

**MINUTES OF THE MEETING  
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair - MTA Director Robert Garcia**

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723  
March 1, 2017

The Meeting was called to order 4:35 pm, roll call taken by self-introduction:

MEMBERS PRESENT: Al Austin – COG President - City of Long Beach, Cinde Cassidy – City of Avalon, Sal Alatorre – City of Lynwood, Mayor Robert Garcia – MTA Director, Gene Daniels – City of Paramount, 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, Debra Johnson – Long Beach Transit, Doug Drummond – Port of Long Beach,

OTHERS PRESENT: Kekoa Anderson, Yvette Kirrin – GCCOG Consulting Engineers, Nancy Pfeffer, Karen Heit, COG staff, Kevin Gilhooley – Regional Affairs Officer – SCAG, Michael Kodama – Executive Director – Eco-Rapid Transit, Tonya Martin Field Representative – Senator Ricardo Lara, Maryam Adhani – City Services Bureau, County of Los Angeles, Wally Shidler – Gateway Cities Service Sector Council, Lillian deloza Gutierrez – LACMTA.

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

The Consent Calendar was approved with Cinde Cassidy abstaining.

Mayor Garcia reported on the February MTA Board Meeting highlighting the comprehensive change in the policing strategy. MTA staff recommended changing from a single provider (LA County Sheriff’s Department) to a multi-agency approach. The Police Chiefs from the cities of Long Beach, Los Angeles and the Sheriff signed an MOU of cooperation dividing the County into Los Angeles, Long Beach sectors and agreed upon other county issues. The expectation is that the response times will reduce countywide as a result of this action.

Mayor Garcia discussed a number of improvements associated with a Garcetti, Garcia, Hahn Motion to improve service on the Blue Line, including additional safety improvements and a possible grade separation between the Expo Line and the Blue Line where the lines intersect. He also mentioned the possibility of implementing an express Blue Line train from downtown Long Beach to downtown Los Angeles and the possibility of interlining with the West Santa Branch/Eco-Rapid Transit project. Questions were asked about possible physical space for an additional trackage. He announced that he was discussing significant money left over from Measure M and trying to secure those

funds.

Lillian deloza Gutierrez, MTA San Gabriel Valley Public Affairs Manager, presented findings for the Metro Gold Line Eastern Extension Phase II results. She discussed the two chosen “Build” alternatives; the SR-60 and the Washington Blvd. Alignments. She discussed the outstanding issues with both alignments – the aerial structures for Washington Blvd. and the various regulatory agency objections to the SR-60 alignment. Resolutions of these issues have been under study for the past 18-months. The Superfund issue has to bypass the site by crossing the SR-60 which may prevent Caltrans from expanding the SR-60 in the future. There are issues with Southern California Edison and the height of powerlines as well as an issue with the US Army Corps of Engineers concerning keeping the Whittier Narrows flood plain clear.

Gutierrez explained how avoiding the Garfield aerial aesthetic issue might be resolved by moving the alignment to potential additional alignments along Arizona, Atlantic and possible undergrounding on Garfield. The Garfield alignment is characterized by lots of underground utilities. The Arizona option has the width but land uses are largely residential and a junction would be required in East Los Angeles. Atlantic is a commercial street with a narrow profile, and which eliminated a potential at-grade potential alignment. There are other challenges that make an at-grade alignment doubtful, MTA is examining the possibility of using a deep bore tunnel option and tunneling from the City of Commerce north. The cut and cover method would be required for construction of the stations. There is insufficient funding in Measures R & M to build both alignments so one alignment would be built post 2057. She went on to explain that it is possible to operate both trains although some trains might go from Azusa to Whittier. The results of the report will go to the MTA Board in April.

Kekoa Anderson gave the Strategic Transportation Plan (STP) update discussing the project’s transition from planning to the implementation phase. He cited the Complete Streets project development work that is currently underway. He discussed how the STP has provided the foundation for the complete streets plan.

Nancy Pfeffer gave the Cap & Trade update. She indicated that the program is officially extending through 2020. She reported on the COG’s application for a Sustainable Action Plan Framework, the COG only received \$50 thousand and could use more funding. She is looking at the California Energy Commission for a grant and the limited to cities under 150,000 population which makes for all Gateway cities but Long Beach eligible. Long Beach is doing its own plan.

There was no report on the I-5 Corridor Project. Anderson gave the I-710 update. The I-710 TAC voted to move the Early Action sound-wall program forward and construction plans and bid documents are being readied for construction procurement. Anderson reported on the I-710 Project Committee and the items that addressed the community concerns covered by Motion 22.1. He went on to explain how non-mitigation items and community desires are being addressed outside of the actual project. Mayor Garcia mentioned that the I-710 corridor is on the top of the California National Governor’s

Association list of infrastructure projects. The MTA also requested that the project be placed on that list.

Anderson reviewed SR-91/I-605/I-405 activities. He talked about the SR-91/I-710 work that is being narrowed down to be included in the forthcoming environmental document. He talked about the I-605/5 and I-605/60 interchange and the public outreach for project development and sharing of the Project Study Report. Anderson mentioned that some of the local off-freeway hotspots project development was underway.

There was no LOSSAN report.

The Eco-Rapid Transit report was given by Mike Kodama. He talked about the environmental process that is slated to begin and the MTA's proposal for the development of a Technical Advisory Committee for the participating cities. A question was asked about the date of the first meeting.

Meeting adjourned at 5:15 pm.