

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair – MTA Director Diane DuBois  
Gateway Cities Office, 16401 Paramount Blvd. , Paramount  
October 7, 2009**

Call to order and roll call. The meeting was called to order by Diane Dubois at 4:31 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Chair Diane DuBois – Lakewood, Stan Carroll – La Habra Heights, Gene Daniels – Paramount, Ken Farfing – Signal Hill, Fred Latham – Santa Fe Springs, Bill Pagett - Paramount, Mohammed Mostahkami – South Gate

COMMITTEE MEMBERS ABSENT: Gordon Stefenhagen – Norwalk, Gil Hurtado– South Gate, Frank Gurule – Cudahy, Ray Harris – Supervisor Knabe, Eric Shen – Port of Long Beach

OTHERS PRESENT: Richard Powers – Gateway Cities COG, Karen Heit – Gateway Cities COG, Jerry Wood – Gateway Cities COG, Wally Shidler – Gateway Cities Service Sector, David Hershenson – Metro, Yvette Kirrin – I-5 JPA, Jon Grace – Metro, Ernest Morales – Metro, Dana Coffey – Metro, Kathy Salazar – Montebello, Karissa Selvester – Long Beach Transit, Lupe Valdez – Union Pacific, Michael Kodama – OLDA, Mike Sieckert - Metro

Minutes from July, August and September were approved.

Kimberly Yu, MTA project manager, and Chester Britt, outreach consultant presented a background on the work done to date on the project adoption process for the Metro Gold Line Eastern Extension Phase II, MGLEEII. Yu reviewed the number of original route alternatives and the recommendation of two candidate alternatives: the SR-60 San Gabriel Valley Alternative and the Washington Blvd./Whittier alternative, in Gateway Cities. She reviewed the project area demographics and the strengths and weaknesses for each candidate alignment including ridership profiles.

She highlighted the reduction in the number of alternatives (17) to four in January to the two proposals that will adopted by the MTA Board. She then reviewed the project schedule after Board approval, the project moves into the environmental phase. She reviewed the project ridership for both alignments and the costs per mile, and potential fatal flaws, as well as benefits. SR-60 is characterized by the high level of public support and potential superfund mitigation issues and an SCE utility ROW issue.

The Washington Blvd. alignment has the greatest ridership potential and the greatest potential for new riders. This alignment has the most supportive land uses and major employment centers. The challenges include extensive aerial components and ROW challenges. She also addressed the removal of the Beverly Blvd. alternative because of

severe ROW issues and parkland replacement on the Whittier greenway. This alignment had the least amount of public support.

She reviewed the project funding available for the MGLLEE PH. II. There is \$1.27 billion in FY 2022-24 in Measure R tax receipts, the project completion date is estimated to be 2033-35. With these dates so far in the future the plan is to get the project ready to receive stimulus funding or other funds that may be coming forward. The adoption schedule includes time for community meetings.

A question was asked about the terminus of the Washington Blvd. alignment. The alignment doesn't go to Whittier Blvd. it ends at Lambert and Washington. There will be an issue between the SGV and Gateway as far as where the line goes. Councilmember Salazar from Montebello addressed the Montebello resolution supporting the SR-60 alignment. Both alignments proceed through Montebello although in different areas of the city.

Jerry Wood, GCCOG engineer, reviewed the Gateway COG's transportation project status: the I-5, SR-91/I-605/I-405 and how they relate to the goods movement system. He discussed the I-710 traffic model which indicates that there is the potential for more trucks and general traffic than previously assumed for the I-710 corridor. The increased congestion will impact all freeways in the subregion and require modernization for safety and air quality improvement.

He reviewed the SR-91/I-605/I-405 guiding principles and discussed the major arterial study and highway issues.

He reviewed all the major rail projects and initiatives in the Gateway Cities including the BNSF, UP freight issues, grade separations, Metrolink issues, LOSSAN, and the California High Speed Rail Authority project (CHSRA).

He also discussed the Intelligent Transportation System (ITS) projects and how they are an additional layer of mobility improvement to regional projects.

The Measure R funding is a catalyst for moving the GCCOG initiatives forward, however the funding is insufficient to meet all project needs. He identified the following next steps:

- Move all COG projects forward through the planning stage in preparation for project implementation.
- Prioritize projects, identify projects for the federal transportation reauthorization bill.
- Prepare a GCCOG Strategic Transportation Plan to set priorities. Coordinate project implementation, and track funding efforts.

Director DuBois discussed the MTA Long Range Transportation Plan (LRTP) Adoption process highlighted the resolution of many of the GCCOG issues pertaining to lack of identified funding for highway projects. She reviewed the MTA "New Starts" decision to nominate the two best performing projects (using FTA criteria); the Westside subway and the regional connector. The regional connector provides a direct benefit and improvement to Metro Blue Line service. She stressed the importance of matching Measure R funds allocated to these projects with federal funding that is not eligible for highway use. She introduced the Resolution of Support for the FTA New Starts and asked for a Motion to send the Resolution to the GCCOG Board for approval. The Motion passed.

Lupe Valdez, representing Union Pacific Railroad, discussed the upcoming release of the ICTF freight facility Environmental Impact Report scheduled for a December release. She discussed the Air Resources Board air quality requirements and stated that truck and yard equipment are cleaner, but locomotives are still dirty as newer products are not available.

Fred Latham, City Manager, Santa Fe Springs, reported on the effort to resolve planning, engineering and environmental issues with the CHSRA. He reviewed the October 2, meeting where Gateway Cities Councilmembers and City Managers along with State and federal representatives met with the CEOs MTA and OCTA and the Southern California Board members from CHSRA and the Authority's executive staff to vet the outstanding issues with the project. One outcome of the meeting is an agreement to enter into an MOU with CHSRA and the GCCOG to provide support to the cities for review and planning coordination for the project. The COG will function as an umbrella organization to the cities. Latham went on to describe the ARRA process and deadlines for receiving federal high speed rail funding. The California Congressional delegation supports the project and the MTA is an advocate of the project. The MTA is also playing an active role in making sure the cities are involved with the process.

Alex Clifford, Executive Officer of Rail Programs, is responsible for coordinating HSR activities with the City and COG and CHSRA. He has been attending various city council meetings and making sure the communities know what's occurring with project implementation.

Dana Coffey, Southbay and Gateway Cities Service Sector General Manager, discussed service sector business and announced that the sector staff would be moving back into the Gateway Building for better system coordination and transit service planning.

Yvette Kirrin, I-5 JPA Executive Director, discussed a plan for advancing funding to provide for construction mitigation projects to help ease congestion and other impacts during the I-5 construction period. She reviewed a request sent in to the MTA for securing Measure R or other advanced funding for this activity.

Mike Kodama, OLDA Executive Director, discussed the OLDA Track 3 planning FRA grant application to study OLDA alignments from Union Station to the High Desert area. He also discussed the use of a SAFETEA-LU earmark to do station area planning for the Gateway Cities stations and the impending release of a SCAG feasibility study for the West Santa Ana Branch ROW in both Los Angeles and Orange Counties.

Next month's meeting will be November 4, 2009.

The meeting adjourned at 5:36 pm.