

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

Gateway Cities COG Office, 16401 Paramount Blvd., Paramount, CA 90723
June 5, 2019

The Meeting was called to order at 4:45 pm, roll call was taken by self-introduction:

MEMBERS PRESENT: Maria Davila – City of South Gate, COG President Fernando Dutra, Diane DuBois – City of Lakewood, Deborah Johnson – Long Beach Transit, Jeff Collier – City Manager’s Steering Committee – City of Whittier, Michael Ervin – Supervisor Hahn’s Office, Kevin Jackson – City of Long Beach, Bonnie Lowenthal – Port of Long Beach, Jose Pulido – City of Cudahy.

OTHERS PRESENT: Sharon Weissman– Metro Transportation Deputy, Nancy Pfeffer, Karen Heit - GCCOG staff, Julia Brown, - Community Relations Manager, Shrota Sharma – Sr. Transp. Planner, Transp. Assoc., Celine Chen – Metro, Theresa Dau-Ngo, Mgr. Transp. Dev.- Port of Long Beach, Kristine Guerrero, Public Affairs Mgr. – League of California Cities, Michael Kodama, Executive Director – Eco-Rapid Transit JPA.

Councilmember Davila brought the meeting to order at 4:35.

Roll was taken by Self-Introduction.

The Consent Calendar was held for a quorum.

Sharon Weissman provided the Metro Board update starting with the approval of the Open Streets Mini-cycle at the Metro Board meeting. She announced the award of a project to the City of Downey and one to South Gate as well as an event in Long Beach. The City of Paramount was made financially whole with additional funding for its project. Other MTA actions included the approval of a \$7.2 billion budget; the largest budget ever. Mayor Garcia pulled the budget to question the expansion of rail headways from 12 minutes on the weekends to 20 minutes.

Weissman went on to report on the Pillar Project Financial Forecast and the potential impacts on GCCOG projects. She went through the new revenue sources that were to be excluded; new federal funds, congestion pricing revenues and local return funds. She discussed that interest for Measure R projects are charged to the projects. She reiterated the status of projects as they race forward to implementation. The pillar projects acceleration will lower the costs for project construction but raise the operations and maintenance costs by placing projects in operation sooner than anticipated. Acceleration of funding will cost even more because of the costs of borrowing. The staff is expected to return in July with a financial forecast. The West Santa Ana Branch/Eco-Rapid Transit project is in a slightly different category as it is expected to be a Public Private Partnership

(3P). There is consideration for potential federal loans/grants in anticipation of local revenues. President Dutra asked about the Washington Blvd. Alignment. Weissman replied that the Washington Blvd. alignment is one of the candidate alignments for the Metro Gold Line Eastern Extension Phase II Project, which is a 28x28 Pillar projects. Jeff Collier spoke about the Washington Blvd. coalition having a meeting tomorrow to go over the project.

Maria Davila introduced Kekoa Anderson, GCCOG Consultant Engineer, who gave a presentation on the Arterial Complete Streets program. He began with the genesis of the Complete Streets program through the Strategic Transportation Plan (STP) and the focus on the arterial streets. The STP identified 25 streets that were part of the program and color coded them according to need. The project also identified the intersection hot spots on these arterials. The Complete Streets project looked at the intersections and cross-sections to examine the potential for open space, green space and active transportation uses. Out of this inquiry, a tool box was developed to gather improvement typologies appropriate to mid-blocks and maybe intersections. The goal is to make the streets better and intersections safer. Some of the work builds on non-freeway improvements associated with the I-710 and 91/605/405. He went on to discuss the impacts of Measure W work that complements the Measure R and other transportation work. The Complete Streets projects are set up to work across a variety of funding sources, by integrating projects. These projects are multi-jurisdictional. The Complete Streets masterplans are more detailed plans for improving the built environment.

GCCOG Executive Director Nancy Pfeffer provided a little background and described how the Complete Streets projects were prioritized and when the next projects would be moving forward. She brought up the use of the repurposed earmark money and the projects it would move forward. The earmark dollars will heavily subsidize the next set of arterial priorities. President Dutra asked for additional information about how the assessments were determined. Pfeffer said the cities are assessed by the length of the corridor. He also asked if there is coordination with a city's General Plan. Anderson replied that the cities are involved and responsible for integrating future plans and development into the plans. Jeff Collier, City of Whittier, asked about finding the funding for operations and maintenance - is there any components for long term operations and maintenance. Anderson replied that Measure W has some provision for operations and maintenance. Additionally, some of the new construction can offer short term operations improvements. Anderson stated that was one of the challenges. President Dutra asked about the use of recycled water and if this was this included in the design. Anderson replied that some of the cities are looking into those opportunities. Anderson talked about the Long Beach MUST project and how well it has worked.

Karen Heit, GCCOG Transportation Analyst – gave a report on the potential for Expresslane interfund borrowing to expand the Expresslanes countywide. Executive Director Pfeffer added that the interfund borrowing is going to come back at the August meeting.

Jack Wopshall from the City of Downey gave a report on the MTA TAC and outcome of the Florence Ave, bridge and the Firestone project. The Florence Ave. bridge is dependent upon the HBP funds. The City of Commerce is working on a condemnation action that is moving through the courts. All three appealed projects were given a year's extension. Michael Ervin, Supervisor Hahn's office, asked for the funding sources. Florence throughput is RST and Firestone is funded through CMAQ and Prop. C 25%.

The report was received and filed.

The meeting adjourned at 5:33.