

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

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723
May 3, 2017

The Meeting was called to order 5:02 pm, roll call taken by self-introduction:

MEMBERS PRESENT:

- Al Austin – COG President
- Mayor Robert Garcia – MTA Director
- Doug Drummond – Port of Long Beach
- Mike Egan – Chair, City Managers Steering Committee
- Christian Hernandez – Board of Directors
- Debra Johnson – Long Beach Transit
- Mohammad Mostahkami – Public Works Officer
- Bill Pagett – Public Works Officer
- Jose Pulido – City Managers Steering Committee
- Diana Tang – City of Long Beach

OTHERS PRESENT:

- Kekoa Anderson – Gateway Cities COG
- Julia Brown – MTA
- Fernando Dutra – COG 2nd Vice President
- Greg Farr, Caltrans
- David Frownfetter – State Senator Ricardo Lara
- Karen Heit – Gateway Cities COG
- Kalieh Honish – MTA
- Yvette Kirrin – I-5 JPA
- Luke H. Klipp – MTA Board Deputy
- Michael Kodama – Executive Director of Eco-Rapid Transit
- Juanita Martinez – NCE Engineering & Environmental Services
- Tim Patton – Acting Deputy to Long Beach Mayor Robert Garcia
- Nancy Pfeffer – Gateway Cities COG
- Wally Shidler – Metro Service Council
- Bonnie Temple – Kittelson
- Sharon Weissman – MTA Board Deputy

The Consent Calendar was approved without objection (Pulido moved/Drummond seconded).

Mayor Garcia began by reporting that he had a chance to tour the I-5 freeway with Mike Egan and with Metro staff, and he also received a briefing from the I-5 Joint Powers Authority. Additionally, he talked about general issues related to the Metro Green Line.

Mayor Garcia reported on several items from the April 27 Metro Board Meeting. Regarding the Eco-Rapid Transit Corridor, he noted that the Metro Board voted on the four preferred staff options, selected from an initial list of six options. He stated that the four preferred staff options are all similar in the Southern portion of the line up to about Huntington Park. He distributed a Metro presentation on the four options, showing the difference in the routes between Huntington Park and downtown Los Angeles. He stated that an essential discussion item for the four alternatives is whether or not the Eco-Rapid Transit line connects with the Metro Blue Line, or if it takes a more easterly north-south route that does not connect with the Metro Blue Line. He stated that Metro staff will present at a Gateway Cities COG meeting so that cities can give their feedback on their preferences.

Mayor Garcia noted that the first new train on the Metro Blue Line began revenue operations on Monday, May 1. He stated that Metro will be replacing all of the original rail vehicles over the next couple years. He mentioned that the City of Long Beach is working on the light synchronization on the Metro Blue Line along Long Beach Boulevard. He also stated that Metro has a goal to cut ten minutes off of the full travel time between downtown Long Beach and downtown Los Angeles.

Finally, Mayor Garcia mentioned the Metro Board's approval of a motion by Supervisor Solis to extract the bike corridor portion of Motion 22.1 from the rest of that motion, as it pertains to the I-710 project, in order to allow for construction to proceed on the bike corridor in advance of the remainder of the project.

The report was received-and-filed without objection (Drummond moved/Pulido seconded).

Mayor Garcia introduced Kalieh Honish from Metro to present on the draft Measure M guidelines.

Reports – Committees/Agencies

Kalieh Honisch from Metro presented on the Measure M guidelines. [Handout distributed to committee members]

Honisch reported that:

- Measure M is more comprehensive and complex than Measure R and does not have a sunset.
- Measure M has increased oversight and evaluation mechanisms.
- Proposed Draft Guidelines seek to: reinforce fiduciary responsibility; provide guidance framework for all aspects of Measure M; and use lessons learned from Measure R
- No project will be negatively impacted by the advancement of any other project.
- Metro wants to see project readiness before funds can be locked down for that phase of a project.

- Regarding the Multi-year subregional programs, these (1) were developed from the mobility matrices; (2) meet the guideline definitions; (3) remain within expenditure plan program funding, with flexibility being built in for Subregions to borrow from their own multi-year program funding); and, (4) must meet “timely use of funds” requirements.
- Additional guidelines will be developed for 2% ATP, 2% Highway, and 2% Transit (system connectivity). A small amount in each of these funding streams is already earmarked for certain projects.
- About half of Measure M funds will go to LA county transit operators, cities, ACCESS Services, and Metro to address mobility in Los Angeles
- May 26 is the deadline to submit public comments on the draft Measure M guidelines.

The committee members asked questions of Kaylieh Honish.

Fernando Dutra asked what is meant by “project readiness”. Honish responded that a precise “project readiness” definition is still under development. Technical criteria for this will require further time, and Metro will take another year to fine-tune these criteria.

Mike Egan asked about the \$100K minimum local return issue, clarifying that the intent has been to create a minimum using another pot of funds that would not take from other cities. He expressed concern over how this gets structured. Mayor Garcia responded to Egan that no decision has been made regarding a minimum for local return. The Mayor is trying to figure out a mechanism for smaller cities to get supplemented without taking funds from other cities.

Mike Egan stated that there is very strong concern in Norwalk regarding the 3% local share requirement. The Green Line extension’s benefit to the City of Norwalk would be negligible, since the connection to Norwalk Metrolink/Amtrak station is the big rationale. Egan also asked about the lapsing policy, which Honish stated is 3 years plus 1 (or 4 years total).

Egan asked any considerations by Metro for jurisdictions seeking approval for a larger project than might be funded exclusively by Measure M funds. Honish urged the COG to provide these concerns/comments officially to Metro. Mayor Garcia noted that if there’s a project that requires multi-year of funds, there should not be an issue with that. Honish clarified that, for specific situations, Metro is willing to work with cities to make sure that more accessible colors of money are available to them and to ensure that requirements for certain colors of money don’t hinder projects. Honish also noted that SB1 will provide additional resources in the future.

Mohammad Mostahkami asked about guidelines still needing to be developed in the next year. Honish stated that right now Metro just has an index of locations in the guidelines that will require further time for development in the next year. In the case of countywide BRT, there’s a note in the guidelines about development of an updated strategic countywide plan, which will include technical requirements for a technical BRT process

including performance metrics for determining various phases for BRT “pots” of development.

Mostahkami asked about the 3% local share requirement and whether cities’ work on first/last-mile is eligible. Honish responded that the criteria for this are still under development and invited further comment to be submitted by the COG on this point. Honish did clarify, however, that first/last-mile betterments have to be within the project development scope; anything added that was not previously considered would be considered a “betterment.” Anything that’s part of the project development scope that is paid by a city would be included in the 3% local share requirement.

Mostahkami asked about the 2% ADA/Paratransit/Seniors discount item and whether any transit provider that offers ADA paratransit services on behalf of LA County transit operators is eligible to receive these funds. Honish did not recall exactly, but stated that the draft guidelines use recurring language that can be found in the FAP distribution.

Mayor Garcia requested that these and other suggestions by committee members be sent to the COG chair.

Motion to Receive-and-File (Dutra/Pulido 2nd): Approved without objection at 5:37PM

Karen Heit reported on the Multi-Year Subregional Equity Funds. Heit stated that these funds are not included in the Measure M expenditure plan, but are in the multi-year programs. There are no funds allocated to these funds. She recommended including this in the COG’s comments to Metro, requesting that the all COGs be afforded the same courtesy that the San Fernando Valley was provided (within the next year). Heit stated that Metro is suggesting five-year allocations. The Gateway COG is supposed to receive \$244,000,000 in these funds over 40 years.

Motion to approve report (Egan/Dutra 2nd): Approved without objection at 5:41.

Motion to table report on Strategic Transportation Plan (STP) Update (Dutra/Sulido 2nd): Without objection at 5:42PM.

Meeting adjourned at 5:43PM.

**MINUTES OF THE MEETING
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITEE
Chair - MTA Director, Long Beach Mayor - Robert Garcia**

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723
August 2, 2017

The Meeting was called to order 5:10 pm, roll call was taken by self-introduction:

MEMBERS PRESENT: Cinde Cassidy – City of Avalon, Mayor Robert Garcia – MTA Director, City of Long Beach, Young-Gi Harabedian – Fourth District, Supervisor Hahn, Deborah Johnson – Long Beach Transit, Bill Pagett – Public Works Officers, Mike Egan – City of Norwalk - Chair, City Manager’s Steering Committee, Mohammad Mostahkami – City of Downey – Public Works Officer.

OTHERS PRESENT: Sharon Weismann – Transportation Deputy, Kekoa Anderson–GCCOG Consulting Engineer, Nancy Pfeffer, Karen Heit, COG staff, Tonya Martin - Field Representative – Senator Ricardo Lara, Lance Driscoll – City Services Bureau, County of Los Angeles, Wally Shidler – Gateway Cities Service Sector Council,

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

Consent Calendar approval postponed due to lack of a quorum.

Mayor Garcia discussed the appearance of members of the Eco-Rapid JPA Board that appeared before the Metro Board at the July Meeting, mentioning the attention and excitement that surrounds this project. He discussed the approval of planning/engineering funding for two I-605 “Hot Spots” projects that were approved at the MTA Board meeting. Mayor Garcia reported on an action by the MTA Board to purchase 95 all-electric buses as a trial for the eventual implementation of an all-electric fleet. He talked about the SB-1 Caltrans projects that are currently going to be approved and be implemented including a substantial pavement rehabilitation project for the I-5.

Karen Heit, GCCOG Transportation Analyst – outlined the SB-1 local subvention program and how it differs from other gas tax funding. She outlined the compliance requirements that cities must perform to access the money. There are city council requirements that must be met and reporting requirements on the back end. There are still questions about how long the funding can be allocated and how to program multi-year projects. Mohammad Mostahkami gave an update on requirements that changed since the posting of the agenda; the guidelines have been extended and the project due date has been extended to October 15th. If cities have midyear projects they can be added. Applications

are expected to be simple and the budget may merely list the project within capital projects listings. After the project is finished it must be submitted to the California Transportation Committee.

Mayor Garcia asked about other SB-1 categories and remarked upon some Caltrans work in the Gateway Cities area most notably - Active Transportation project applications that were due yesterday for cycle 3 of the ATP. Cities who have submitted under cycle 1 & 2 and weren't successful were able to apply; successful applicants were not eligible. Mike Egan asked about next years' allocation and the requirements. Mostahkami discussed about the Maintenance of Effort requirement to that will required for each year of funding.

Mayor Garcia reported on safety improvements to the Blue Line since the majority of it is patrolled by either the Long Beach or Los Angeles Police Departments.

Karen Heit gave an update on the progress with the COG STP and the process for prioritizing projects underway with the STP TAC.

Mayor Garcia introduced the two bike share programs. Lea Yim from MTA gave a report on the Countywide bike share effort sponsored by Metro. She played an MTA video on downtown Los Angeles bikeshare that described the program. Bikeshare is considered a critical component of removing single occupancy vehicle trips. She went over the features of the bikes available for rideshare and the docking. She discussed a new bike that has built in guidance and checks out from the bicycle not from the docking station. She went over the various ways to access the system and information. She talked about the maintenance of the bikes and the company that has the exclusive contract.

She went over the fare structure, including single use, a flex-pass and a monthly pass and the various reduced and student fares as part of the ridership relief program. She went into the existing and proposed uses of the TAP card and the potential for use of the TAP card. Full TAP integration will allow the TAP card to pay for the bike ride.

The next presenter was Tony Cruz, the City of Long Beach Bike Ambassador. Cruz discussed the system adopted by the City of Long Beach and others before the MTA decision to go with a single proprietor was determined. The Long Beach system which has been in effect for 2 years. He talked about "balancing the fleet" which is placing bikes at convenient locations and making sure they are evenly distributed. He went over the locations and number of stations including the implementation of pay stations. He went over the payment plan for Long Beach bikeshare and various pricing structures, including corporate and Cal State Long Beach student plan. Cruz reviewed the bike's features as well as the operations and maintenance costs. The Long Beach bikes have real-time GPS that helps them stayed located and facilitates "balancing". A question was asked about when the bike racks are full what do you do with the bikes. The bikes can be left in the vicinity of the station as there is s Geo-fence.

A question was asked about the price-point for First/Last mile utility and transfers. Can the bike leg count as part of a transit transfer? Another question was asked about how a

city could join the bikeshare program. MTA requires a letter of intent where they bring a consultant on board.

Julia Brown, Metro Communications Mgr. discussed the I-710 release of the RDEIR/RSRIS and the upcoming scheduled public hearings. The document was released on July 21, for a 60-day comment period. The public hearings were set for the last weeks in August. Hearings are scheduled for the city of Commerce, Paramount and Long Beach. She indicated where the flyers were located and asked cities to place the information on city web sites.

The Meeting Adjourned at 5:53