

**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

April 6, 2016

The Meeting called to order at 4:30 Role call taken by self-introduction

COMMITTEE MEMBERS PRESENT: , 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, , Bill Pagett -Public Works Officers, KeAndra Dodds – Supervisor Solis, Mohammad Mostahkami – City of Downey, Public Works Officers. Arturo Sanchez – City of Long Beach.

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, Kevin Gilhooley – SCAG, Jerard Wright – Move LA, Richard Powers, Yvette Kirrin, Karen Heit, Nancy Pfeffer – Gateway Cities Staff. David Yale – LACMTA, Chris Hedden, Susan De Santis, Gary Hammrick,

Director DuBois discussed deviating slightly from the agenda to accommodate the discussion of the Potential Ballot Measure (PBM) Expenditure Plan discussion.

MTA Director Diane DuBois gave an abbreviated March MTA Board Recap. She announced MTA was going to release the second Cycle for the **Metro Open Streets Grant Program Cycle 2**. These events are temporary one-day events that close streets to automotive traffic and open them for people to walk, bike or skate. Cycle 1 of the Open Streets Grant Program was successful in encouraging participants to ride transit and walk and ride a bike on urban streets, possibly for the first time. The Open Streets Grant program provides opportunities for economic development and the improvement of public health, since they get people out onto the street patronizing local businesses - all while exercising and interacting with their community. The Application guidelines have been sent out to all your city managers, public works and planning directors. The MTA report is attached to the agenda.

Director DuBois highlighted an amendment by Supervisor Solis **that** bonus points be given to disadvantaged communities and that multi-jurisdictional/regional events using the CalEnviroScreen assistance for first time applicants.

She went on to discuss another item of note, the approval of the addition of the Southern California Regional Interconnector Project (SCRIP) to an existing contract. The SCRIP project allows Metrolink and Amtrak trains to continue on through Union Station and not back out the way they came in, saving between 15 to 20 minutes per train which is

significant and will allow for a considerable increase in future service. MTA staff advised the Board that by integrating the proposed passenger concourse and accommodating HSR, it will provide a cost savings of up to \$300 million by minimizing throw-away costs if SCRIP and the passenger concourse projects were to be built separately. The approved report modifies the environmental and preliminary engineering contract by \$17 million to include the proposed passenger concourse. There is also a provision to receive \$15 million from CHSR to examine the possible integration of the future HSR project

Director DuBois then called upon Yvette Kirrin to give a presentation on the STP, handing out a revised report with the Oversight Committee's recommendation. Kirrin thanked the consultant team for their outstanding work and willingness to work with our communities. She also thanked the advisory team calling out Art Cervantes and Ed Norris for their leadership. She thanked the Transportation Committee members that also served on the oversight committee.

The planned playing of the STP video was deferred to the Board Meeting and a Motion was made to approve the Oversight Committee recommendation to:

“Recommend approval of the STP Report to the GCCOG Transportation Committee with an additional recommended that the STP be updated every five years based on established procedures.”

The Motion passed and the recommendation was passed on to the COG Board

Director DuBois introduced David Yale, Managing Executive Director of Capital Planning from the MTA. Yale discussed PowerPoint presentation outlining the Expenditure Plan for the Potential Ballot Measure (PBM). He ran through the “Bottoms-up” nature of the PBM creation and how the Performance Metrics were applied. He reviewed the methodology utilizing the performance metrics and the updated cost estimates. He outlined the creation of the regional facilities category and the Board policy prioritizing the Foothill Extension of the Metro Gold Line. (Azusa to Claremont). He talked about the conversion of the Measure R tax from ½ cent to join the PBM for a 1 cent overall sales tax. He reviewed the revenue estimates and the potential terms for PBM sunsets.

Yale reviewed the revenue targets assigned to the various funding categories, including areas such as State of Good Repair and paratransit support. A question was raised about when Measure R ends and PBM begins. When Measure R expires the PBM rules will apply to the entire 1 cent. Yale was asked about comparing Measure R with the PBM. He went over the changes and additions between the two measures. Highway Program. A question was asked how the sequencing was established. Yale explained that there was a mix of Measure R initiatives and new projects that were modeled using the Board Adopted Performance Measures. Questions were asked about advancing the project readiness, Yale replied that the plan does not assume that projects will be ready.

He reviewed the transit projects; Crenshaw/LAX, the East San Fernando Valley project, and the Bus Rapid Transit connector between the Orangeline Redline, Foothill Phase II, Purple line extension. He discussed the timing and sequencing of the West Santa Ana Branch/Eco-Rapid Transit (WSAB) project. Yale stated that he had been asked to close

the WSAB 9-year gap. He pointed out the difficulty of moving the needed \$3 billion up by 9 years.

A comment was made about projects benefiting the disadvantaged communities being delayed from their Measure R promise dates. Councilmember Gene Daniels stated that it was difficulty explaining to Disadvantaged communities why their project is delayed. Bill Pagett commented on the ridership modeling. He also had an issue with the highway modeling. Yale went over the next 15 year period for construction, he reviewed the Gold Line Phase II. KeAndra Dodds pointed out that the Metro Gold Line Eastern Extension Phase II alignment not selected will lose the allocation to the winning subregion. That's the way financial plan is structured. Director DuBois stated that the GCCOG Measure R Priorities have morphed into infinity. Mike Egan stated that the overwhelming amount of borrowing is an issue that puts projects at risk. A request was made for a pie chart for expenditures by subregion and date.

Yale attempted to explain why the funding plan was advantageous to the GC giving the dates. Director DuBois discussed the jobs associated with goods movement and the delay of the projects. Mohammad Mostahkami asked about the Measure R funds how they get reallocated. Yale replied that the forecasts are off due to the recession. A question was asked about the existence of other funds and why the Sepulveda Pass needs new starts grant.

Yvette Kirrin, GCCOG Engineer, asked what can we do to move project schedules forward without upsetting the cart.

Director DuBois ended the discussion because of the hour and went to the last slide of the COG presentation which has specific recommendations on how to proceed for the COG. Director DuBois reminded the group that there is still time for dialog and potential for change in the sequence of the Gateway Cities projects. There was a call for a special meeting to discuss the PBM.

A Motion was made and passed to send the following recommendations to the COG Board.

**Advocate:**

1. prioritization of Measure R Initiatives before new projects are implemented, Keep the promise made in Measure R
2. Support the acceleration of Measure R initiatives consistent with the MTA Board's 30/10 policy.
3. Increase local return
4. Revise the dates for major highway improvements (I-710 and I-5) to reflect the phased nature of construction and allow for access to current funding state and federal availability.

The Meeting adjourned at 5:45 pm.