

**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

September 10, 2014

CALL TO ORDER: Huntington Park Mayor Rosa E. Perez called the meeting to order at 4:17 pm. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Rosa E. Perez – Huntington Park, Brent Tercero – Pico Rivera, Gene Daniels – Paramount, Bruce Barrows – Cerritos, Mohammad Moshtakami – Downey, Dana Pynn – LBT, Bill Pagett – Paramount, Mike Egan – Norwalk,

COMMITTEE MEMBERS ABSENT: Diane DuBois – MTA Director Port of Long Beach Representative, Tom Modica – City of Long Beach,

OTHERS PRESENT: Richard Powers, Jack Joseph, Nancy Pfeffer, Yvette Kirrin, Kekoa Anderson, Karen Heit – COG staff, David Hershenson – MTA. Wally Shidler – Gateway Cities Service Sector, Michael Kodama – Eco-Rapid Transit, Diego Cardoso, Tham Nguyen – Metro.

Karen Heit, Transportation Deputy, explained that Metro Director Diane DuBois was unable to Chair the meeting due to conflicting commitment. Huntington Park Mayor Rosa E. Perez chaired the meeting.

Karen Heit introduced the Draft Complete Streets Policy. She stressed the important of CS as a comprehensive planning document that covers all the different modes equally in developing city streets. She introduced MTA project manager Tham Ngyuen who made a presentation on the CS policy and how it is a requirement of state law for the incorporation into the General Plans of cities.

Ngyuen set a stage for the utility of the policy and that she and the MTA were out seeking input on this policy. She emphasized that the policy should give insight and guidance in developing corridor projects and interconnectivity to cities. She also indicated that the MTA funding would be impacted by the utilization of this policy. She cited that the upcoming 20125 Call for Projects (CFP) will be incorporate Complete Streets principles.

In order to receive funding in the subsequent CFP (not 2015) jurisdictions will need to incorporate Complete Streets into the circulation elements of their General plan or pass a Resolution announcing their intent to do so.

Mohammad Mostakhami outlined how the cities need to have acknowledged or adopted a Complete Streets policy into their General plans under state law.. He encouraged the MTA get this out to the cities to facilitate the adoption or use by cities. Dana Pynn asked about the status of Long Beach Transit, not part of the city of Long Beach and therefore cannot adopt or a Complete Streets policy. Nguyen wasn't sure how that worked.

A quorum was reached and the consent calendar was adopted with a correction to the minutes, accounting for the presence of Mayor Perez from Huntington Park

Yvette Kirrin, COG Engineer, gave an overview and update of the COG Strategic Transportation Plan (STP), she reviewed and restated the purpose behind the STP, particularly the relationship between the different projects and their impact on the GCCOG subregion transportation system. She described the purpose and the use, so cities can use the modeling and information to apply for capital funds.

She reviewed the STP schedule to the COG Board for adoption. She discussed the use of the Public Works Officers as the input for project development and approval. Active Transportation and transit products will be up for approval soon. Ultimately each of the cities should review and empower their representatives to approve the plan. She went on to discuss the STP in light of the Mobility Matrix effort and the future LRTP or the possible new sales tax measure. She went through that process and the link to the STP.

Dana Pynn asked if the Municipal Transit Operators had participated, Kirrin needed to check up on the list for the last update.

Nancy Pfeffer – Director of Regional Planning, gave a briefing on Cap n' Trade funding. She gave a background on the Cap n' Trade process. She relayed the role of Cap n' Trade funding and how it meets the need of reducing GHG. She mentioned the disadvantaged communities' requirement and the fact that most of the Gateway Cities' meet the 20% set-aside requirement. She mentioned the one time revenue as well as the continuing revenue. She mentioned the \$200 million for clean vehicles for transit vehicles, the development of Complete Streets and transit friendly streets. She cited the STP and the AQAP and the programs and projects contained within that are already adopted and the GHG reduction quantified by the COG cities. She discussed administration of the funds and how the money would come to the GCCOG..

Pfeffer. She hopes the COG can build a coalition with SCAG, AQMD and MTA to bring funding to the region. Lastly, she discussed the Draft comment letter and asked for any comments. Mohammad Mostakhami asked about matching funds – there won't be any matching fund requirement. A request was made to add a comment about giving more points and credibility to programs of projects and favoring regional projects. Mike Egan asked about setting up an administrative

Board to manage the funds, Richard Powers, COG Executive Director replied that the administration would be brought up to the City Manager's Steering Committee.

Jorge Rifa, City Manger's Steering Committee asked about funding a way to assist low income residents with housing retrofit initiatives such as solar power. The letter with amendments was approved.

David Hershenson, Metro Service Sector Manager discussed the closure of the Long Beach transit loop for 30 days to rehabilitate the Metro Blue Line infrastructure. This will be accomplished by using a bus bridge to the Metro Blue Line at Anaheim Street. He discussed the 9/15 fare change and the elements of the change. He then talked about the MGLEEPH.II public hearings throughout the project area.

Karen Heit gave a brief report on LOSSAN process and that there was an expectation that the control of the Surfliiner may be somewhat early.

Yvette Kirrin gave an update on the I-5 project; the Rosecrans Bridge is 50% completed and the Alondra Bridge reopened last week. Segments 1& 2 are due out to bid as the last constructible segments. The bottleneck is being moved north. She discussed the development of projects that may relieve this issue.

Kekoa Anderson gave the update on the I-710 on the Build alternatives for the I-710 and how the projects address the Purpose and Needs statement. He cited the advanced utility studies and how they impact the railroad and interchanges and interchange design. He discussed working with the individual cities on design issues. He talked about the Early Action Projects sound walls and Shoemaker Bridge project in Long Beach. A question was asked about the disposition of the I-710 Project Committee recommendation to support the recommended build alternatives as well as CA-7. MTA and Caltrans are thinking over an official response to the Project Committee that memorializes the rejection of CA-7 as addressed in a Caltrans letter dated May 22,

Anderson went on to review the activities for the SR-91/I-605/I-405 project and the development of the technical portion of the hot spots projects and how they impact the individual cities. He discussed the various technical studies that are will be underway shortly to move these projects forward.

Michael Kodama, Eco-Rapid Transit JPA Executive Director went over the Eco-Rapid Transit project and the Alternatives Analysis Technical Refinement Study. Kodama went over the issues with the alignment with the Metro Green Line interface and the terminus in downtown LA.

The meeting adjourned at 4:45