CALL TO ORDER: Diane DuBois called the meeting to order at 4:10 pm. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Gene Daniels – Paramount, Ron Bates – Pico Rivera, Mohammad Moshtakami – South Gate, Tony Lima – Artesia, Bill Pagett – Paramount, Sergio Infanzon – Bell Gardens, Bruce Barrows – Cerritos, Ken Farfsing – Signal Hill,

COMMITTEE MEMBERS ABSENT: Diane DuBois – MTA Director, Port of Long Beach Representative – Eric Shen, Bill Pagett – Paramount, Ray Dunton – Bellflower, Dana Lee – Long Beach Transit, Tom Modica – City of Long Beach, Bruce Barrows – Cerritos, Cheri Kelley – Norwalk,


Harry Baldwin, Director of SR-710 Freeway Coalition – looking for support for the options under study from the MTA, is asking to have support for the City. The EIR will be out the first of next year. He mentioned the various alternatives that are being examined as part of the AA and eventually as part of the Environmental work. Baldwin discussed the Regional RTP and the impact on air quality. He is asking for support for the work that Caltrans and MTA are doing. Director DuBois stated that the project is being studied and that there was no need for further action. Jerry Wood addressed that the I-710 traffic modeling which has included modeling with and without the SR-710 project. Questions were asked about the impact on I-710 project. Baldwin is willing to wait for the COG to see the impact on the SR-710.

Consent calendar was approved without discussion.

MTA Director DuBois presented a recap of the May Metro Board Meeting mentioned the Crenshaw enhancement project She cited a loss of $80 million in funding that would have been available to the County as a whole or remained as a reserve. The MTA Board passed the item without discussion of using the money in other subregions.
Heit explained the Acceleration Plan and the concerns. Discussion ensued about the lack of benefit for Gateway Cities. An action was taken to ask the Board to approve sending a letter to MTA opposing the Acceleration.

Rod Diaz presented an exploratory study to link OC and LAX. This came about as a conversation between OC/LA Counties. Discussion took place as to whether or not Amtrak and Metrolink trains could access the Green Line tracks to get to the Airport. The results: there are problems with safety, physical compatibility, and no growth in new service. The Green Line service is too heavily utilized to allow for additional train service. Three different sets of projects were examined instead, (handout). Looking at 3 - LAX strategies, extend the Green Line and LOSSAN trains on the Harbor subdivision to LAX. Make them transfer on the Harbor subdivision from Union Station to LAX along the Harbor subdivision. The LAWA Specific Plan has a mention of a People Mover but does not have authorization. Information is being transmitted to OCTA. Orange County is not ready to fund anything, especially not in LA County.

Jerry Wood reviewed the background for the Air Quality Action Plan (AQAP) – final report and why the COG is doing it. He reviewed the five objectives from the OPC report. He discussed the attainment that will be reached in 2035 and reviewed the PM status with the existing “booked” regulations. A question was asked about the PM 10 vs, PM 2.5 attainment: PM 10 attainment has been reached. He went on to go over the Early Action Projects (EAP) and what can be done to further reduce air pollution. There is a cost penalty associated with some of the improvements – no recommendations have been made to implement those techniques. He further discussed the suggestion for additional monitoring and rolling out.

Wood reviewed each objective and how the plan addresses each objective and the impacts that can be measured. There was discussion about the costs and the implementation of some of the EAP Measures. Sergio Infanzon asked about a hard implementation schedule; the answer depends on funding. A question was asked about using the Cap n’ Trade funding for implementation when the governor allows the Cities to receive it. A Motion was made to try and establish funding for monitoring stations that were wanted over 15 years. Staff is to return with a draft air quality monitoring plan for all Gateway Freeways within 90 days. Move to send the report on to the Board.

I-710 Maintenance Demo continues to roll out and landscaping bids are in and will be awarded shortly. Complements were given to Caltrans on the payment rehab that has resulted in quieter freeways.

David Hershenson spoke about the Gateway Cities transit summit. He reported on the Blue Line report generated by the City of Long Beach.

LOSSAN report was given. The MTA is bidding to be the managing agency, the report will be given next June 19th.
I-5 JPA deferral to Board meeting with closures

Wood gave a presentation on the traffic modeling, the recommendations from the new modeling for the recirculated EIR/EIS associated with the I-405 Widening project in Orange County. Orange County, Long Beach, and the COG are still talking and Orange County is reevaluating the potential impacts on LA County from two lanes and from no build. GCCOG and South Bay are starting to coordinate on the entire corridor.

SR-91/I-605/I-405 – There is more analysis need for the Project Reports for the three target projects; SR-60/I-605, I-405/I-605, and the SR-91/I-710. The work is proceeding.

The Strategic Transportation Plan (STP) is coming together and includes an Active Transportation Plan. The COG is working with storm water treatment methods. The STP draft funding plan is being reviewed. Ron Bates discussed the Rio Hondo bike plan missing link, and asked that Pico Rivera be consulted.

Eco-Rapid Transit – there was no new activities other than the procurement process for the MTA Technical engineering study.

Meeting adjourned at 5:30