CALL TO ORDER: Diane DuBois called the meeting to order at 4:09 pm. Roll-call was taken by self-introduction.


COMMITTEE MEMBERS ABSENT: James Johnson – Long Beach


Director DuBois presented the Los Angeles County Metropolitan Transportation Agency (MTA) February Board Meeting recap. Items of note that passed where: an approach for the Subregional Mobility Matrices being conducted for other COGs throughout the County, and the incorporation of Low Carbon Fuel Credits into processes New public comment rules were approved in full by the Board.

Director DuBois discussed the Metro ExpresseLanes Net toll revenue reinvestment grant application package. The Gateway subregion has a number of cities that lay within the three mile project corridor boundary and are eligible to apply for grant funding. These cities include: Montebello, Vernon, Huntington Park, South Gate, Lynwood, Compton, and Industry. Applicable projects would have to improve mobility and congestion on arterials and highways associated with the I-110 and I-10 freeways. The committee discussed which cities could apply and the types of projects and locations of them that could apply.

Karen Heit, Transportation Deputy, discussed the Community Investment Partnership Program (CIPP) that will be presented and taken to the MTA Board for approval in March. The CIPP is a funding strategy where cities, both small and large, are able to bond their Measure R and Props A and C local return funds in order to pay for larger scale transportation projects within their cities. Cities would submit their bonding requests to the MTA to create a comprehensive bond issue. There is a critical funding mass that needs to be achieved to be feasible and receive low interest rates. The MTA
would function as the bonding entity. The MTA has done this in the past for cities that have requested it. The request is to bring this funding strategy to the entire county to implement local projects coming out of the Mobility Matrices and the Gateway Cities Strategic Transportation Plan (STP). This opportunity will be entirely voluntary on the part of participating cities. Hopefully there is sufficient countywide interest to make this attractive on the bond market. MTA’s preliminary reads is positive if there is sufficient interest on behalf of LA County cities. South Bay and San Gabriel Valley COGs have expressed interest as there are projects that they cannot currently fund but would like to. Ron Bates discussed the relatively negative reaction to this program at the Gateway City Managers Steering Committee but then expressed his support for use throughout the rest of the county. Chelsea Simandle, Assistant Planner, explained the importance of this program going countywide and gaining enough support and interest to obtain attractive interest rates. There was concern about how the money could be used and if it needed to be used on common projects countywide. There was discussion about how restrictions on how the funds used would be based on those restrictions inherent in Measure R or Prop A or C local return rules. Discussion proceeded around risk of defaulting on the bonds. Ron Bates explained that the problem in Gateway Cities is that too many cities have too much money already committed.

David Hershensen presented matters from Gateway Service Council. He discussed Metro’s pending fare restructuring and the public hearing that will be taking place on March 29th. The Service Councils have been conducting their own public forums throughout the subregions for customers that are unable to attend the Saturday hearing. Hershensen discussed the two proposals that are going forward to the MTA Board. He discussed MTA’s low fares and the impact this has on an anticipated operational deficit in 2016. There has been significant public outreach done on this public hearing. DuBois encouraged people to attend the public hearings.

Yvette Kirrin, I-5 JPA Executive Director, updated the Committee on the I-5 project. Construction is coming along on various segments. Public outreach is being done surrounding the impacts of construction, durations, and how people can get around during construction. School bus services are being set up during peak hours to mitigate impacts to children crossing the Florence Bridge. Kirrin discussed the TIGER grant funding program that is coming out and asked the Committee for advice on applying for this grant. Committee members explained that it is an excessively long and complex process that is not always worth the money. Mohammad Mostakami inquired about Florence and the construction impacts. There was continued discussion about the extensive construction impact to the community on and around Florence. Potential issues involve impacts to neighborhoods, the ability to map out detour routes, pre-construction signage and outreach, interagency coordination, and serious traffic impacts.

Jerry Wood updated the Committee on the I-710 project. The project team is looking toward recirculating a revised environmental document in May of this year. Early Action Soundwalls are moving along and should begin procurement soon.
Jerry Wood updated the Committee on the 91/605/405 project. Design work will be proceeding soon on the 33 I-605 intersections. RFPs and scopes of work are out for bid. The project team is moving forward with two projects at different interchanges for environmental reports and documents. Wood commended the people that attended that Project Committee meeting and voted to move everything along. MTA staff is studying putting HOV lanes on the I-405; this study turned out to be more of a study of putting HOV lanes on the I-605 and I-105 which would be less beneficial to the Gateway Cities. There was discussion about interfacing with Orange County and the decisions that are being made in Orange County on the I-405. COG staff will continue to work with OCTA assess impacts.

Wood updated the committee on the STP. Next month there will be reports presented to the Committee for approval at the end of the STP process. It is important to move the STP along as quickly as possible to get projects ready for funding opportunities. as may arise from potential MAP-21 Federal Reauthorization Bill, a new sales tax, or Cap n Trade money. Throughout the country, the Gateway Subregion is seen as most innovative when it comes to freight planning and movement. Wood discussed the completion status of the various sections of the STP.

Mike Kodama presented the Eco Rapid Transit update. MTA, the COG and Eco-Rapid are negotiating agreements for staff support during the technical refinement study.

Karen Heit discussed issues involved with the transfer of Park n Ride lots from Caltrans ownership to MTA ownership. Caltrans is reluctant to release the lots to MTA. Strategies for handling these issues were discussed.

Meeting adjourned at 5:14 pm.