CALL TO ORDER: COG President Tony Lima called the meeting to order at 4:03 pm. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Gene Daniels – Paramount, Ron Bates – Pico Rivera, Mohammad Mostakhami – Downey, Tony Lima – Artesia, Bill Pagett – Paramount, Bruce Barrows – Cerritos, Brynn Kernaghan – Long Beach Transit, Rosa Perez – Huntington Park, Tom Modica – Long Beach, Michael Ponce – Avalon, Mike Egan – Norwalk,

COMMITTEE MEMBERS ABSENT: Diane DuBois – MTA Chair, James Johnson – Long Beach


MTA Chair DuBois was in Japan inspecting the Metro Light Rail Vehicles, Karen Heit, Transportation Deputy, presented the MTA board recap. The Metro Board approved moving forward with the COG initiated Community Infrastructure Partnership Program that bonds local returns funds for use in larger scale transportation projects. The MTA will have an official SUPPORT position for SB 1204 Senators Lara/Pavley bill for a clean truck and bus program. The Measure R subregional Highway Project List was approved containing both I-605 corridor hot spots projects and the I-710 south early action projects. The Board approved a resolution allowing the MTA to negotiate a $856 million TIFIA Loan with the FTA for the Purple Line Subway extension there was extensive discussion about the MTA processes in moving forward with the CIPP. Heit discussed the Saturday March 29th Fare Hearing where over 300 people were present and 165 spoke.

Jerry Wood, Transportation Engineer, presented the Active Transportation Plan element of the Strategic Transportation Plan (STP). This element of the STP through a bottoms-up approach, discusses the bicycle and pedestrian networks throughout the Gateway Cities subregion. The plan identifies problem areas and designs and plans for various projects to address issues for these modes. The purpose of plan is to pull together best practices, as well as existing and planned facility maps. The STP team is looking for the adoption of this element by the COG Board and Transportation Committee. Jessica Meany from Safe Routs to Schools expressed concern about the draft element not
going far enough to achieve active transportation goals by including implementation. She opined that the projects on the list were a great start but the element needs to go farther. Meany encouraged the project team to coordinate with San Gabriel Valley COG who is putting together an active transportation plan that seeks out funding from the state. Wood explained that the STP including the Active Transportation Element is a forever changing document and additions can always be made to it; it will continue to change and morph with the region as it changes. Rosa Perez expressed her concern with the plan in regards to the fact that it did not include any of the Southeast cities within it. Perez explained that she did not want to approve a plan that did not include these cities. The Committee decided to direct staff to continue outreach for this plan and element and fill in any gaps in the active transportation system.

Barry Mason discussed the Truck Enforcement (TENS) element of the STP. This is an issue that has taken a long time to develop because of its complexity. Truck enforcement is a huge need throughout the nation and especially in GCCOG. Trucks are violating weight regulations and requirements and this is negatively impacting infrastructure and safety within Gateway Cities. Truck trips will grow into the future and issues will continue to get worse. The purpose of this study was to identify locations for permanent TENS facilities. Two sites are being looked at; one on the I-710 and one on the I-405. This study also looks at an automated virtual screening system throughout the region as well that identifies out-of-compliance trucks remotely. Automation is crucial and it will take something beyond traditional approach to make it happen. Strategies to TENS program were discussed by the Committee. The project team is asking that the Transportation Committee and the COG Board to concur with the findings and approach identified for this report. The committee expressed concern about added congestion caused by these new facilities on arterials and freeways. The locations should not be located in areas of known congestion. Mason clarified how the automated system functions and how it would prevent congestion. Tom Modica explained that Long Beach is against this program as it might cause overweight trucks to go into neighborhoods in order to avoid detection. The Committee ultimately decided to not move forward with this item so that more discussion can occur.

David Hershenson presented matters from Gateway Service Council. He discussed the fare hearing in more detail. Hershenson discussed his new promotion in managing outreach for the Metro Gold Line Eastern Extension Phase II project. He then updated the committee on the standing of the environmental document. As soon as FTA clears it, it will go out for public circulation. Ron Bates discussed concern and issues with the Washington alignment and the stations that have potential for funding. He explained that the MTA needs to wait to make decisions about station positioning until an alignment is chosen.

Karen Heit discussed LOSSAN. Right now OCTA, the administrative entity for the LOSSAN Agency is negotiating the Interagency Transfer Agreement (ITA) with the State of California for the takeover. A Major concern for LOSSAN is federal funding for the commuter rail; without the funding service on the corridor would have to terminate.
Yvette Kirrin, I-5 JPA Executive Director, discussed I-5 JPA project construction. Caltrans is still monitoring the I-5 Florence interchange. It is very close to awarding. This highly impactive project. The other project phases are under construction and moving forward.

Jerry Wood discussed the I-710 EIR/EIS corridor project. There will be a discussion on the alternatives at the May 29th Project Committee meeting. The Team is looking at various alternatives and deciding which to recommend for inclusion in the recirculated document. An RFP for the soundwalls will go out to bid in a few weeks from the MTA as the Aesthetic Plan has been concluded.

Wood discussed the 91/605/405 corridor project. The most recent Project Committee meeting was able to provide recommendations to move this project forward. The environmental documents for two projects will start to move forward. There will be a feasibility study conducted on the 405/605 interchange. All work is being done through the recommendations of the TAC which makes attendance and quorum at these meetings extremely important. The 33 I-605 “hot spots” intersections approved by the MTA are being environmentally cleared.

Wood discussed I-405 HOV widening project in Orange County. The MTA and OCTA and the COG meet quarterly now. OCTA does not know what is going on with their project yet and what will come out of it. Caltrans District 12 is taking their time to make a decision.

Wood discussed the STP. The STP is on schedule to be done in July or August. There will be more attempts to approve more individual elements in the upcoming months. There is a lot of interest in what we are doing up in Sacramento. There is a good chance for receiving Cap’n Trade for some of our projects. Traffic modeling and the funding and financing plan are moving toward completion being completed. The updated Air Quality model is moving forward as well.

Karen Heit updated the committee on Eco Rapid Transit project. MTA and ERT are working together on funding agreements between participating cities to get them through technical studies and issues. There are draft guidelines for station design standards that will be discussed at next ERT meeting for each of the station areas that are being looked at. Ron Bates commended work that ERT has been doing on station design.

Meeting adjourned at 5:19 pm