

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

**Chair - MTA Director, Long Beach Mayor - Robert Garcia
Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723
February 5, 2020**

The Meeting was called to order at 4:10 pm, roll call was taken by self-introduction:

MEMBERS PRESENT: MTA Director/Mayor Robert Garcia – City of Long Beach, Immediate Past President Fernando Dutra – City of Whittier, COG President Diane DuBois – City of Lakewood, Thaddeus McCormack – City Manager, City of Lakewood, Martin Reyes – Supervisor Hilda Solis Office, Lisa Rapp – City of Lakewood, Maria Davila – First Vice President, Gateway Cities COG – City of South Gate, Commissioner Steven Neal – POLB, Tracy Beidleman – Long Beach Transit

OTHERS PRESENT: Sharon Weissman– Metro Transportation Deputy, Nancy Pfeffer, Karen Heit - GCCOG staff, Theresa Dau-Ngo, Manager, Transportation Development, Nina Turner, Local/Regional Liaison, Matt Acres – Port of Long Beach, Julia Brown – Community Relations Manager, Jenny Cevallos – Metro, Lance Grindle – LA County Dept. of Public Works, Norm Emerson, Emerson Associates

The meeting was called to order at 4:45 pm, Roll call was taken by self-introduction.

There was no general public comment.

The Consent Calendar was deferred until a quorum was reached.

Mayor Garcia began with good news concerning the Metro Gold Line Eastern Extension Phase 2 process selection of the Whittier alignment as the preferred alignment. He indicated that the Gateway Cities serving project were approved by the Metro Board; Transportation Deputy Sharon Weisman passed out lists of projects. Mayor Garcia indicated that the I-710 process was not moving as quickly as it should.

Mayor Garcia called upon Nancy Pfeffer to report on the West Santa Ana Branch City Managers' Technical Advisory Committee. She indicated that the first meeting went well and that John Moreno, City Manager of Paramount was selected chair and that Gilbert Livas, City Manager of Downey was selected vice chair. She reported that nine out of the ten of the impacted jurisdictions came to the meeting. MTA staff was eager to present information that would impact all cities including the environmental review process and other issues. She highlighted that conversations about right-of-way were occurring with Union Pacific Rail Road and that negotiating effort was starting. The group was informed about the pillar project funding and that a financial plan may return to the Metro Board in April.

Pfeffer indicated that the TAC was unable to go over all of the agenda items but would continue next time. The Transit Oriented Development Strategic Implementation Plan (TODSIP) grant program would be reported on to the TAC next month. An update on the Public/Private/Partnership (3P) process was given indicating that the Office of Extraordinary Innovation group allocated additional funding to Sperry Capital on the development of a financial plan of the 3P process.

Pfeffer reported on some initial conversations concerning a feasibility study for the Los Angeles River Confluence station that was kicked off. The TAC was in the process of developing agendas for the next meeting and the COG staff and a City Managers' subcommittee interviewed a candidate to staff the TAC effort. The vote to select a candidate was unanimous. Member Neal asked if the railroads have been more cooperative with right-of-way issues. Mayor Garcia indicated that there has been some increased interest in making things work.

Jenny Cevallos, MTA project manager went over the environmental process for the three candidate alignments for the Metro Gold Line Eastern Extension Phase 2: the SR-60 alignment, the Washington Blvd. alignment and the combined alignment. She described the alignments and their configurations. The combined alignment was unique in that it would operate in a "Y"-configuration, allowing passengers to choose their destination.

She reviewed the project funding and the due dates. She described the status in the re-initiation in Measure M and the acceleration associated with the 28X28 Plan. She described the community support and the concerns about the undergrounding in some of the lower income areas. The re-initiation process used advanced technical studies and input from advisory agencies.

She discussed some of the design issues that are under analysis, including Los Angeles County and US Army Corps of Engineers (USACOE). She discussed the inability of defining areas and properties to insert and extract the Tunnel Boring Machine. The project is being cleared through NEPA as well as CEQA. She gave details on the technical findings for the SR-60 alignment on issues with Caltrans, US Environmental Protection Agency, Southern California Edison and USACOE. The answers to the concerns are being compiled in a technical document; including issues such as the preservation of Caltrans ROW, storage and maintenance issues. The combined alternative is the most expensive, exceeding the entire budget.

Under the Metro project compatibility policy (policy created after the development of the initial alignments) SR-60 does not meet many of the requirements, as there are little or no transit-oriented communities opportunities or 1st/Last Mile opportunities. The Washington Blvd. alignment meets more of the requirements for rail line construction and there is room for transit-supportive land uses.

The Washington Blvd. alignment will be environmentally cleared solely under CEQA to expedite the project. Staff is recommending halting further work on the combined alignment and SR-60 alignment.

She discussed the upcoming community meetings and the MTA approval process including the Planning and Programming Committee and the Metro Board Meeting.

Mayor Garcia emphasized the satisfaction of the GCCOG's wishes with the choice of this alignment. He mentioned that both projects; WSAB and MGLEEPH2 are pillar projects. Past President Dutra mentioned that both projects are needed and that they do not compete with each other. He mentioned that there is a long road ahead for this project. Mayor Garcia asked that staff reinforce attendance at the MTA approval process. Dutra asked if the comments were consistent. Cevallos replied that people were happy to see the SR-60 alignment and its at-grade sections eliminated. Neal asked about residential acquisition. Cevallos replied that MTA usually tries to avoid community conflicts. Washington Blvd. does not impact sensitive land uses whereas the SR-60 alignment impacts single family residential areas.

Karen Heit, GCCOG Transportation Analyst, gave a report on the flooding potential associated with a possible mega-storm and the water storage replacement. President DuBois emphasize that impact of a mega-storm would be a catastrophe to most of our cities including Lakewood.

Norm Emerson, Emerson Associates, reported on the state Active Transportation Program cycle and the due dates for applications. He went over the SB-1 requirements for submitted lists to apply for the local money. The cities must be diligent about applying for these funds.

He reported that Fran Inman is stepping down as California Transportation Commission (CTC) Chair but Hillary Norton is assuming the role of vice-chair which is good as she is a Southern California representative. Nancy Pfeffer mentioned that Joe Lyou, Coalition for Clean Air, was appointed to the CTC.

The meeting adjourned at 5:31pm.