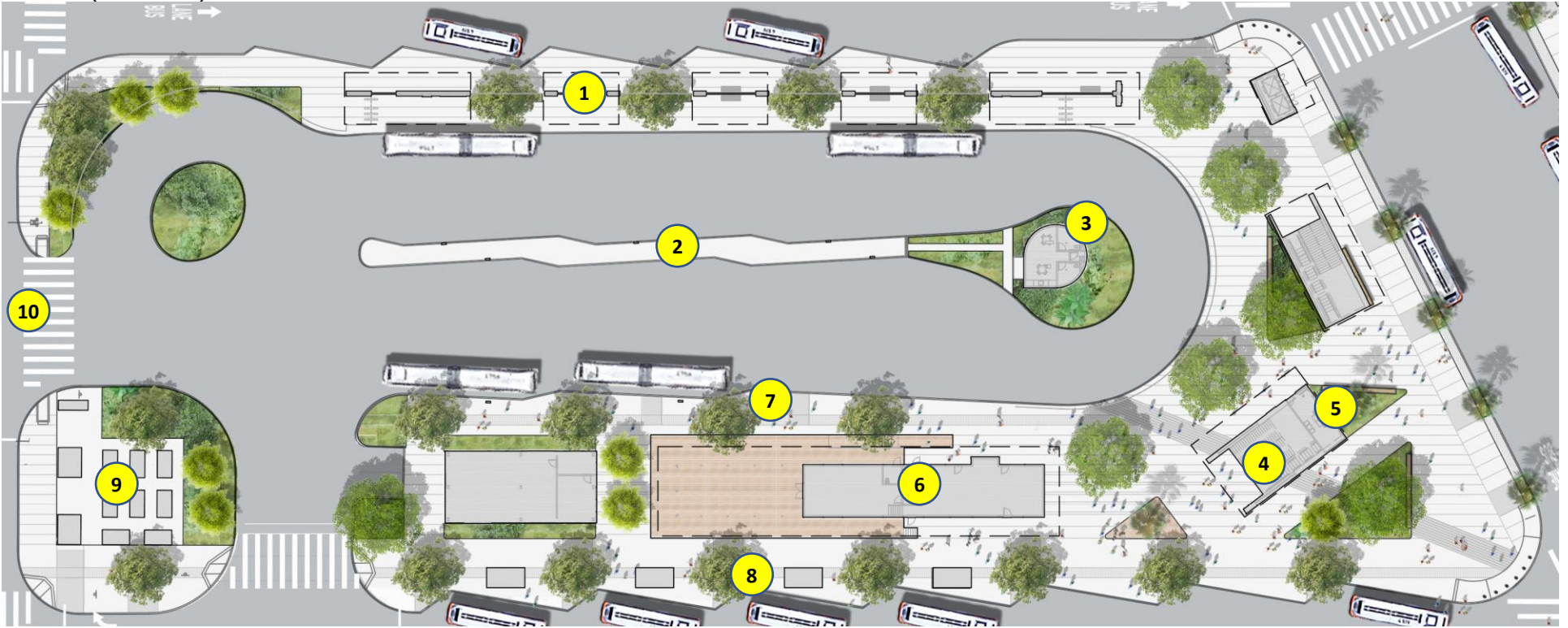
Prepared by: Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217
Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Attachment A – Project Site Plan & Rendering
G LINE (ORANGE) TERMINUS IMPROVEMENTS



1. Orange Line Pick-up
2. Orange Line and Future BRT Service Layover
3. Employee Breakroom
4. New Red Line Portal
5. Transit Security Center
6. Preserved Lankershim Depot and Plaza
7. Orange Line Drop-off
8. Local and Regional Bus Layover
9. Electric Bus Charging Facilities
10. Orange Line Gating



View of G Line Terminus Looking South



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Notice of Exemption

To:
County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk CA 90650

From:
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles CA 90012
Contact: Emmanuel Liban, Chief Sustainability Officer
213-922-2471

Project Title: G Line Terminus Improvement Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Public Agency Approving Project Los Angeles County Metropolitan Transportation Authority

Project Location (include county): Lankershim Blvd/Chandler Blvd, North Hollywood, Los Angeles; Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

The Project would revitalize and expand transit facilities at the Station, including additional discharge, boarding and layover bays for the G Line and future bus rapid transit services; new bays for local/regional buses, electric bus charging facilities and an expanded portal to the B Line station below. The Project scope includes:

1. Bus Bays

- 6 G Line bays – 1 Boarding Platform (3 bays) and 3 Alighting/Drop-off Bays
- 6 interior loop layover bays
- 14 Transit Center perimeter sawtooth bays
- 3 on-street bus stops
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2. West Portal Expansion

The existing staircase and single escalator, running from the station mezzanine level to plaza (surface) level will be replaced as follows:

- A. From the mezzanine to ancillary landing - new wider central staircase plus two (2) bidirectional escalators
- B. From the landing to 'north' plaza – a new 7' wide staircase and one (1) bidirectional escalator
- C. From ancillary to 'south' plaza (at Lankershim and South Chandler) – a new 13' wide staircase and one (1) bidirectional escalator; the stair is sized, and conduit and panel will be provided, to accommodate the addition of a second escalator by Metro in the future.

3. Electric Bus Charging

- New DWP Switchgear and Transformer Vaults
- Electric bus charging facilities for the Orange Line and new BRT services, with charging facility expansion capability including conduit and space allocation for future charging infrastructure at all local bus bays

4. Pedestrian Plaza Enhancements

- New drought tolerant landscaping
- Space for metro security

- Upgraded lighting
- New trees and shade structures

The Project will streamline transfers between the G Line and local and municipal buses as well as the B Line, by consolidating bus bays around the G Line terminus and creating more direct paths from the G line discharge area to the below-ground B Line station. Abundant trees and shade structures, enhanced lighting and new next bus/train messaging will improve passenger comfort and safety. The Project has been designed based on principles of Crime Prevention Through Environmental Design (CEPTED) to ensure that visibility and sightlines are preserved and that proper physical protections are in place to ensure the safety and security of Metro patrons and the public.

The historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017, will be retained on the site but moved approximately 45 feet to the West to accommodate the new portal. A portion of the property is currently improved with a one-story industrial warehouse, leased to a master tenant with four subtenant spaces. The project would acquire this leasehold interest and demolish the building to accommodate the expanded bus bays and bus charging facilities.

According to the Fall 2019 On-Board Survey, 57% of G Line Riders are below the poverty line and 85% do not have access to a car. G Line ridership is also disproportionately comprised of non-white minorities, who have historically not benefitted equally from transportation investment in LA County. In alignment with pillar three of the Equity Platform, the Project will “focus and deliver” resources where they will not only support increased service, but also improve the quality, safety, and efficiency of the journey for this ridership.

Exempt Status:

- Ministerial (Sec. 21080(b)(1); 15268).
- Declared Emergency (Sec. 21080(b)(3); 15269(a).
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c).
- Categorical Exemption:
- Statutory Exemption: Public Resources Code section 21080, subdivisions (b)(10) and (b)(11) and CEQA Guidelines section 15275, subdivision (a)

Reasons why project is exempt:

According to Public Resources Code section 21080, subdivisions (b)(10) and (b)(11) and CEQA Guidelines section 15275, subdivision (a), CEQA does not apply to the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, including modernization of existing stations and parking facilities.

Signature _____ Title: _____
(Public Agency): _____

Date: _____ Date Received for filing at OPR _____

Signed by Lead Agency

Signed by Applicant



Board Report

File #: 2020-0226, File Type: Resolution

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

ISSUE

As the designated County Transportation Commission for Los Angeles County, Metro is required to submit a resolution to the Southern California Association of Governments (SCAG) certifying that Los Angeles County has the resources to fund and is committed to implement the projects to be included in the 2021 Federal Transportation Improvement Program (FTIP) covering Federal Fiscal Years (FFY) 2020/21 - 2025/26. Inclusion of projects in the FTIP is required for the allocation of federal funds, state and local funds (as applicable), as well as for specific federal actions (including federal environmental clearance).

BACKGROUND

SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required under federal and state law to develop the FTIP. This is a six-year document that lists projects to be funded with federal, state, and local funds. The FTIP is required to advance the planning and construction of projects included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This is achieved through the systematic programming of funds for the projects included in the RTP/SCS in accordance with federal and state requirements, including scheduling, financing, and the timely implementation of transportation control measures to help reduce air pollution.

DISCUSSION

Projects from each of SCAG's six counties are included in their respective TIP and then submitted to SCAG for inclusion in the FTIP. To comply with both state and federal requirements, the FTIP is updated every two years in California. SCAG's 2019 FTIP, which programs funds covering FFY

2018/19 - 2023/24 was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in December 2018. SCAG is scheduled to adopt the 2021 FTIP in September 2020. A joint air quality conformity determination from the FHWA and the FTA is required for the approval of SCAG's 2021 FTIP, which is anticipated in December 2020. The 2021 Los Angeles County Transportation Improvement Program (TIP) includes about 800 projects valued at approximately \$21 billion for about 100 agencies.

Equity Platform

The 2021 Los Angeles County TIP includes over 800 projects sponsored by about 100 agencies, including Caltrans, Metro, County of Los Angeles, the 88 cities, transit municipal operators, the Port of Los Angeles and the Port of Long Beach, and non-profit organizations. The implementation of projects included in the 2021 Los Angeles County TIP improves access to opportunities by disadvantaged communities and supports all four pillars of the Equity Platform.

DETERMINATION OF SAFETY IMPACT

Adoption of the resolution will have no direct impact on the safety of Metro customers or employees. However, as the Los Angeles County TIP includes safety enhancement projects, eliminating delay or risk for overall project delivery resulting from inability to program and receive funding would ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the resolution will allow Metro to program and secure federal, state, and local funds for projects in Los Angeles County.

Impact to Budget

Adoption of the resolution for the 2021 Los Angeles County TIP has no impact on the FY 2020 Budget.

IMPLEMENTATION OF STRATEGIC GOALS

Approval of this item advances achieving all five goals of the Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could elect to not adopt the resolution shown in Attachment A. Staff do not recommend this alternative. By not adopting the resolution, the Los Angeles County TIP will not be included in SCAG's 2021 FTIP. Therefore, Metro and other agencies in Los Angeles County will not be able to program and receive federal, state, and local funding allocations for their projects. This may jeopardize the implementation of projects in Los Angeles County that have funds programmed through FFY 2025/26. It may also result in the loss of funding allocations due to federal and state lapsing and/or project inactivity policies, as well as in the ineligibility for future funding allocations.

NEXT STEPS

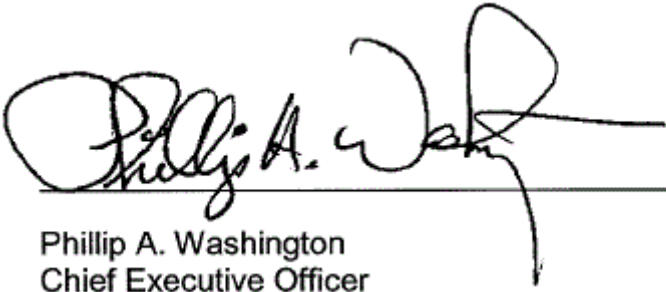
Upon Board approval of the recommendation, staff will submit the resolution to SCAG.

ATTACHMENTS

Attachment A - Resolution for the 2021 Los Angeles County TIP

Prepared by: Nancy Marroquin, Sr. Manager, Countywide Planning & Development, (213) 418-3086
Ashad Hamideh, Sr. Director, Countywide Planning & Development,
(213) 922-5539
Wil Ridder, Executive Officer, Countywide Planning & Development,
(213) 922-2887
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213)
418-3251

Reviewed by: James De La Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer



**A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (LACMTA) CERTIFYING THAT LOS
ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN
THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM
AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE
PROGRAM**

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2020/21 – 2025/26 Los Angeles County TIP with funding available and committed for FFY 2020/21 and FFY 2021/22 and reasonably expected to be available for FFY 2022/23 through FFY 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2020/21 – 2025/2026 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2020/21 – 2025/26 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the program in the last four years, and certifies that:

1. Projects in the FY2020/21 – 2025/26 Los Angeles County TIP are consistent with the 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020; and
2. All of the projects in the Los Angeles County TIP have complete funding identified in the 2020 STIP.
3. Los Angeles County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund all of the projects in the FFY 2020/21 – 2025/26 Los Angeles County TIP; and
4. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED, AND ADOPTED this ___ day of _____, _____.

CERTIFICATION

MICHELE JACKSON
LACMTA Board Secretary

DATED:
(SEAL)



Board Report

File #: 2020-0230, File Type: Resolution

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

ISSUE

The Low Carbon Transit Operations Program (LCTOP) is a cap-and-trade program established in 2014 that provides operating and capital assistance funds to public transportation agencies throughout California to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. The State issued the FY 2019-20 guidelines for the LCTOP in February 2020 and agencies must claim these formula grant funds by April 8, 2020. The grant package must include an adopted Board resolution that provides project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DISCUSSION

Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller's Office (SCO).

In February 2020, the State notified eligible agencies of their FY 2019-20 fund allocation amounts,

including \$36,016,862 apportioned to Metro. In addition, 12 Los Angeles County municipal operators requested to transfer to Metro \$3,081,177 of their FY 2019-20 LCTOP fund allocations for use on its 2020 LCTOP-funded expenses in exchange for more flexible local funds.

To claim the grant award, Metro must prepare a request describing the proposed transit expenditures that will be funded using the LCTOP allocation. The grant application package must include a Board resolution that: 1) authorizes the CEO or his designee to claim \$39.1 million in FY 2019-20 LCTOP funds; 2) identifies the project to be funded with the LCTOP funds; 3) accepts the transfer of FY 2019-20 LCTOP funds to Metro by the 12 municipal operators; and 4) authorizes the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff is proposing to fund the Electric Bus Charging Infrastructure Project with these LCTOP funds.

LCTOP Program Funding

The LCTOP, created by California Senate Bill 862 (2014), provides funding derived from California's Cap-and-Trade Program and supports transit agency investment in various projects to further reduce greenhouse gas emissions. In FY 2019-20, \$146 million was allocated to LCTOP statewide. Transit agencies receiving funds from the LCTOP must submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero emissions buses.

Equity Platform

Senate Bill 535 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged communities. The California Environmental Protection Agency (CalEPA) provides tools for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. The State's parameters include, but are not limited to:

1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
2. Areas with concentrations of people that are of low income, high unemployment, and low levels of educational attainment.

Additional requirements for low-income communities and low-income residents include:

- 5% of available funds must be allocated to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities, and
- 5% of available funds must be allocated to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of disadvantaged communities.

Analysis using the State's criteria shows that DACs are disproportionately located in both Los Angeles County and the Central Valley, and notably less prevalent in other major metropolitan areas. Metro, as the lead agency, must select and document the appropriate information to show that a proposed project meets all DAC and other population requirements.

Additional Project Eligibility Criteria

In addition to maximizing benefits to DAC's, low-income communities and/or low-income households, all projects must be consistent with the lead agency's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors in the analysis that resulted in the recommendation to use 2019-20 LCTOP funding on the Electric Bus Charging Infrastructure Project. In addition to ensuring the above criteria were met, teams from various departments weighed potential LCTOP recipient projects against alignment with Metro's Strategic Vision, project and program costs, funding availability, feedback collected via community engagement, and the extent to which allocating to a project improves the balance between Metro's financial commitments and funding availability.

The Electric Bus Charging Infrastructure Project will procure and install new stationary and portable charging equipment and storage to enable reduction of air pollutants and toxic air contaminant emissions. Fixed charging facilities will be installed at the Division 9 Bus Maintenance Facility in El Monte and will power electric buses that serve populations in areas that meet the State's definition for disadvantaged and low-income communities.

Staff recommends using this grant to fund the Electric Bus Charging Infrastructure Project because its characteristics best align with the grant program eligibility criteria and strongly supports Metro's commitment to further reduce greenhouse gas emissions by transitioning to zero-emission buses ahead of the State's 2040 goal to transition to one-hundred percent electric bus fleets. In addition, operation of electric buses is an element of the Metro NextGen Service Plan. Staff received positive comments from the public during the extensive NextGen community engagement process in support of Metro's plan to place zero-emission buses in service. The Bus Electric Charging Infrastructure Project will support that effort.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$39.1 million available to support the Electric Bus Charging Infrastructure Project.

Impact to Budget

Claiming LCTOP funds will have a positive impact on the FY21 budget, as LCTOP funds are scheduled to be disbursed to Metro in June 2020 for use in FY21.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Vision 2028 Strategic Goal 1.1: To expand the transportation network and increase mobility for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2019-20 LCTOP fund allocation amount of \$36.02 million and the \$3.08 million in LCTOP funds transferred by 12 municipal operators to Metro.

NEXT STEPS

- April 8, 2020: Metro submits allocation request to Caltrans.
- June 1, 2020: Caltrans and CARB approves and submits project list to State Controller's Office.
- June 30, 2020: State Controller's Office releases approved project list.

ATTACHMENTS

Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurances and Authorized Agent Forms

Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project

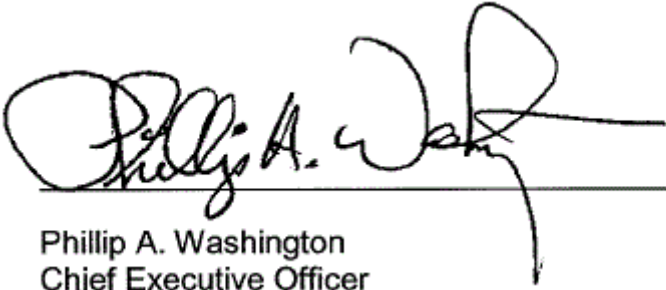
Prepared by: Vince Lorenzo, Senior Manager, Transportation Planner, Countywide Planning & Development, (213) 418-3419.

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Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327

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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project:

Metro Electric Bus Charging Infrastructure Project - \$39,098,039

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, twelve Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$3,081,177 in PUC 99314 FY2019-20 LCTOP funds to Metro to fund the Metro Electric Bus Charging Infrastructure Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or his designee; and

WHEREAS, Metro wishes to implement the following LCTOP project listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.



Los Angeles County
Metropolitan Transportation Authority

Metro

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or his designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2019-20 LCTOP funds:

Project Name: Metro Electric Bus Charging Infrastructure Project

LCTOP Funds Requested: \$39,098,039 comprised of Metro's allocation of \$36,016,862, and PUC 99314 allocations transferred to Metro from 12 Los Angeles County LCTOP Contributing Sponsors totaling \$3,081,177 for the Metro Electric Bus Charging Infrastructure Project.

Description: Purchase and installation of stationary electric bus charging infrastructure and storage at the Division 9 Bus Maintenance Facility and purchase of portable electric bus charging equipment to fuel new zero emission buses.

Benefit to Priority Populations: The project is located within a disadvantaged community as defined by SB 535 (2012) and a low-income community as defined by AB 1550 (2016). The charging facilities also support bus lines that operate within areas that meet the State's definition for disadvantaged and low-income communities. Therefore the project will enable reduction of air pollutants and toxic air contaminant emissions by powering electric buses that serve priority populations as defined by the State.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Claremont, City of Commerce, City of Culver City, Foothill Transit Zone, City of Gardena, City of La Mirada, City of Montebello, City of Redondo Beach, City of Santa Monica and City of Torrance.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, March 26, 2020.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)

FUNDING TABLE

Metro Electric Bus Charging Infrastructure Project

Project Cost \$	\$39,098,039
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	Cap & Trade LCTOP	\$39,098,039	Committed
Total Revenue		\$39,098,039	



Board Report

File #: 2020-0231, File Type: Motion / Motion Response

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE APRIL 15, 2020

SUBJECT: RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

BONIN AMENDMENT: Money cannot be spent on fossil fuel infrastructure.

ISSUE

At the January 2020 Board meeting, Directors Hahn, Solis, Butts, Garcia and Najarian introduced Motion 8.1 (Legistar File #2020-0067) that directed staff to include the 710 Clean Truck Program as an Early Action Item under both the Goods Movement Strategic Plan and the I-710 South Corridor Project. The Board also directed staff to report back within 60 days with a framework for implementing the 710 Clean Truck Program, delineating at a minimum the following items:

1. Assessment of eligible Metro funding sources and recommendations for seed funding.
2. Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources and administration.
3. Evaluation of potential strategies to accelerate progressive transition to Zero Emission Trucks in the I-710 corridor.
4. Recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.

This report, which was originally scheduled to be presented in March 2020, provides a recommendation for seed funding for the 710 Clean Truck Program and a response to the Board's request for the current framework for implementation.

BACKGROUND

On March 1, 2018, the Metro Board of Directors adopted Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 South Corridor Project (710 Project) to advance into the Final Environmental Document. Included as a programmatic component of Alternative 5C is the development of a phased-in Zero Emission Truck Technology Development Program to deploy an additional 4,000 near-zero-emission (NZE) or zero-emission (ZE) heavy duty (Class 8) trucks for use within the I-710 Corridor by 2035.

In addition to approving the LPA for the 710 Project, the Board also approved two motions-Motion 5.1 by Directors Hahn, Solis, Garcia, and Dupont-Walker (Legistar File # 2018-0053) and Motion 5.2 by Directors Solis, Garcia, Ridley-Thomas, Butts, Najarian, and Hahn (Legistar File # 2018-0068)-that provide additional direction for Metro staff to follow in implementing the 710 Project and its component, the phased-in Zero Emission Truck Technology Development Program.

Relevant to the establishment and implementation of the 710 Clean Truck Program, these motions directed the following actions:

Motion 5.1

- Changed the name of the Zero Emission/Near Zero Emission truck technology development program to the phased-in Zero Emission Truck Technology Development Program. The phased-in Zero Emission Truck Technology Development Program will be called the “710 Clean Truck Program” throughout this board report.
- Increased the program funding target from \$100 million to \$200 million. The program will include incentives and grant investment in the acceleration of ZE technologies both for long haul trucks and for freeway infrastructure, including but not limited to “under the pavement” vehicle charging capacity as one option to consider.
- Called for Metro to convene a working group comprised of the California Air Resources Board (CARB), California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, ZE industry experts and other key stakeholders to develop a policy recommendation for a full, ZE only, dedicated lane including, but not limited to, “rechargeable roadways” on the entire 19-mile stretch of the 710 freeway, between its southerly end and State Route 60, as part of the re-evaluation of the remaining elements of Alternative 5C, after the Early Action Projects have been completed.

Motion 5.2

- Directed the CEO to establish a working group with the freight industry, air quality regulators, transportation and metropolitan planning organizations, the Gateway Cities Council of Governments (GCCOG) and other relevant stakeholders to explore the lead authorities, financial impact and other implementation factors to:
 - Develop a strategic plan that is consistent with the South Coast Air Quality Management Plans, which expedites the transition from diesel freight trucks to NZE

vehicles as soon as possible and outlines a transition to ZE vehicles as the cleanest, most reliable technology becomes available.

- Host an industry forum aimed at stimulating and accelerating the deployment of cleaner freight truck alternatives. The forum shall include, but not be limited to, topics such as funding and financing, public-private partnerships, new technologies, on- and off-dock rail support facilities, best practices research and development, demonstration programs, creative purchase/lease incentive programs, etc.

Subsequent to the approval of Motions 5.1 and 5.2, Metro initiated a planning effort to develop the Los Angeles County Goods Movement Strategic Plan. Through stakeholder discussion and development of the strategic plan, staff identified the need to focus on implementing clean freight technology throughout the region as a near-term priority, including deployment of clean trucks across the county.

Parallel to the goals set forth by the Board in Motions 5.1 and 5.2, staff convened the LA Metro Countywide Clean Truck Initiative (CCTI) Working Group comprising regional stakeholders aligned with the goals identified in the motions. The focus of the CCTI Working Group was originally to develop a countywide approach to implementing cleaner truck technology within Los Angeles County.

Motion 8.1, approved by the Board in January 2020, tasked staff developing the Goods Movement Strategic Plan with implementing the 710 Clean Truck Program as an early action item for the CCTI (and the Goods Movement Strategic Plan) and directed staff to return with a response to the motion in March 2020. The motion also sought a recommendation for “seed funding” for the 710 Clean Truck Program as part of the response, with an eye toward meeting the requests by federal agencies reviewing the FEIR/FEIS for the 710 Project to secure a commitment from Metro and Caltrans to implement the 710 Clean Truck Program.

Completion of the environmental review of the 710 Project requires the Federal Highway Administration (FHWA) to issue a Record of Decision (ROD), which signals the formal federal approval of the FEIR/FEIS and allows Metro and Caltrans to proceed with the design, right-of-way acquisition, and construction of the project elements. As part of the National Environmental Protection Act (NEPA) review process, FHWA is legally required to consult with the United States Environmental Protection Agency (EPA) and other state and local agencies on the Project’s ability to meet project-level air quality conformity requirements. This multi-agency consultation process began before the draft environmental document was prepared. A final air quality conformity determination is needed before the environmental document can be finalized. Since the proposed 710 Clean Truck Program would be the Project’s principal air quality improvement, EPA is requesting Metro and Caltrans to provide a written commitment to fund and implement the 710 Clean Truck Program as a condition of completing its review and allowing FHWA to issue the ROD.

In October 2018, EPA issued a white paper delineating all the requirements that would constitute the written commitment, including programming of funds towards program implementation. Metro Highway Program staff has been in negotiations with EPA since that communication and reached out to all local and regional agencies that helped initiate the 710 Project and through extensive coordination was able to develop a Memorandum of Understanding (MOU) in partnership with Caltrans, SCAG and the GCCOG supporting the commitment to the 710 Clean Truck Program. Metro Highway Program staff will continue negotiations with EPA and seek resolution of EPA’s

concerns.

In response to EPA's request, Caltrans and Metro have already signed the MOU and re-affirmed that the Project's environmental document is in itself a written commitment to the implementation of the 710 Clean Truck Program. Now, a Board commitment to provide funding for the 710 Clean Truck Program will enhance Metro's ability to negotiate effectively with EPA.

DISCUSSION

The recommended Board action to program \$50 million in funding from Metro-controlled sources, including but not limited to Measure R, as "seed funding" for the 710 Clean Truck Program, to be made available contingent upon a ROD issued by FHWA for the 710 Project will accomplish three important goals -

- (1) Sending a strong signal from Metro to the EPA that Metro intends to fund and implement the 710 Clean Truck Program following FHWA's issuance of a ROD for the 710 Project,
- (2) Programming the initial funding to allow Metro to develop the 710 Clean Truck Program in partnership with regional stakeholders and regulatory agencies, and
- (3) Identifying the initial tranche of local funding that will allow Metro to leverage matching funds from state and federal discretionary grant programs to fulfill the Board's \$200 million funding target to support the implementation of the 710 Clean Truck Program.

Scope of the 710 Clean Truck Program

To identify sources of eligible Metro-controlled funding sources to provide "seed funding" for the 710 Clean Truck Program, staff first developed potential elements of the program. These elements include, but are not limited to, the following:

- Incentive funding (through voucher, lease, or other mechanism) to convert or replace diesel heavy-duty (Class 8) trucks to NZE or ZE technology
- Supporting infrastructure to be built on or near the I-710 corridor to support the charging or fueling of NZE and ZE heavy duty trucks or to provide geolocation data monitoring truck usage
- Administration and staffing of the 710 Clean Truck Program:

Currently the development of the program is supported by the professional services contract for the Goods Movement Strategic Plan, which is set to expire on July 1, 2020. Staff will return with a recommendation on how best to administer and staff this program.

Assessment of Eligible Metro Funding Sources

Following the identification of potential elements of the 710 Clean Truck Program, staff reviewed all available funding sources controlled by Metro - including local, state, and federal funding - and met with County Counsel to confirm that Measures R and M funds identified for the 710 Project may be used to implement the 710 Clean Truck Program, in addition to several other federal formula funding sources Metro controls.

Staff identified the following funding sources as eligible and appropriate sources to provide seed

funding for the 710 Clean Truck Program (Table 1):

Table 1
Potential Metro-Controlled Funding Sources for the 710 Clean Truck Program

Funding Source	Funding Capacity (\$ millions)	Funding Availability Start Date	Recommendation
Measure R ¹ : Interstate 710 South and/or Early Action Projects	\$590	FY 21	Yes - timely availability and eligible for all potential elements of program
Measure M ² : I-710 South Corridor Project (Phase 1)	\$250	FY 26	Not timely for "Seed Funding" purposes
Measure M ² : I-710 South Corridor Project (Phase 2)	\$250	FY 32	Not timely for "Seed Funding" purposes
Congestion Mitigation & Air Quality (CMAQ): Metro formula funding ³	Subject to Short-Range Financial Forecast	Post FY 22	Potential use for clean truck funding for 710 Clean Truck Program
Regional Surface Transportation Block Grant Program (RSTBGP): Metro formula funding ⁴			Potential use for infrastructure needs only for 710 Clean Truck Program

¹ Measure R Expenditure Plan, Line 37, Interstate 710 South and/or Early Action Projects (https://media.metro.net/measure_R/documents/expenditure_plan.pdf)

² Measure M Expenditure Plan (https://theplan.metro.net/wp-content/uploads/2016/09/measur_m_ordinance_16-01.pdf): Line 20, I-710 South Corridor Project (Phase 1) and Line 28, I-710 South Corridor Project (Phase 2)

³ Congestion Mitigation & Air Quality (CMAQ):

<https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

⁴ Regional Surface Transportation Block Grant Program (RSTBGP): <https://www.fhwa.dot.gov/specialfunding/stp/>

Given the need to program "seed funding" for the 710 Clean Truck Program, the need to leverage Metro-controlled funding with near-term discretionary grant opportunities, and the eligibility of funding required to cover the elements expected to be included in the 710 Clean Truck Program, staff recommends the use of the funding sources in Table 1 as the source for "seed funding" for the program, with Measure R funding as the most eligible and available source of funding for this program.

Funding Source Consideration and Recommendation

The purpose of the \$50 million in "seed funding" recommended for the 710 Clean Truck Program, pursuant to Motion 8.1, is intended to accomplish the following goals:

- Implement the full scope of the 710 Clean Truck Program
- Secure matching state, federal and other funds to fulfill the Board-adopted target of \$200 million for the program
- Support the Metro Highway Program’s efforts to secure a ROD from FHWA by demonstrating a strong commitment to the EPA that Metro will program funds from available sources to the 710 Clean Truck Program

710 Project Measure R funding accomplishes all three of these goals; thus, staff recommends \$50 million in Measure R funds for the 710 Project be committed to the 710 Clean Truck Program.

Staff will seek to offset some of the \$50 million in Measure R funding with other sources identified in

Table 1 where possible, if appropriate for the use and timeliness of the funds to implement the program scope or to leverage additional funding. To inform this action staff will need to (1) determine the scope of the 710 Clean Truck Program, (2) receive input from EPA on the program elements, (3) identify requirements for local match to pursue state and federal discretionary grant and other funding opportunities, and (4) assess the availability, eligibility, and timeliness of Table 1 funds in relation to implementing the 710 Clean Truck Program.

Development of the 710 Clean Truck Program

Metro staff, through the development of the Los Angeles County Goods Movement Strategic Plan and in consultation with its many regional stakeholders, previously identified the need to advance the deployment of cleaner truck technologies throughout Los Angeles County as a means of improving air quality and reducing public health impacts associated with goods movement by all types of trucks throughout the county.

In support of this goal, staff convened the CCTI Working Group in December 2019 that comprised representatives from the spectrum of stakeholders necessary to develop, support and implement any type of clean truck program in Los Angeles County. The invited roster for this meeting included representatives from the following groups:

- Regulatory agencies (CARB, SCAQMD, California Public Utilities Commission)
- Caltrans District 7
- California Transportation Commission
- California Energy Commission
- Trucking industry representatives
- Community-based organizations and advocacy groups
- Air quality advocacy groups
- The Ports of Long Beach and Los Angeles
- Original equipment manufacturers
- Utilities
- Academic institutions
- Local and regional government agencies (SCAG, COGs, etc.)
- ZE and NZE technology experts and advocates.

Participants in this meeting held a robust discussion about the various challenges and opportunities in implementing cleaner truck technologies across the county. A summary of this meeting can be found in Attachment A.

With the Board action (Motion 8.1) to place the development of the 710 Clean Truck Program within the Goods Movement Strategic Plan through the CCTI, staff will re-orient that group to focus on the 710 Clean Truck Program as an early action item. The 710 Clean Truck Program was conceptually defined in the 710 Project draft environmental document; now the details of program implementation will need to be developed. Following the January Board action, staff communicated by letter (Attachment B) to each CCTI stakeholder the results of Motion 8.1 and the need for more stakeholder input in advance of the next scheduled CCTI meeting in March 2020 regarding several important questions and key issues that form the crux of the development of the 710 Clean Truck Program. These questions and the initial input gathered from CCTI stakeholders are found in Attachment C.

Staff re-convened the CCTI on March 17, 2020 to discuss the implementation of Motion 8.1 and received valuable input that will help develop the framework for the 710 Clean Truck Program. More outreach and discussion will be held through smaller focus groups in April and May to help develop the first phase of the 710 Clean Truck Program. Staff will report back to the Board with an update when these meetings are completed and the program framework is developed.

Stakeholder Participation

Motion 8.1 directed staff to provide recommendations on how to encourage the participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.

Central to the success of the 710 Clean Truck Program as developed through the CCTI is the participation of a robust and broad group of key stakeholders across communities, industries, and agencies that have a stake in and expertise in the deployment of cleaner truck technologies throughout Los Angeles County.

As part of its communication with all identified stakeholders, staff asked for feedback on the following questions:

- What other community groups, non-profits, equity-focused groups, regulatory agencies, organizations, etc., need to be in the room to ensure a robust and inclusive stakeholder group as envisioned by the Metro Board?
- What aspects of equity need to be identified and included in the development of the 710 Clean Truck Program? What are the key challenges and opportunities available in regards to advancing equity needs?

Additionally, staff met with the Coalition for Environmental Health and Justice (CEHAJ) on February 19, 2020 to discuss the 710 Clean Truck Program and seek recommendations on how best to work with key community-based organizations, non-profits and community advocacy groups to ensure their expertise and points of view are included in and help to shape the development of the program.

Staff is receiving feedback from all of these stakeholders and will incorporate their recommendations and expand the roster of stakeholders responsible for developing the 710 Clean Truck Program accordingly to fulfill the Board directive.

Equity Platform

The staff recommendation helps support and advance Metro's Equity Platform in the following ways:

- I. Define and Measure:
 - Metro will seek out and involve the diverse range of voices to collaborate on the

development of the 710 Clean Truck Program and help define what equity is and how equity can be achieved through the development of this program.

II. Listen and Learn:

- Through the creation of the LA Metro Countywide Clean Truck Initiative, Metro staff invited members of the community-based organizations, non-profits, and environmental advocacy groups that have long desired cleaner trucks along the I-710 corridor to have a seat at the table and work with Metro to develop this 710 Clean Truck Program.

III. Focus and Deliver:

- Metro has an opportunity to lead in this equity arena by developing the 710 Clean Truck Program to meet the goals of the I-710 environmental document as well as community goals on a progressive path toward a ZE truck corridor for I-710.
- Metro also has the opportunity to lead in bringing together equity-focused groups to help develop the 710 Clean Truck Program and develop an ongoing conversation with these groups.
- Metro also has an opportunity to partner with Caltrans, the Ports of LA and Long Beach, and various agencies to fund and implement the necessary infrastructure.

FINANCIAL IMPACT

Adoption of the staff recommendation would commit Metro to programming \$50 million of the \$590 million identified in the Measure R Expenditure Plan for the 710 Project to its component project, the 710 Clean Truck Program. Staff will seek to offset Measure R funds with other Metro-controlled fund sources as identified in Table 1 where possible, pending completion of the scope of the program, discussions with the EPA, and identification of strategies to leverage these funds with discretionary grants and other funding opportunities..

As this funding source is specific to implementation of the 710 Project-including the 710 Early Action Program, and as the Board has approved the 710 Clean Truck Program as the first Early Action Project for the 710 Project, this request will not affect any other existing Board commitment, but it will reduce the amount of Measure R funding available for the remainder of the 710 Early Action Program, which will be defined in the near future.

Impact to Budget

The recommendation is for \$50 million of 710 Project Measure R funding to be programmed for the 710 Clean Truck Program. Any such funding needed in FY21 would be in addition to the existing preliminary budget request for the Project in FY21. This funding recommendation may ultimately be spread across additional fiscal years. Staff will also review and recommend the use of any other funding sources from Table 1 to offset the Measure R commitment for the 710 Clean Truck Program “seed funding” recommendation, pending further development of the 710 Clean Truck Program and strategies to implement it. Staff will also develop a cash flow and funding plan for the 710 Clean

Truck Program once it is developed to clarify in what fiscal years these funds will need to be drawn down.

As the \$50 million funding recommendation is only 25% of the \$200 million target set by the Board for this program, staff will seek additional state, federal and private funding sources to leverage this local commitment and reduce the demand on Measure R funding available for the 710 Project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Metro's strategic plan in multiple ways:

Goal #1: Provide high-quality mobility options that enable people to spend less time traveling:

Development of the 710 Clean Truck Program will support Metro's ability to secure a ROD for the entire 710 Project, thus allowing for the implementation of various interchange and facility improvements on I-710 and local projects in adjacent communities to provide safer and greater mobility opportunities along the I-710 South corridor.

Goal #2: Deliver outstanding trip experiences for all users of the transportation system:

Improvements planned for I-710 South will help alleviate congestion and improve safety along the highway and at key interchanges, with a focus on potential car vs. truck conflicts inherent on the major highway that serves freight demand in Los Angeles County.

Goal #3: Enhance communities and lives through mobility and access to opportunity:

In addition to improving multimodal mobility options through the Early Action Program to be designed with input from the Gateway Cities Council of Governments, this project will provide much-needed emissions reductions in the corridor impacting communities adjacent to I-710.

Goal #4: Transform LA County through regional collaboration and national leadership:

Reduction of harmful tailpipe emissions associated with the movement of goods by diesel-fueled trucks in Los Angeles County-specifically along the I-710 South Corridor-will require Metro to convene a regional, collaborative, and focused group of stakeholders to support this overall goal.

The development of the 710 Clean Truck Program will specifically require Metro to understand and transcend existing barriers to implementation such as traditional technology, infrastructure, policies, funding, and institutional arrangements.

Metro has already started the process by bringing together a Countywide Clean Truck Initiative to convene stakeholders to address these questions.

ALTERNATIVES CONSIDERED

Staff considered delaying the approval of seed funding for the 710 Clean Truck Program until further negotiations with EPA regarding the 710 Project are completed, but this delay would not support the Board's goal to accelerate the deployment of NZE/ZE truck technology for the 710 Corridor. The commitment to program seed funding this month also provides a good faith signal to EPA that Metro will fund the 710 Clean Truck Program contingent upon FHWA issuing the 710 Project ROD.

Staff also considered a smaller funding request to serve as "seed funding" for the 710 Clean Truck Program, but determined that the amount recommended (\$50 million) would provide a 25% local funding commitment that will support Metro's ability to secure matching state, federal and private funding for the 710 Clean Truck Program to meet the Board's approved \$200 million program target.

NEXT STEPS

Highway Program staff will work with EPA to identify the path forward to obtaining concurrence on project-level air quality conformity and approving the FEIR/FEIS for the 710 Project and to securing the ROD from FHWA.

Planning staff will continue to meet regularly with the LA Metro Countywide Clean Truck Initiative working group to develop a framework for implementing the 710 Clean Truck Program and will report back to the Board on a regular basis with updates on the progress of the framework. Through this process Planning staff will work with the Gateway Cities Council of Governments to gain input on potential local funding strategies to support the \$50 million commitment of Metro-controlled funds for the 710 Clean Truck Program.

Planning staff will develop the cash flow for the \$50 million commitment of Metro-controlled funding, including final funding recommendations for Measure R and other funds identified in Table 1, and report back to the Board once completed.

Planning staff will identify potential sources of state, federal and private funding to leverage the \$50 million commitment of Metro-controlled funds for the 710 Clean Truck Program and report back with strategies to secure funding through upcoming discretionary grant programs and other opportunities.

ATTACHMENTS

Attachment A - LA Metro Countywide Clean Truck Initiative Working Group Summary (December 2019) and Appendices

Attachment B - March 2020 LA Metro Countywide Clean Truck Initiative Working Group Meeting Invitation

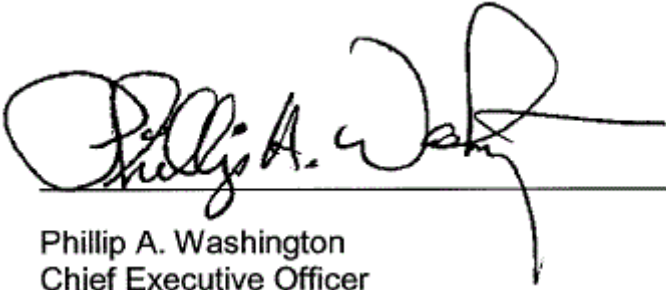
Attachment C - Development of the 710 Clean Truck Program

Prepared by: Michael Cano, DEO, Countywide Planning & Development, (213) 418-3010

Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Regional Clean Truck Initiative Working Group Summary (December 2019) and Appendices

http://libraryarchives.metro.net/DB_Attachments/2020-0129%20Attachment%20A.pdf



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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ATTACHMENT B

February 6, 2020

RE: Invitation to the second Regional Clean Truck Initiative Working Group meeting

Thank you for your continued collaboration with Metro in developing our **Regional Clean Truck Initiative**. Your participation, input and commitment will prove instrumental to the successful development of a program to deploy cleaner truck technology to reduce tailpipe emissions in Los Angeles County generated from diesel-fueled trucks that move goods along our highways and through our communities.

The next meeting of the Regional Clean Truck Initiative Working Group is scheduled for **March 17, 2020** from **1:00 PM – 4:00 PM** at the Gateway Cities Council of Governments headquarters, located at 16401 Paramount Boulevard in Paramount, CA 90723. An Outlook Invitation will be sent to you shortly to solidify this date on your calendar – to RSVP, please simply respond to the invitation.

We very much appreciate those that were able to attend our last meeting in December, which was very productive. The summary of the meeting is included with this correspondence (Attachment A) for your review. Attached please find presentations we made in January regarding our Goods Movement Strategic Plan and the Regional Clean Truck Initiative to the Metro Planning and Programming Committee and the VerdeXchange panel on *Environmental Justice and Community Based Planning Case Study: Goods Movement in the I-710 Corridor* (Attachments B and C, respectively).

Our collective efforts to develop this initiative were recognized and elevated by the Metro Board of Directors at its January 2020 board meeting. Directors Janice Hahn and Hilda Solis, along with co-authors Chairman James Butts and Directors Robert Garcia and Ara Najarian, introduced Motion 8.1 (Attachment D) which directed that the development of the I-710 South Corridor Clean Truck Program be handled through the Metro Goods Movement Strategic Plan as “an early focal point for the Regional Clean Truck Initiative” which is intended to be countywide in nature and inclusive of the I-710 program.

Metro’s Goods Movement Planning team is directed to report back to the Board this March on a framework for implementation of the I-710 Clean Truck Program. This report must include a response to three specific elements of Motion 8.1:

- *Development of implementation details, including eligibility requirements, institutional arrangements, management, staff resources, and administration*
- *Evaluation of different potential strategies to accelerate progressive transition to Zero Emission trucks in the I-710 corridor*
- *Recommendations on how to encourage participation of key regulatory agencies and stakeholders in the development of the program, with a specific focus on community-based organizations, non-profits, and community advocacy groups.*

We will need your help to accomplish this important goal.

To respond to this direction from our Board of Directors in a timely manner, and to inform the discussion at our March 17th meeting, our team will be reaching out very soon to you individually with questions specific to your particular organization's expertise and mission.

We will also be posing the following questions to all stakeholders:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology on the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years to be expedited?
- What should an implementable first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?
- What other community groups, non-profits, equity-focused groups, regulatory agencies, organizations, etc., need to be in the room to ensure a robust and inclusive stakeholder group as envisioned by the Metro Board? The invited roster for our last meeting is included with this letter (Attachment E) for your review.
- What aspects of equity need to be identified and included in the development of the I-710 Clean Truck Program? What are the key challenges and opportunities available in regards to advancing equity needs?

We would appreciate receiving your responses to these questions and our additional questions by February 26th, 2020. If you would prefer to set up a conference call or meeting to provide these responses and discuss the Regional Clean Truck Initiative in general, please let us know so that we can arrange a time in the next three weeks. Please contact Akiko Yamagami (YamagamiA@metro.net) with your responses to these questions or any request for a phone conversation or meeting during this three-week period.

At the March 17th meeting we anticipate discussing the key findings from the December 2019 meeting, providing an update on the responses to these follow-up questions, and hosting a facilitated roundtable discussion on the development of the I-710 South Clean Truck Program as part of our Regional Clean Truck Initiative. The outcomes of our ongoing discussion with you and our key stakeholders will be presented as part of our response to Motion 8.1 to the Metro Board of Directors at their March 2020 meeting.

We highly value your expertise and knowledge regarding our regional goal to implement cleaner trucks as soon as possible in Los Angeles County, and we look forward to your participation at this upcoming meeting and to our ongoing conversations in support of the Los Angeles County Goods Movement Strategic Plan, the Regional Clean Truck Initiative, and the I-710 South Corridor Clean Truck Program.

With great appreciation,

A handwritten signature in black ink that reads "Michael Cano". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael Cano
Metro | Deputy Executive Officer, Goods Movement

Attachments:

- A. Regional Clean Truck Initiative Working Group Meeting Summary (December 2019)
- B. Presentation to Metro Planning and Programming Committee (January 2020) [Link](#) to the document
- C. VerdeXchange Conference Presentation on *Environmental Justice and Community Based Planning Case Study: Goods Movement in the I-710 Corridor* (January 2020)
- D. LA Metro Board Motion 8.1 [Link](#) to the document
- E. Invited Roster for Regional Clean Truck Initiative (December 2019)

Development of the 710 Clean Truck Program

To support Metro's development of the 710 Clean Truck Program, staff reached out in advance of the upcoming March 17 Regional Clean Truck Initiative Working Group meeting to key stakeholders seeking a response to the following questions:

- What are the key elements (e.g., funding, infrastructure, policy) necessary to develop and implement a successful Clean Truck Program for the I-710 South Corridor?
- What does a collaborative, effective institutional arrangement supporting the I-710 Clean Truck Program look like to ensure long-term success in deploying cleaner truck technology in the corridor?
- How do we build upon existing efforts like the Ports' Clean Air Action Plan and avoid redundancies and inefficiencies in deploying this program?
- What is a reasonable "progressive transition to Zero Emission trucks" and what are the pressing concerns that must be addressed to allow for such a transition over the next 10 years?
- What should the first phase of a Clean Truck Program for the I-710 South Corridor look like, in terms of length, scope, etc.?

In addition to these questions, staff is seeking more details from each stakeholder regarding their respective areas of expertise that will be helpful in developing the program. Answers received from these questions will help develop the framework for creating and implementing the 710 Clean Truck Program and for the evaluation of potential strategies to accelerate progressive transition to ZE trucks in the I-710 corridor, as requested by Motion 8.1.

Following the March 17 RCTI meeting, staff will provide an update to the Board on the results of that meeting and progress made toward developing the program, with more information to help delineate the details of the 710 Clean Truck Program as requested in Motion 8.1. Additionally, staff will need to work with EPA to ensure that the structure and scope of the program meets their expectations and will support the issuance of the ROD by FHWA.

Development of the 710 Clean Truck Program will require resolution of key issues through discussion with RCTI stakeholders to ensure the recommended program can be implemented and accomplish the goals of the Board.

Metro seeks responses to the following questions, at a minimum, to help resolve these key issues:

What is the appropriate mechanism or delivery model for incentivizing the transition from diesel to NZE/ZE trucks?

- Current programs like the HVIP (Hybrid and Zero Emission Truck and Bus Voucher Incentive Program) provide subsidies designed to cover the incremental market cost of purchasing an NZE/ZE truck over a diesel one.
- Feedback from the RCTI suggests that the amount of subsidy provided is not enough to cover the total cost of conversion, while other stakeholders suggest that a different delivery model, such as leasing, might be more effective.
- Additional feedback from the trucking industry expresses concern that the standard for NZE has not yet been clarified by regulatory agencies, and the lack of clarity may cause risk for drivers that want to switch to NZE and then be deemed out of compliance with future rule setting by regulatory agencies before the useful life of the truck technology is exhausted.

What is the state of readiness for ZE technology, and what is the role of NZE technology in the interim?

- The combination of concerns over readiness and reliability of ZE technology for trucks and the presence of electric power or hydrogen fueling stations available to charge/fuel and maintain operation of these trucks creates a barrier to adoption from truck owners.
- Meanwhile, NZE trucks (typically fueled by natural gas) are available at greater scale in the near term and reduce up to 90% of NO_x and 100% of diesel particulate matter tailpipe emissions compared to ZE trucks.

How can Metro and other agencies best invest in infrastructure that supports the acceleration of ZE technology adoption?

- What type of infrastructure needs to be developed and implemented currently to support the ZE operations of the future along I-710?
- What programs are in place or being developed to address this issue? The Los Angeles Cleantech Incubator (LACI) is seeking funding for an application to identify charging infrastructure implementation along I-710, for example.
- Discussion also has emerged regarding the potential for congestion pricing related concepts along I-710 that would prioritize NZE and ZE trucks over diesel trucks.

What efforts are underway in the region to accelerate the deployment of NZE/ZE truck technology, such as the Ports' Clean Air Action Plan?

- The Ports of Long Beach and Los Angeles are implementing a Clean Truck Fund Rate designed to capture drayage trucks that service the Ports.
- How can the 710 Clean Truck Program complement this effort and identify the remainder of trucks using I-710 to ensure additional clean truck technology implementation above and beyond that generated by the Ports?

What are the funding opportunities available to leverage local funding with state, federal and private funding sources to maximize investment in implementing the 710 Clean Truck Program?

- While state gas tax funds that support most Senate Bill 1 programs are not eligible for clean truck subsidies due to Article XIX restrictions, programs like the Trade Corridor Enhancement Program, which also uses federal funding, could fund applications for clean truck subsidies and infrastructure using federal funds.
- SCAQMD, CARB, and various state and regional agencies have funding opportunities available to match "seed funding" provided by Metro for an early phase of the 710 Clean Truck Program.

What existing policy and legislative barriers or regulations need to be modified to support the acceleration of NZE and ZE truck technology adoption along the I-710 Corridor and countywide?

- One early recommendation is to exempt the purchase of NZE and ZE trucks from sales taxes, similar to how AB 784 (Mullin) exempts ZE buses.
- Also, truck drivers that accept a subsidy from the state to purchase an NZE or ZE truck are then taxed because that subsidy is considered income – eliminating this subsidy from being counted as income for tax purposes would encourage the early adoption of NZE and ZE technology ahead of regulatory requirements.

What are the key equity-related concerns with the scope and implementation of the 710 Clean Truck Program that need to be identified and resolved?

- Several community-based organizations have expressed concern that funding NZE technology early on may detract from Metro's commitment to implement ZE-only technology on the I-710 corridor.
- How can Metro best accomplish the greatest reduction in truck emissions along I-710 in the near-term with NZE technology while supporting the development of ZE technology as the future for the I-710 corridor, given limited resources?



Motion 8.1 Response: 710 Clean Truck Program



Metro

Planning and Programming Committee
April 2020

Motion 8.1 – January 2020

Motion by Directors Hahn, Solis, Butts, Garcia and Najarian

- ✓ Directed that the 710 Clean Truck Program be developed as an Early Action Item under both the Goods Movement Strategic Plan and 710 Project
- ✓ Report back in 60 days with a framework for implementation of the 710 Clean Truck Program. Delineate the following, at a minimum:
 - Assessment of eligible Metro funding sources and recommendations for seed funding
 - Development of implementation details
 - Evaluation of potential strategies to accelerate progressive transition to ZE trucks in 710 Corridor
 - Recommendations on how to encourage participation of key regulatory agencies, stakeholders (focus on CBOs, non-profits, community advocacy groups)

710 Clean Truck Program: Potential Seed Funding

Funding Source	Amount (millions)	Available	Eligibility
Measure R	\$590	FY 2021	Eligible for all components
Measure M – Phase 1	\$250	FY 2026	Eligible for all components
Measure M – Phase 2	\$250	FY 2032	Eligible for all components
Congestion Mitigation & Air Quality (CMAQ)	Subject to Short Range Financial Forecast		Eligible for clean truck technology
Regional Surface Transportation Block Grant Program (RSTBGP)			Eligible for supporting infrastructure (i.e., charging stations)

Seed Funding Recommendation: \$50 million

- \$50 million recommendation = 4.6% funding for 710 Project in Measures R and M
- Will seek to offset Measure R with other sources listed above where possible.

Robust Stakeholder Participation

LA Metro Countywide Clean Truck Initiative Working Group Roster (as of today)

Public Agencies	Trucking Industry	Freight / Business Industry	Research / Think Tank	Utilities / State Agencies	CBO / Public Health
<ul style="list-style-type: none">• Gateway Cities COG• South Bay Cities COG• San Gabriel Valley COG• County of Los Angeles/County Supervisors Offices• City/Mayor of LA• SCAG• Metro Board offices• Metro	<ul style="list-style-type: none">• California Trucking Industry• Harbor Trucking Industry• UPS• BYD Motors• Clean Energy Fuels• Cummins Westport• US Hybrid• CA Fleet Solutions• NEXT Trucking	<ul style="list-style-type: none">• Future Ports• Pacific Merchant Shipping Association• LA Chamber• BizFed• Ports of LA/LB• LAEDC• IBEW	<ul style="list-style-type: none">• LA Cleantech Incubator (LACI)• METRANS (USC / Cal State Long Beach)• CALSTART	<ul style="list-style-type: none">• CA Public Utilities Commission• So Cal Edison• So Cal Gas• CA Air Resources Board• CA Energy Commission• SCAQMD• CA Transportation Commission• Caltrans	<ul style="list-style-type: none">• California Endowment• Coalition for Environmental Health and Justice (CEHAJ)• Environmental Protection Agency• Coalition for Clean Air• Breathe LA• NRDC• Communities for a Better Environment

Equity Outreach: Meeting with Coalition for Environmental Health and Justice (CEHAJ)

- Briefed CEHAJ on development of 710 Clean Truck Program (February 2020)
- Sought input on equity issues, participation, structure of program
- Ongoing discussions – next meeting April 13, 2020

Developing the 710 Clean Truck Program

Work with the Countywide Clean Truck Initiative Working Group (CCTI) to develop and implement a regional clean truck program for LA County

Within the CCTI, focus on 710 Clean Truck Program as early action item to deliver (Phase I)

Main topics to discuss in CCTI meetings:

- Develop administrative framework to support this program
- Identification of 710 Corridor truck drivers to prioritize
- Develop mechanism for providing trucks or incentive funding
- Identify funding opportunities – state/federal/private to leverage local \$
- Assess readiness of truck technology and cost to convert
- Identify & prioritize supporting infrastructure for NZE/ZE truck technology
- Synergy with Ports of LA/LB Clean Air Action Program/Clean Truck Rate
- Recommend legislative/policy barriers or regulations to modify
- Develop and implement equity considerations

Next Steps: Smaller Focus Group discussions to facilitate “deep dives” into topics
Review of funding opportunities to leverage \$50 million
Partnership work with POLA/POLB, AQMD/MSRC, CARB, CEC
Additional Equity Freight Working Group discussions

The 710 Project – Critical Path

- November 2008:** Measure R approved – includes \$590 million for the 710 Project
- March 2018:** Metro Board approved EIR/EIS for the 710 Project, including the 710 Clean Truck Program as a component of Project (Motions 5.1/5.2)
- October 2018:** EPA sends preliminary information for the 710 Clean Truck Program Written Commitment to Metro
- October 2019:** Metro/Caltrans responds to EPA, proposes MOU as commitment
- March 2020:** EPA responds to Metro, requests meeting in April 2020
- March 2020:** Metro Board considers \$50 million in “seed funding” for 710 Clean Truck Program
- April/May 2020:** Discussion/Negotiation with EPA to secure concurrence to allow FHWA to issue Record of Decision
- July 2020:** Grant applications for CTC Trade Corridor Enhancement Program (TCEP) due – potential application for 710 Clean Truck Program



Board Report

File #: 2020-0232, **File Type:** Program

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 15, 2020**

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligation of \$4,226,964 previously approved Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;
2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B; and
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion’s Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

B. AUTHORIZING the Chief Executive Officer or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the North County Subregion and implementing agencies to revise scope of work, schedule, amend project budgets as well as removal of projects. This update includes changes to projects which have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2022-23. The Board’s approval is required to program additional funds and the updated project lists which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

In February 2019, the Metro Board of Directors approved North County Subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81).

Metro staff continued working closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2021-22 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the NCTC JPA and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include \$4,226,964 in deobligation of funds for five previously approved projects, and \$17,100,143 in additional programming for eight existing and five new projects.

Active Transportation (expenditure line 52)

This update includes funding adjustments to ten existing projects and three new projects as follows:

Lancaster

- Deobligate \$913,478 from MM4501.01 - Avenue I: Sierra Hwy to 10th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$1,890,169 from MM4501.02 - Avenue I: 15th Street West to 30th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$3,192,475 from MM4501.03 - Avenue L: 15th Street West to 40th Street West. The City requested the funds to be reallocated to other priority project.
- Deobligate \$1,499,995 from MM4501.04 - Challenger Way: Avenue I to Avenue L. The City requested the funds to be reallocated to other priority project.
- Deobligate \$26,847 and reprogram remaining funds from FY 19 to FY 21 for MM4501.05 - Sierra Hwy: Avenue J to Avenue L. The City realigned the MSP funds to match ATP funds for

the construction phase.

Santa Clarita

- Deobligate \$672,000 from MM4501.07 - Bicycle Network Connectivity. The City requested the funds to be reallocated to other priority project.
- Program an additional \$24,000 in FY 22 and reprogram \$672,000 from FY 21 to FY 22 for MM4501.09 - Santa Clara River Trail Gap Closure. The City has delayed implementation of the project.
- Deobligate \$24,000 and reprogram \$672,000 from FY 22 to FY 20 for MM4501.11 - Valencia Industrial Center Bicycle and Pedestrian Improvement Phase I. The City requested to implement Phase I earlier than originally planned.
- Program \$672,000 in FY 21 for MM4501.14 - Valencia Industrial Center Bicycle and Pedestrian Improvement Phase II. The funds will be used to complete the Plans Specification and Estimates (PS&E), right-of-way (ROW) and construction phases of the project.
- Program \$720,000 in FY 23 for MM4501.15 - Railroad Avenue Class I Trail. The funds will be used to complete the ROW and construction phase of the project, which is also funded by the Metro Call for Projects (#F9513).

Los Angeles County

- Reprogram \$1,050,000 as follows: \$50,000 in FY 20, \$300,000 in FY 21, \$400,000 for FY 22 and \$300,000 for FY 23 for MM4501.12 - Elizabeth Lake Road Bikeways. The total programmed budget remains unchanged at \$1,050,000.
- Program an additional \$1,250,000 in FY 23 and reprogram \$750,000 as follows: \$50,000 in FY 20, \$300,000 in FY 21 and \$400,000 in FY 22 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1. The County has delayed implementation of the project.
- Program \$1,326,000 in FYs 22 and 23 for MM4501.16 - 30th Street West Active Transportation Improvements. The project will traverse in both the City of Lancaster and Los Angeles County, but the Los Angeles County will be the lead agency for the project. The funds will be used to complete the PS&E and ROW phases of the project.

Transit Program (expenditure line 64)

This update includes funding adjustments to one existing project and one new project as follows:

Palmdale

-
- Reprogram \$2,000,000 as follows: \$100,000 in FY 20, \$1,025,000 in FY 21 and \$875,000 in FY 22 for MM4502.01 - Palmdale Transportation Center Transit and Infrastructure Design Project. The total programmed budget remains unchanged at \$2,000,000.

Metro/Metrolink

- Program \$12,750,000 in FYs 20, 21 and 23 for MM4502.06 - Metrolink Antelope Valley Line. The funds will be used for the environmental and PS&E phases of the project that Metro and Metrolink have been tasked to lead.

Highway Efficiency Program (expenditure line 81)

This update includes funding adjustments to two existing projects and one new project as follows:

Palmdale

- Reprogram \$1,117,074 from FY 20 to FY 21 for MM5504.01 - SR-138 Palmdale Blvd. SR-14 Ramps. The total programmed budget remains unchanged at \$3,351,220.

North County Transportation Coalition

- Reprogram \$4,700,000 as follows: \$2,000,000 in FY 21, \$1,350,000 in FY 22 and \$1,350,000 in FY 23 for MM5504.02 - SR-14 Capacity Enhancement/ Operational Improvement. The total programmed budget remains unchanged at \$4,700,000.

Lancaster

- Program \$4,350,143 in FY 22 for MM5504.03 - SR-138 Avenue G Interchange Project. The funds will be used to complete the ROW and construction phases of the project, which is also funded by the Measure R funds. (#MR330.03)

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all Programs. The NCTC JPA along with member agencies and adjacent unincorporated area of Los Angeles County undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the North County Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2019-20, \$7.79 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401) and \$100,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% which is not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the North County Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

- Attachment A - Active Transportation Project List
- Attachment B - Transit Program Project List
- Attachment C - Highway Efficiency Program Project List

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Phillip A. Washington
Chief Executive Officer

**North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Lancaster	MM4501.01	Avenue I: Sierra Hwy to 10th Street West	PS&E Construction	deob	\$ 913,478	\$ (913,478)	\$ -					
2	Lancaster	MM4501.02	Avenue I: 15th Street West to 30th Street West	PS&E Construction	deob	1,890,169	(1,890,169)	-					
3	Lancaster	MM4501.03	Avenue L: 15th Street West to 40th Street West	PS&E Construction	deob	3,192,475	(3,192,475)	-					
4	Lancaster	MM4501.04	Challenger Way: Avenue I to Avenue L	PS&E Construction	deob	1,499,995	(1,499,995)	-					
5	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction	chg	1,267,333	(26,847)	1,240,486			1,240,486		
6	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140		1,695,140	1,000,000		
7	Santa Clarita	MM4501.07	Bicycle Network Connectivity: Calgrove Blvd., McBean Pkwy, Valencia Blvd, Magic Mountain Pkwy	PS&E Construction	deob	672,000	(672,000)	-					
8	Santa Clarita	MM4501.08	Citywide Bicycle Facilities: Copper Hill Dr., Plum Canyon Rd., Sierra Hwy, Lost Canyon Rd., Via Princessa	PS&E Construction		648,000		648,000	648,000				
9	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park *	PS&E ROW	chg	672,000	24,000	696,000				696,000	
10	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction		624,000		624,000	624,000				
11	Santa Clarita	MM4501.11	Valencia Industrial Center Bicycle and Pedestrian Imp. Phase I: San Francisquito Trail to Avenue Scott E	PS&E, ROW Construction	chg	696,000	(24,000)	672,000		672,000			
12	Santa Clarita	MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Imp. Phase II: San Francisquito Trail to eastbound Avenue	PS&E, ROW Construction	new	-	672,000	672,000			672,000		
13	Santa Clarita	MM4501.15	Railroad Avenue Class I Trail (supplement to CFP #F9513)	ROW Construction	new	-	720,000	720,000					720,000
14	LA County	MM4501.12	Elizabeth Lake Road Bikeways: Between Lake Hughes Rd. & Johnson Rd., and Dianron Rd. & 10th St. W	PS&E ROW	chg	1,050,000		1,050,000		50,000	300,000	400,000	300,000
15	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E ROW Construction	chg	750,000	1,250,000	2,000,000		50,000	300,000	400,000	1,250,000

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23	
16	LA County (Lancaster)	MM4501.16	30th Street West Active Transportation Improvements *	PS&E ROW	new	-	1,326,000	1,326,000				442,000	\$ 884,000	
Total Programming Amount							\$16,570,590	\$ (4,226,964)	\$12,343,626	\$1,272,000	\$2,467,140	\$3,512,486	\$1,938,000	\$3,154,000

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**North County Subregion
Measure M Multi-Year Subregional Plan - Transit Program (Expenditure Plan 64)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E	chg	\$ 2,000,000		\$ 2,000,000		\$ 100,000	\$1,025,000	\$ 875,000	
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E Construction		892,000		892,000			892,000		
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment		2,180,000		2,180,000			620,000	1,560,000	
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	288,000	1,440,000	1,488,000		
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000		1,000,000	1,000,000		
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	308,000	400,000	1,178,990	968,270	
7	Metro/ Metrolink	MM4502.06	Metrolink Antelope Valley Line	Environmental PS&E	new	-	12,750,000	12,750,000		4,170,961	2,429,039		6,150,000
Total Programming Amount													
						\$13,143,260	\$12,750,000	\$25,893,260	\$ 596,000	\$7,110,961	\$8,633,029	\$ 3,403,270	\$6,150,000

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**North County Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 81)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction	chg	\$3,351,220		\$ 3,351,220			\$2,234,147	\$1,117,073	
2	North County Transportation Coalition	MM5504.02	SR-14 Capacity Enhancement/Operational Improvement **	TBD	chg	4,700,000		4,700,000			2,000,000	1,350,000	1,350,000
3	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction	new	-	4,350,143	4,350,143				4,350,143	
Total Programming Amount													
						\$8,051,220	\$ 4,350,143	\$12,401,363	\$ -	\$ -	\$4,234,147	\$6,817,216	\$1,350,000

** Pending identification of a specific project after initial investigations and consultation with Caltrans and Metro.