

**MINUTES OF THE MEETING  
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE**

**Chair - MTA Director Diane DuBois**

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723

March 2, 2016

The Meeting called to order at 4:33 Role call taken by self-introduction

COMMITTEE MEMBERS PRESENT: Ali Saleh, COG President - City of Bell, Al Austin – City of Long Beach, Owen Newcomer – City of Whittier, Cinde Cassidy – City of Avalon, Diane DuBois - MTA Director, Gene Daniels – City of Paramount, Supervisor Knabe, Sal Alatorre – City of Lynwood, Dana Pynn – Long Beach Transit, Mike Egan – City of Norwalk, City Managers' Steering Committee, , Public Works Officers, KeAndra Dodds – Supervisor Solis, Mohammad Mostahkami – City of Downey, Public Works Officers. Arturo Sanchez – City of Long Beach, Tracy Egosque – Port of Long Beach.

OTHERS PRESENT: ,Maryam Adhami – LA County Public Works, David Hershenson – Metro Community Relations, Wally Shidler – Metro Gateway cities Service Sector, Michael Kodama – Eco Rapid Transit JPA, Mark Kenyon – Northeast Trees, Andres Molina – Parsons Brinckerhoff, , Kevin Gilhooley – SCAG, Jerard Wright – Move LA, Richard Powers, Yvette Kirrin, Karen Heit, Nancy Pfeffer – Gateway Cities Staff.

Diane DuBois gave the MTA Board Recap. The MTA Board approved a Motion that substantial expands the MTA Green Construction Policy to include storm water treatment, use of sustainable materials and recyclables; embrace first and last mile strategies with all transit projects, including improving pedestrian and bicycle access.

One of the most exciting activities is the instruction to do an assessment of any necessary positions focused on technological efficiencies and improvements that would be critical to supporting Metro's sustainability effort, including alternative renewable energy generation technology that could be used for future bus, vehicle, rail and maintenance structures. The Motion also covered partnership and funding opportunities, including an incentive program, to maximize the use of zero or near zero emission technologies in future transit and goods movement corridors.

Director DuBois also indicated that a build alternative was selected for the Rosecrans/Marquardt Grade Separation which was satisfactory to the City of Santa Fe Springs. Rosecrans/Marquardt is at the top of the CPUC most dangerous grade crossing.

She discussed the Board Motion that she authored along with Directors Knabe, Garcetti, Solis that will help move the planning and predevelopment activities for the West Santa Ana Branch/Eco-Rapid Transit Project move forward towards project readiness. The Motion specifically provides the following actions:

“Direct the CEO to return to the Board of Directors within 60days with a budget (not to exceed \$18 million), scope of work, potential funding sources and community engagement strategy for the purpose of pursuing Transit Oriented Communities (TOC) predevelopment and planning activities, in coordination with the City and County of Los Angeles as well as the Eco-Rapid Transit and Gateway Cities Council of Governments, for the West Santa Ana Branch Project.”

Director DuBois then introduced Dr. Gene Kim, MTA Project Manager, Dr. Kim discussed the opportunity to move the project forward and made a presentation to the Transportation Committee ahead of rolling the project out to the public. He provided a review of the Board action and some of the responsible agency comments. He reviewed comments from EPA, ACE, Caltrans and SCE. He went on to discuss the elimination of the aerial configuration on Garfield between Via Camp and Whittier Blvd. that was problematic to the city of Montebello. He went on to discuss the operation of two lines instead of the one.

Kim presented the project map in detail. He discussed the built urban environment and the challenge it presents for the Washington Blvd. alignment. He revealed that there were the original seventeen options and that there are now nineteen as more that have been added to the mix. There was a two-stage screening; analysis went from twenty-seven to eight to three options. He reviewed the previous community outreach that had occurred with the Washington Coalition. He talked about the lost opportunity with not connecting to the Citadel and the developer’s plan to build a hotel and other expansion. He discussed the elimination of some of the other alignments and the reasons why they were eliminated.

He went over the three remaining candidate corridor methods of getting to Washington Blvd.

He went over the Arizona St. alignment, a wide street that could accommodate light rail at grade. There is an issue with this alternative being located in a residential area and removal of street parking. The second alignment was Atlantic Blvd. with its dense business and tight ROW. The last alignment was a Garfield subway and the discussion went to locating portals and day-lighting the LRT along the ROW.

He went over the cost increases that are associated with these new alignment profiles. The costs are significantly higher than the predominately at-grade and aerial configurations.

Kim went on to review the SR-60 alignment and stated that MTA was working with the responsible agencies on their viewpoints for the SR-60 alignment.

He went over next steps for the community meetings in the three alignments. Kim expects to present some results and findings to the MTA Board in the summer of 2016. Director DuBois asked about the SR-60 alignment and the superfund site; specifically how do the two alignments compare. Kim answered that Washington is longer and

therefore more expensive. The length and amount of underground is not known at this time. DD discussed the ridership numbers and how they might influence the costs. Owen Newcomer (Whittier) asserted that the costs per mile and station on the Washington Blvd. are cheaper. A question was asked about the beneficial ridership and the potential for new starts funding from the Federal Transit Administration (FTA). The potential to connect to the Citadel may affect the line ridership. The Citadel and interest in integrating a station into the Citadel (joint development) may be very impactful. A question was asked about the Arizona alignment and the resident's rejection of bike lanes in the past. The challenge is designing an at-grade guideway without losing any parking.

Karen Heit, Transportation Deputy, gave a presentation about the state of the ballot measure and the modeling that is occurring at the MTA. She presented the City of Signal Hill letter and asked if there is consideration for a discussion. Gene Daniels suggested referring the letter and the concept to the City Manager's Steering Committee. Comments were presented by Tracy Egosque, Port of Long Beach. The Committee voted to forward the matter to the City Manager's Steering Committee.

Director DuBois spoke of the active transportation program and the policy guidance program. Karen Heit brought up the circulation of the Active Transportation Strategic Plan and the lack of a presentation for the GCCOG. Yvette Kirrin said she is willing to look at the Strategic Transportation Plan Active Transportation Element and that the MTA was willing to make a presentation for this item.

Director DuBois reviewed the "Operation Shovel Ready" report that outlines an initiative to get as many projects as possible project ready and in line for funding opportunities. Heit brought up that the I-5, I-605-I-710 was conspicuously absent.

Yvette Kirrin gave the STP report and stated that the project is nearing completion and there is still high participation within the communities. The STP will become the foundation for State grant. She also mentioned that TIGER grants are out and project applications should be developed. She went on to discuss the FAST program and the SR-91/I-605 interchange and the SR-91 ramps; these projects have been submitted as FAST projects.

David Hershenson, Metro Public Affairs Manager, gave the Gateway Cities Service Sector Council report. He discussed the service changes including the elimination of a portion of line 460. and transfer of the El Monte segment of the 270 to other operators. He also discussed the opening of the Foothill Extension to Azusa Saturday, March 5.

Nancy Pfeffer, COG Regional Transportation Programs Director, discussed the upcoming Cap and Trade workshop which will emphasize and how to get the money from the state for city projects. It will also look into how to move STP projects forward utilizing Cap & Trade money. There will be technical assistance. She mentioned specific resources that can assist Gateway Cities

Items E,F were deferred to the Board due to time constraints.

Mike Kodama gave a brief Eco-Rapid report thanking the COG for assisting with the Eco-Rapid Transit Legislative briefing.

The meeting was adjourned at 5:45 PM.