

**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
February 3, 2010**

CALL TO ORDER: The meeting was called to order by Diane DuBois at 4:40 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Diane DuBois – Lakewood, Gordon Stefenhagen – Norwalk, Stan Carroll – La Habra Heights, Ray Harris – Supervisor Knabe’s Office, Ken Farfsing – Signal Hill, Gene Daniels – Paramount, Mohammad Mostahkami – South Gate, Dana Lee – Long Beach Transit.

COMMITTEE MEMBERS ABSENT: Gil Hurtado – South Gate, Fred Latham – Santa Fe Springs, Eric Shen – Port of Long Beach

OTHERS PRESENT: Perla Hernandez – Office of Congresswoman Grace Napolitano, Karen Heit – Gateway Cities COG, Jerry Wood – Gateway Cities COG, David Hershenson, Michael Sieckert – MTA, Michael Kodama – OLDA, Yvette Kirrin – I5 JPA.

The minutes of January 6, 2010 were approved as presented. Director DuBois reordered the agenda to allow Lupe Valdez from Union Pacific Railroad (UP) to go first.

Ms. Valdez gave a presentation on the 3.5 mile train that came through Southern California on January 9-10 of last month. This intermodal train was three mile-long trains strung together. The “super train” had a container capacity of 618 trucks. The purpose of the experiment was for UP to test fuel consumption. The length was to test “distributive power”, putting sets of locomotives within the length of the train, thereby reducing fuel consumption. Trains of this length are not going to be the norm as the length of train is determined by the length of sidings. The super train came through the Colton crossing, through the Alameda Corridor to the ICTF where it was broken apart. There were questions about the secrecy of the test and the stopping ability of the train. The super train stops quicker than a mile train as the 9 locomotives provided more stopping power. The train ran at 70 mph. There was a discussion about safety due to blocked crossings. The 3-mile train would clog the corridor, due to the lack of sufficient siding length.

Director DuBois gave an overview of the January MTA Agenda. She talked about the approval of funding for the I-5 construction mitigation program as well as approval of funding for the LOSSAN strategic plan implementation. Director DuBois sits on the LOSSAN Corridor JPA representing the MTA.

She talked about the potential for the expansion of the Sustainability Committee to the Sustainability/SB 375 Committee to accomplish three goals: SB 375 efforts in the county will be lead by the MTA in transportation.

Gerry Alvarez, MTA project manager, gave a presentation about the progress on the Metro Gold Line Eastern Extension Phase II (MGLEE II) and the work since the selection of the two alignments: SR-60 and the Whittier Alignment. He reviewed the alignments and stations and reviewed the station locations and streets for the alignments. The Whittier alignment is slightly longer, with more stations and therefore is more expensive.

He discussed the aerial nature of the SR-60 (slightly above grade) and approximate costs - \$1.2 billion for SR-60 and \$2.2 billion for Whittier. This translates to \$260-270 million per mile for SR-60; \$230 million per mile for Whittier (two additional stations and longer). He reviewed the schedule: Notice of intent published and Scoping meetings are set, public scoping sessions are set. He discussed outreach with Chambers of Commerce along the alignments as well as sending notices out with elementary school children and using direct mail.

MTA has updated the modeling for the LRTP and this has creating some changes with the ridership for both alignments. Ridership has jumped on both although a little higher proportionately for the SR-60. The ridership is now estimated at SR-60 - 18,000, and Whittier -20,000. The ridership gap has narrowed, Questions were raised about whether that is the influence of additional years or the influence of additional systems coming on line. Urban design workshops will begin through the communities with an administrative draft out in April of next year. The public comment period started last Monday – closing April 14th. Questions asked about Whittier accepting an aerial alignment (Whittier supports) Staff expected the public to lower costs by going at grade. Aerial structures over the I-605 would be 50 ft. in the air.

Concern was expressed about setting SGV and GC against one another for the project, there will be a winner and a loser. There was a suggestion made to look at existing open space and utility ROWs. Alvarez explained that the ridership didn't exist for the Whittier Narrows alignment (it was studied). Southern California Edison is not willing to share the utility easement, they need to preserve for their project.

Karen Heit, Transportation Deputy, gave an overview of the strategic plan request for new projects and the call from the COG to submit additional subregional projects. Committee members asked that the COG continue to remind cities to submit projects.

Perla Hernandez, Senior Transportation Deputy for Congresswoman Grace Napolitano discussed the participation of the SGV communities and business and the “grass roots” organization for Whittier. The House Transportation Committee will mark up transportation bill in March and April, needs COG help (probably will not pass as Senate doesn't wish to raise gas tax in an election year). Congressman Napolitano wants to bring Chair Oberstar out on a tour of projects in her district.

David Hershenson gave the Gateway Service Sector report and discussed the quarterly all sector council meet and confer meeting February 16, 2010 at the MTA. There might be discussion about managing sector councils.

Yvette Kirrin, I-5 JPA Executive Director, thanked Director DuBois for securing the funds for the I-5 construction mitigation. These activities are needed as Valley View Rosecrans and Carmenita are all going to be under construction at the same time. The I-5 JPA is seeking a federal earmark to keep the I-5 EIR moving forward.

Jerry Wood, COG Transportation Engineer, reported on the I-710 Project Committee and discussed the Public/Private/Partnership (3P) potential for the I-710. He reported on the MTA initiation of a 3P consultant to do the analysis for this piece of the project. Lastly, he reported on additional elements added to the EIR/EIS by the Project Committee that may cause some schedule slippage.

Mr. Wood reported that the 91/605/405 project is still waiting for the release of the feasibility study through the MTA.

Mike Kodama, Executive Director of OLDA, discussed the consultant SOQ submittals and the Washington DC trip as well as a presentation from Japan on new high speed rail technology.

Mohammed Mostahkami discussed the impossible task of getting the ARRA II. Looking at the possibility of swapping money with another project that could use ARRA money. Look at swapping Prop. IB money on the I-405, the problem is state money may be in trouble. Look at local money A&C and STPL. Perla Hernandez suggested that the COG and other cities reach out to other Congressional offices to move money. Use MTA as a clearinghouse for funding.

The meeting adjourned at 5:50.