

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
February 1, 2017**

The Meeting was called to order 4:40 pm, roll call taken by self-introduction:

MEMBERS PRESENT: Mayor Robert Garcia, Director – MTA, Gene Daniels - Supvr. Hahn, Doug Drummond - Port of Long Beach, Mike Egan –Chair City Manager’s Steering Committee, Jose Pulido – City Manager’s Steering Committee, Diana Tang – City of Long Beach, Bill Pagett – Public Works officers, Mohammad Mostahkami – Public Works Officer

OTHERS PRESENT: Lillian Burkenheim – Eco-Rapid Transit JPA, Sharon Weissman – Transportation Deputy, Nancy Pfeffer, Karen Heit, Kekoa Anderson, Yvette /Kirrin – GCCOG staff, Wally Shidler, Gateway Cities Service Sector Council, Robert Calix, Julia Browne, Philbert Wong – MTA.

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

The Consent Calendar approved, with Mohammad Mostahkami abstaining. Director Garcia introduced himself and outlined his approach for representing the COG on the MTA Board of Directors. He introduced his Transportation Deputy, Sharon Weissman. He talked about the news concerning the two public/Private/partnership (3P) offers that are moving forward to accelerate construction of the second phase for the WSAB/Eco-Rapid Transit project. He also mentioned the need to assist the smaller cities in achieving a fair share of local return. Mohammad Mostahkami commented on the local return equity, commenting on the efforts of the local return working group. Mostahkami indicated that the working group wants to retain the strictly population-based formula but is open to other methods. Bill Pagett talked about utilizing a minimum return of \$400,000 reminiscent of the funding formula used in distributing the ARRA funding.

Director Garcia introduced Philbert Wong from MTA who presented the Express Lane Strategic Plan. This plan started from a Board Motion adopted in 2014. The study was consistent with the SCAG Regional Express Lane study. The Strategic Plan development was a two-step process with operational and financial screening elements. The plan also used qualitative analysis that included connectivity and accessibility. This modeling resulted in three Tiers for project implementation. He reviewed the Tier I projects noting those with and without funding.

Wong went over next steps for plan implementation includes creating funding plans for the non-funded projects. Yvette Kirrin brought up the competitive nature of the Express Lane project with other COG priorities as well as the need for close coordination with other highway initiatives especially the activities of the SR-91/I-605/I-405 working groups.

Karen Heit, Gateway Cities COG Transportation Analyst, gave a brief report on the MTA

Policy Advisory committee status and the recent inclusion of representatives from all of the COGs. She also discussed where the process was and that the first meeting is scheduled for April. There was some discussion about who the representative from the COG should be and Heit replied that MTA's expectation is that a senior staff member; a City Manager or Public Works Director represent the COG. Director Garcia stated that a process would be created before the next meeting and a COG representative would be selected.

Yvette Kirrin, GCCOG Consulting Engineer, gave a brief review of the GCCOG Strategic Transportation Plan (STP) process and where the project process is at this time. There is a dedicated data base and a list of projects that can be updated into the STP and modeled for their air quality benefit. The STP will need care and updating; the cities have been asked to prioritize their projects.

Robert Calix, MTA Public Affairs Manager, gave the Gateway Cities Service Sector Council report. He reported that elected service sector council members have been active in improving service. He discussed the success of the U-pass program and indicated that it was going to be expanded. Calix introduced the new Public Affairs Manager, Julia Brown, who will handle the sector matters and other MTA project communication contacts with the GCCOG. Calix went on to give the dates for the Metro Gold Line Phase II Extension public meetings. Gene Daniels, Service Sector Council Member, stressed the lack of security on the Blue Line and the reality and perception of safety. Director Garcia discussed the upcoming security contract at the MTA Board to change the security plan and Metro system policing and stated he would agendaize this issue for the next meeting.

Nancy Pfeffer, COG Transportation Director, discussed the availability of Cap & Trade funding due to come from the sale of credits. She talked about the lack of success for most Gateway Cities trying to compete for grants with the exception of Long Beach and stated that projects with developers participating were more successful.

She announced that the SCAG Climate Action Plan grant the COG received was less than desired but the COG did receive a \$50,000 grant. There is a chance that more money may be available in a few months. She indicated that the COG is going to apply for an upcoming best practices sustainability grant. She indicated that the SB 32 goals are by city and she would like to see that changed to apply to subregional groups as well.

Yvette Kirrin, I-5 Executive Director, gave the report on the I-5 Corridor reporting on percentage completed by segment: Florence Ave. 30% complete, Imperial/Norwalk 75%, Rosecrans 83% Valley View just began and the Carmenita Rd. bridge project is almost complete. Valley View is initiating closures beginning tonight for demolition. There will be full weekend evening closures for the demolition of the Valley View bridge. Kirrin moved on to the SR-91/I-605/I-405 report discussing that the I-605/I-5 is continuing to progress towards 2019 project development. The project lacks a funding plan to allow it to proceed to the construction phase. The I-5 corridor (I-605/I-710) federal earmark is being activated to finance completion of the project environmental documentation but there is no funding for freeway construction until 2035. Director Garcia suggested that the

I-5 Corridor might be a candidate for an unsolicited 3P offer.

Kekoa Anderson, GCCOG Consulting Engineer, gave the I-710 Corridor project report citing the upcoming Project Committee presentations that were given from the engineering work and gave the Motion 22.1 update and how each item has been studied and how the planning is being reconciled with the Rivers and Mountains Conservancy efforts as well as other LA River activities and the upcoming I-710 Livability initiative. There has been a lot of public comment on what was and wasn't being done with the I-710 corridor project and how the STP and other planning activities affect the project including those items outside of the environmental process. He discussed the arterial masterplan and how there are alignments within the I-710 project area. He announced that where various community desired projects have been funded by other programs as they will be decoupled from the I-710 project. He went on to talk about soundwalls being the first element to be constructed. Mohammad Mostahkami asked about the schedule for the environmental review. Gene Daniels indicated that the majority of the comments were concerning the loss of houses in the Commerce area. He also said there should be meetings at least quarterly.

Anderson continued with the SR-91/I-605/I-405 report. The TAC met last month but there was no CCC. He said that there is a schedule for the years' meetings which will allow the public to engage. He said that the "Hot Spots" are moving forward through the state-mandated study process. The I-605/I-5 and related projects are being combined to assure that there is a comprehensive environmental review. The SR-91/I-710 interchange is being funded out of the SR-91/I-605/I-405 effort and not the I-710 looking at the eastern portion of the interchange. It is in the Project Study Report (PSR) stage and will carry forward to meet the I-710 effort. The information will benefit the I-710 project implementation process.

Karen Heit reported on LOSSAN, stating that the JPA had approved the revised business plan and that there was concern about continued federal funding.

Lillian Burkenheim, Eco-Rapid Transit JPA staff, reported on Eco-Rapid Transit project; stating that the EIR process has begun and the corridor cities will be engaged and the unsolicited 3P proposals submitted to the MTA have been narrowed down to two and the second phase of proposal evaluation is beginning and the communities will be involved.

The meeting adjourned at 5:37 pm.