

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

**Chair - MTA Director Diane DuBois**

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723

February 3, 2016

The Meeting called to order at 4:35 Role call taken by self-introduction

COMMITTEE MEMBERS PRESENT: Ali Saleh, COG President - City of Bell, Al Austin – City of Long Beach, Owen Newcomer – City of Whittier, Cinde Cassidy – City of Avalon, Diane DuBois - MTA Director, Gene Daniels – City of Paramount, Supervisor Knabe, Sal Alatorre – City of Lynwood, Dana Pynn – Long Beach Transit, Mike Egan – City of Norwalk, City Managers' Steering Committee, , Public Works Officers, KeAndra Dodds – Supervisor Solis, Mohammad Mostahkami – City of Downey, Public Works Officers. Arturo Sanchez – City of Long Beach.

COMMITTEE MEMBERS ABSENT: Bill Pagett - City of Paramount

OTHERS PRESENT: ,Maryam Adhami – LA County Public Works, David Hershenson – Metro Community Relations, Wally Shidler – Metro Gateway cities Service Sector, Michael Kodama – Eco Rapid Transit JPA, Roderick Diaz – SCRRA Director of Planning and Development,, Eric Bruins - LA County Bike Coalition, Jessica Meaney – Investing in Place, Javier Hernandez – Supervisor Solis, Cory Allen – Senator Ricardo Lara, Mark Kenyon – Northeast Trees, Andres Molina – Parsons Brinckerhoff, Joseph Martinez – Supervisor Solis, Kevin Gilhooley – SCAG, Jerard Wright – Move LA, Daisy Pizara – LA River Revitalization, Sonia Southwell – City of Lakewood, Richard Powers, Yvette Kirrin, Kekoa Anderson, Karen Heit, Nancy Pfeffer – Gateway Cities Staff.

Diane DuBois gave the MTA Board Recap for the I-710 contract modification highlighting the expanded scope elements that will explore increased community benefit and active transportation. She credited Supervisor Solis with creating a value added Motion that will move the project forward

Director DuBois She went on to introduce Rod Diaz, Director of Planning and Development from SCRRA who gave a report on the role of SCRRA in Countywide mobility and how SCRRA is a valued assessment for the Gateway COG.

Diaz discussed the value of Metrolink in terms of a financial investment, He discussed ridership within the Gateway COG area and the location of employees. The Gateway COG has some of the highest ridership stations in the commuter rail system. He discussed the high number of cars that are taken off the road because of Metrolink service. He discussed the safety aspect and the need for grade crossings.

Yvette Kirrin, COG Engineer, gave an overview of the STP and what it is to the COG. She reviewed the composition of the STP and how the analysis was developed. She discussed the various chapters and how the network was developed within the STP. Linkages were made to connect the dots and make the projects work subregionally. The bottom line is preparing data to make projects ready for funding eligibility.

She discussed the STP in terms of a comprehensive plan that has connectivity. She discussed the meetings that have occurred in all but 5 of the 27 member COG city councils. In March the STP Oversight committee will be approaching the TC and Board to approve the plan.

She stressed that the plans followed the wishes of the cities insofar as how they desire to implement these plans including which areas are desirable for that particular city.

A question was asked as to how the active transportation projects were developed, The response was, they were generated from the cities. Yvette Kirrin discussed the involvement of the County in developing what has occurred in the County unincorporated.

An additional question from Mike Egan who asked about how the plans were presented to the city for their use in preparation for the bike plans when and if they should develop one.

Gene Daniels emphasized the importance of including all of the ingredients to the STP and how they are blended.

Kirrin answered a question about capital costs and how the engineering costs and planning funding is identified. The plan identifies what exists, what is planned and where the deficiencies exist. The STP project has subregional projects,

Eric Bruins represented that the MTA identified an estimated \$1.9 - \$5 billion needed for active transportation and the Gateway Cities self-identified plans valued at more in the 100 million.

Dodds asked about the STP and if it was a living document. The cities will continue to have input as the plan progresses

Diane DuBois discussed the Catch-up nature of GCCOG citing the last transit project in the Gateway Cities was the green Line in 1995. She talked about the fact that the I-5 corridor project took 20 years to reach construction. She questioned that given the unmet needs for transit and highway improvements and questioned the efficacy of placing the high priority on active transportation. She cited that the COG cities were moving forward with Complete Streets programs that included active transportation elements.

She discussed the need to elevate the I-5 and the I-710 as projects of regional and national significance. Both projects need to be elevated to maximize state and federal funding participation.

She began a slide show on the Gateway Cities COG new sales tax measure project nomination. She reviewed the finances associated with the Gateway Cities Measure R projects. From a Gateway Cities point of view, none of the COG's priorities was fully funded under Measure R, most notably the Eco Rapid Transit Corridor with an expected price tag exceeding \$4 billion for which there is a sales tax allocation of \$40 million. She went on to discuss that complete funding for these projects exceeds the \$4.1 billion that will be allocated to the COG. In fact, there's a delta of over \$6 billion. There is an expectation that other funds will be used to fill the funding gap. There are no funds allocated to Active Transportation.

She went on to discuss a strategy where given the high level nature of some of the funding estimates as well as the lack of project detail, the COG should maintain as much flexibility as possible with subregional funds. She committed to aggressively tasking the MTA with making projects like the I-5 and I-710 state and federal priorities for funding will free up subregional funds for allocation to STP priorities.

She discussed the COG position on the non-major capital portion of the sales tax. This COG has maintained the position that 25% of the new sales tax should be returned to the cities and that the cities determine how to best allocate those funds with the city. Proposition A & C and Measure R all have a local return component. Measure R has the least restrictive requirements for use for these funds. She suggested that the COG support maximum local flexibility with no statutory assignment of local return funds to any mode or project.

She reviewed alternative language for local return that was based upon the Measure R local return definition.

Mohammad Mostahkami introduced the recommendation from the Working Group that would be sent to Phil Washington by the TAC and the working group. He discussed the lowering of the bus operations from 20% to less to accommodate the 25% Local Return. Dana Pynn pointed out that rail service is increasing and requires more funding,

There was additional general discussion on the staff recommendation. The Transportation Committee made the following recommendation to the COG Board:

Recommend that the COG Board amend the GCCOG recommendation to the MTA to include applying any subregional funds available after the major initiatives funding plans are established towards achieving the goals and projects of the Gateway Cities Council of Governments Strategic Transportation Plan (STP) without being more specific.

The COG should continue to support the allocation of 25% of the non-capital side to local return. Under the next tax measure the description for local return in the ordinance should include the following language:

*~~Major~~ Street resurfacing, rehabilitation and reconstruction, pothole repair, ~~left-~~  
~~turn~~ traffic signals, lighting, bikeways, pedestrian improvements, streetscapes,  
signal synchronization, storm water run- off and treatment, and transit”.*

Other updates and reports were deferred until the next meeting.  
The meeting was adjourned at 5:45 pm