

**MINUTES OF THE MEETING OF THE
GATEWAY CITIES COUNCIL OF GOVERNMENTS
EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS
Gateway Cities Council of Governments
16401 Paramount Blvd.
Paramount, California
June 5, 2019**

President Fernando Dutra called the meeting to order at 6:06 PM.

PRESENT: President Fernando Dutra, City of Whittier
Member Tony Lima, City of Artesia
Member Raymond Dunton, City of Bellflower
Member Lisseth Flores, City of Bell Gardens
Member Jim Edwards, City of Cerritos
Member Oralia Rebollo, City of Commerce
Member Alex Saab, City of Downey
Member Jesse Alvarado, City of Hawaiian Gardens
Immediate Past President Jhonny Pineda, City of Huntington Park
Member John Lewis, City of La Mirada
1st Vice President Diane DuBois, City of Lakewood
Member Roberto Uranga, City of Long Beach
Member Marisela Santana, City of Lynwood
Member Ricardo Lara, City of Maywood
Member Angie Jimenez, City of Montebello
Member Margarita Rios, City of Norwalk
Member Diane J. Martinez, City of Paramount
Member Joe Angel Zamora, City of Santa Fe Springs
Member Edward H. J. Wilson, City of Signal Hill
2nd Vice President Maria Davila, City of South Gate
Member William Davis, City of Vernon
Member Michael Ervin, Office of Supervisor Janice Hahn
Member Antonio Chapa, Office of Supervisor Hilda Solis
Member Bonnie Lowenthal, Port of Long Beach (ex officio)

ABSENT:

Member Cinde MacGugan Cassidy, City of Avalon
Member Ali Saleh, City of Bell
Member Emma Sharif, City of Compton
Member Elizabeth Alcantar, City of Cudahy
Member Mark D. Radecki, City of Industry
Member Rex Richardson, City of Long Beach
Member Brent Tercero, City of Pico Rivera
Member Lacey Johnson, Office of Supervisor Mark Ridley-Thomas

ALSO PRESENT: Whittier City Manager Jeff Collier; Sharon Weissman, Board Deputy, Office of Mayor Robert Garcia; Julia Brown, Community Relations Manager, Metro; Diana Tang, Manager of Government Affairs, Long Beach; Ernesto Chaves, Sr. Director Program Managements/Highway Program, Metro; Julia Brown, Community Relations Manager, Metro; Michael Kodama, Executive Director, Eco-Rapid Transit; Gregory Farr, Principal Project Manager, Caltrans; Scott Collins, Field Deputy, Office of Senator Bob Archuleta; Nina Turner, Government Relations, Port of Long Beach; Kevin Jackson, Deputy City Manager, City of Long Beach; Run Chen, Director of Public Works, City of Lynwood; Bill Stracker, Interim Director of Public Works, City of Lynwood; GCCOG Executive Director Nancy Pfeffer; GCCOG Deputy General Counsel Ivy Tsai; GCCOG Transportation Analyst Karen Heit; GCCOG Consultant Norm Emerson; GCCOG Sandra Mora; GCCOG Stephanie Cadena; GCCOG Joel Arevalos, and GCCOG Genny Cisneros.

President Fernando Dutra called the meeting to order at 6:03 PM.

Roll call was taken through self-introductions.

The Pledge of Allegiance was led by Diane Martinez – City of Paramount.

There were no amendments or changes to the agenda.

There were no public comments.

It was moved by Member Martinez and seconded by Member Lima to approve the Consent Calendar. The Consent Calendar was approved unanimously.

Under Matters from staff; GCCOG Executive Director Nancy Pfeffer began with the results of the poll for the next COG Board meeting; the chosen date is June 26th and notices will be sent out accordingly. She went on to make the monthly reminder for SB-2 funds and the requirement for cities to apply for the funds. She reminded members that an assessment for a GCCOG housing director was coming from these funds. She talked about the workshop held by state Housing and Community Development staff providing office hours for how to apply for these funds. She reminded the group that the deadline to apply for funds is November 30th.

She called attention to hand-outs on the tables and started with the EPA threat to repeal the state of California waiver for tighter vehicle emissions standards. She explained the impact of the removal of the waiver on the EMFAC transportation model and how that would slow down or stop all federally funded transportation projects in the state. The repeal of the waiver would curtail the allocation of federal funding to California. This might occur as early as July or August.

The COG applied for funding for climate adaptation money for urban heat mitigation funding. The COG did not get the grant but will still be seeking other funds. She indicated

that the COG and the Gateway Water Management Authority are jointly looking for Prop, 68 funding to do a coordinated livability approach. Applications are due June 28th. She announced the availability of CivicSpark fellowships that are currently available and that she highly recommends hiring new graduates through this program.

She pointed out a survey to be used during the upcoming retreat and asked members to fill them out and return them mid-month. The survey can be filled out at this meeting or returned by mail or email.

Executive Director Pfeffer mentioned that the COG is receiving 3 awards from the American Planning Association (APA) on June 20th, the first night of the retreat, and there's no volunteer to receive the awards, she is looking for a volunteer.

Pfeffer went on to announce that COG Assistant Planner, Stephanie Cadena, wasn't present as she is attending a national wildlife conservation meeting in St. Louis.

President Dutra asked for a motion to receive and file the reports. The motion passed unanimously.

Rita Rios – City of Norwalk asked about the Prop. 68 funds and how they are distributed. Pfeffer indicated that the livability project would be multi-jurisdictional in nature. President Dutra indicated that there is a document that outlines all the opportunities.

President Dutra introduced Ernesto Chaves from Metro's Highway Group. Chaves began with a brief project background to bring people up to date on the project. He stated that the project environmental review phase began in 2008 and is finally approaching circulation of the final supplemental environmental reports.

He reviewed the reasons for the freeway project: safety, improved capacity, freeway modernizing and air quality improvement. Chaves discussed the decision to recirculate the document in 2012 and the resultant development of two "Build" alternatives. He described the Build alternatives; Alt. 7 and Alt. 5C. He described the common elements for both alternatives. He discussed the elements of Alt. 5C in some detail indicating the auxiliary lanes as well as the modernization elements. Chaves indicated that the Metro Board selected Alt. 5C as the Locally Preferred Alternative.

Chaves then proceeded to go over Motion 5.1 from Supervisor Hahn that targeted funding for Zero Emission (ZE) truck technology and the increased funding from \$100 to \$200 million. He went over the future feasibility of implementing a ZE – only charging truck lane for Alt. 5C.

Chaves then went over the Supervisor Solis Motion, 5.2 that recommends the acceleration of Early Action projects that deliver congestion relief with the least amount of property impacts. He went over the universe of early implementation projects for discrete interchanges and significant segments that could be done with the available funding. He then reviewed air quality conformity issues and how that resolves the project's

conformity to EPA requirements. The goal is to release the environmental document by fall and began early implementation projects.

He reviewed the new public participation plan and how the Technical Advisory Committee (TAC) is moving into prominence as far as supporting the cities' participation and advancing public input. The I-710 Project Committee, Community Advisory Committee (CAC) and other committees have done their jobs and are no longer active.

President Dutra asked for questions. Oralia Rebollo – City of Commerce asked about potential property impacts, Chaves reported on the Board's instruction to move projects forward that have the least amount of right-of-way impacts. Chaves replied that staff has met with Commerce and that the Commerce section cannot be broken into smaller sections and cannot be segmented – therefore it cannot be implemented without significant funding, which is not available in the foreseeable future. Rebollo asked why the community groups were eliminated; Chaves replied that the cities can still have the community groups (Local Advisory Committees – LACs) and if the city desired, they can still be active and the MTA would be happy to make presentations to city councils or these groups. Ed Wilson – City of Signal Hill talked about the community involvement process and the COG's role, stressing that this hasn't been a top-down process. Wilson asked about the project costs and what year these dollars are estimated, Chaves said they are 2017 dollars and will need to be escalated to the appropriate year of construction. Wilson asked about lane reductions and how the by-pass will work. Wilson asked if the by-pass will make matters worse or merely move the blockage. Chaves explained that the amount of space and the need to retain properties is critical to keep traffic moving. President Dutra asked why the by-pass doesn't extend all the way to the I-105. Chaves replied that the land is owned by Southern California Edison and there was an identified need for the transmission lines to be placed in the streets or placed underground, all financially unfeasible options. Alt. 7 did have truck lanes all the way to the I-105. President Dutra asked for the difference in cost between Alt. 5C and Alt. 7 - the answer is approximately \$3 billion.

It was moved by Member Dunton and seconded by Member Saab to receive and file report. The item was approved unanimously.

The next item was a presentation by COG Exec. Dir. Nancy Pfeffer on COG positions for various state legislation. There is a support position for ACA-1 to reduce the voting threshold approval for funding affordable housing from two-thirds to one-half. Jeff Collier indicated that the Bill applied to library funding issues as well. The Board voted to approve support.

It was moved by Member Martinez and seconded by Member Uranga to approve support of ACA-1. The item was approved unanimously. The second bill is SB-5 which would provide a Redevelopment Agency type structure for cities. The bill is supportive of affordable housing.

It was moved by Member DuBois and seconded by Member Uranga to approve support of SB-5. The item was approved unanimously.

The next bill, SB-450 proposes a narrow exemption from California Environmental Quality Act (CEQA) requirements for changing motels into supportive affordable housing. The bill is sponsored by Senator Umberg. The bill is co-sponsored by the City of Long Beach. Diana Tang, from the City clarified the transference of motels to temporary affordable housing. The Bill does not include financial support for housing but narrowing CEQA cuts costs and helps with housing.

It was moved by Member Uranga and seconded by Member Pineda to approve support of SB-450. The item was approved unanimously.

Sharon Weissman, Transportation Deputy to Metro Board Director –Mayor Robert Garcia of Long Beach, came up to give the report on the May Metro Board meeting. Weissman provided the Metro Board update starting with the approval of the Open Streets Mini-cycle at the May Metro Board meeting. She announced the award of a Downey project, one in South Gate as well as an event in Long Beach. The City of Paramount was also made financially whole with additional funding for its project. The MTA approved a \$7.2 billion budget, the largest budget ever, reflecting the ongoing construction projects. Mayor Garcia pulled the budget from the consent calendar to question the expansion of weekend Metrorail headways from 12 minutes to 20 minutes. She added that the southern section of the Blue Line is up and running and that the northern portion is closed for rehabilitation.

Weissman went on to talk about the 28x28 Plan, she gave a brief background on the plan and how 8 additional projects had been added to round out the 28 to be built by the 2028 Olympics. She identified that there are four “pillar” projects and that two of them are potentially within the Gateway subregion (West Santa Ana Branch/Eco-Rapid and Metro Gold Line Eastern Extension Phase II). She reviewed the potential source of revenues and sources that would not be pursued. She discussed the acceleration and the protection of other projects.

She reviewed the dynamics of advancing project construction and the problem with advancing operations and maintenance (O&M) costs by decades; construction of the projects will be cheaper but the O&M will arrive sooner and add cost.

Reports IX A-H - It was moved by Member DuBois and seconded by Member Pineda to receive and file reports. The motion was approved unanimously.

Reports X A-H - It was moved by Member Dunton and seconded by Member Pineda to receive and file reports. The motion was approved unanimously.