

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
January 4, 2017**

The Meeting was called to order 4:40 pm, roll call taken by self-introduction:

MEMBERS PRESENT: Al Austin – COG President - City of Long Beach, Diane DuBois – MTA Director, Gene Daniels – Fourth District, Supervisor Knabe, Doug Drummond – Port of Long Beach, Dana Pynn – Long Beach Transit, Diana Tang – City of Long Beach, Bill Pagett – Public Works Officers, Mike Egan – City of Norwalk - Chair, City Manager’s Steering Committee, Jose Pulido – City of Cudahy - City Manager’s Steering Committee, Mohammad Mostahkami – City of Downey – Public Works Officer.

OTHERS PRESENT: Kekoa Anderson, Yvette Kirrin – GCCOG Consulting Engineers, Nancy Pfeffer, Karen Heit, Richard Powers - COG staff, Kevin Gilhooley – Regional Affairs Officer – SCAG, Lillian Burkenheim –Director of Planning, Economic Development – Eco-Rapid Transit, Maryam Adhani – City Services Bureau, County of Los Angeles, Robert Calix, Diego Cardoso, Jacob Lieb, – LACMTA, Lynda Bybee – LSA, Saeed Ali – Staff, Office of Senator Tony Mendoza, Gregory Farr – Regional Chief – Caltrans, Charlene Palmer, Juanita Martinez – NCE, Lance Grindle – Head City Services – LA County Dept. of Public Works, Angela Driscoll- Deputy – Supervisor Hahn, Kristine Guerrero – Public Affairs Manager, LOCC, Christian Hernandez – Vice Mayor – City of Cudahy Nina Turner – Local/Regional Liaison – Port of Long Beach.

There were no amendments to the Agenda, matters from staff, or public comment.

Director DuBois gave a report on the December MTA Board Meeting.

The Board approved a naming policy for Metro Rail stations and other properties that allows for commercial names to be included for revenue purposes; this change is part of the new revenue generation plan.

The Board approved implementation of the First/Last Mile (FL/M) program as part of the whole for the 3% local contribution for rail projects – there was a separate presentation on this item from MTA staff.

There was an action that approved the purchase of \$180 million worth of heavy rail cars for the first segment of the Purple Line currently under construction and for replacement of the original Red Line cars that are 25 years old.

The last action discussed, but not approved at the December Board meeting, was the plan for transit policing. MTA has developed a new strategy for policing the bus/rail system, this strategy utilizes multiple policing agencies to cover the bus and rail system and is heavily reliant upon local agencies to manage emergency instances as happens now.

MTA established that the majority of bus/rail service is within the boundaries of the city of Los Angeles and has contracted with the City of LA to provide security for bus/rail patrons in the City of Los Angeles. MTA is also contracting with Long Beach PD to patrol the Blue Line in Long Beach which is about 1/3 of the Blue Line. These models are great as far as the two cities are concerned but this strategy relies on the deployment of 58-75 LA County Sheriff's deputies to patrol the other rail lines and the bus system within the Non-City of Los Angeles or Long Beach areas of the county. Even with the exclusion of the large areas that are LA and Long Beach – this is a lot of area to be covered by 55-78 deputies. The Board asked staff to return in February with answers as to how this would be done and how the multi-jurisdictional police command would function.

Director DuBois introduced Jacob Lieb, MTA Project Manager, who gave a presentation on the First/Last Mile Planning. He began with a discussion of Motion 14.1 & 2 and the MTA First/Last Mile Strategic Plan that was adopted by the Board last year. He reviewed the summation of the Board direction contained within the two Motions. He reviewed the cities that the MTA has done with identifying System-wide locations and creating potential funding opportunities and assistance to cities.

He talked about the current activities that are underway along the Blue Line and the F/LM plans that are being developed. The MTA approach is design the F/LM improvements with the system design and development and not try and retrofit. He noted that West Santa Ana Branch (Eco-Rapid Transit) already has some of the station area planning being built into the environmental process. He discussed the role and responsibilities that will be developed for cities and the MTA to work through towards delivering the F/LM improvements with the intent to create a flexible set of Guidelines for both stakeholders. The Guidelines should cover how the F/LM becomes part of the 3%. Lieb discussed the "Master Guidelines" process that should be finished by June next year to cover things such as F/LM program, local return and other guidelines. Mike Egan asked about the 3% contribution and how it gets paid, he asked for the Inglewood agreement and the presentation. Bill Pagett asked if any cities had not paid the 3% contribution. To date all cities have paid with the exception of Beverly Hills. Director DuBois asked about the high percentage of funds coming from cities with smaller local return revenue streams. There were other questions about details such as who would finance the planning. These items will be covered in the guideline development.

Kekoa Anderson, GCCOG Consulting Engineer, gave the I-5 Corridor Report. The Santa Fe Springs bridge construction at Florence will begin in January lasting for 36 months. Florence will be narrowed to one lane in either direction during this period. Anderson went on to give an update on the I-710 process. The Citizen's Advisory Committee met in December to discuss identified impacts and potential mitigations. There was discussion of community outreach plans and targeted elements such as a corridor visioning process that would include all activities within the corridor including the LA River activities. There was a workshop that detailed the difference between alternatives 5C and 7; the differences between the projects and the impacts. He also indicated that the SDEIR/SDEIS is anticipated to be released in July of 2017.

Anderson went on to discuss progress on the SR-91/I-504/I-605 Corridor describing meetings held in various cities on the current environmental review efforts and the level of detail available on the 605/91 and 605/5 interchanges and surrounding ramps and arterials. There is technical work going on to make sure all reports contain common traffic analysis for consistency.

Nancy Pfeffer reported in Cap and Trade and how the state passed SB 332 extending the program to 2020. She discussed the work (quantification of GHG) work that is being done for Gateway Cities by Noe Martinez and gave an update on the Climate Action Plan grants that will be awarded by SCAG next month. These grants will be highly competitive as SCAG received three times the requests for the available funding. She also reported on potential new state legislation to modify the definition of Disadvantaged Communities using criteria other than the Cal-Environ Scan.

Lillian Birkenheim gave the Eco-Rapid Transit JPA report. She discussed the EIR and the inclusion of F/LM items that are included in the project design. She also talked about the development of land use planning at the same time for the project. The JPA received \$2 million in a transit oriented land proposal on a corridor wide basis. She talked about the three unsolicited 3P opportunities which have presented to the MTA on the project.

There was no report on LOSSAN.

The Meeting Adjourned at 5:30