

**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
November 3, 2010**

CALL TO ORDER: The meeting was called to order by Diane DuBois at 4:35 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Diane DuBois – MTA Director, Gene Daniels – Paramount, Dana Lee – Long Beach Transit, Stan Carroll – La Habra Heights, Gordon Stefenhagen – Norwalk, Mohammad Mostahkami – South Gate, Bill Pagett - Paramount.

COMMITTEE MEMBERS ABSENT: Gil Hurtado – South Gate, Ray Dunton – Bellflower, Ken Farfsing – Signal Hill, Fred Latham – Santa Fe Springs, Eric Shen – Port of Long Beach, Julie Moore – Office of Supervisor Knabe.

OTHERS PRESENT: Karen Heit – Gateway Cities COG, Wally Shidler – Gateway Cities Metro, Yvette Kirrin – I5 JPA, Brian May – TRC, Arief Naftali – Advantec Consulting, Aaron Nevarez – Office of Supervisor Don Knabe, Ross Lew - TRC

Minutes of October 6, 2010 were approved.

Karen Heit reported on the MTA Board meeting as Director DuBois did not attend that meeting.

Jerry Wood, GCCOG Engineer, gave an update on the California High Speed Rail Authority project (CHSRA) and its projected impact on Gateway Cities. He discussed the interaction between the Administrative Committee of the Gateway Cities and CHSRA. He cited the letter that was included in the agenda package and how it summarizes all of the issues that impact Gateway Cities. He then reviewed that various alignments and their status and estimated dates of environmental clearance. He then discussed the disposition of the newest planning effort for Los Angeles –San Diego (LA-SAN) which is a few years behind the Los Angeles –Anaheim (LA-AN) alignment.

He reviewed the LA-AN alignment and the three tracks (currently not completed). He also discussed the six-track alignment and a consolidated shared track alignment. He discussed the four-track option with CHSRA tracks to build along side the BNSF tracks. The option does not assume the third or fourth track ever gets built. The five track option assumes CHSRA will share track space with Amtrak and Metrolink. An additional alternative elevates the CHSRA tracks. There are fewer potential property takes with the elevated track alternative.

He reviewed the outstanding issues with the Business Plan, the rider ship and fare assumptions and made a point that there should be an economic viability analysis.

As part of the GCCOG review – there as an assessment of the existing rail services on the LOSSAN corridor and what is expected and desired by the operators. He reviewed the number of trains that can be operated on the existing tracks and with four or five shared tracks. There is an assumption that the existing set-up cannot handle the pre-recession 90/trains a day.

Wood reviewed the table that separated the capacity between passenger and freight rail which cannot share the same track effectively. The Consolidated alternative will decrease travel times and provide better service. He concluded with a discussion of the benefits of the six environmentally screened alternatives. He reviewed LA-SAN and answered why it goes through the Inland Empire. LA-SAN does not serve Gateway Cities, only passes through.

Lastly, he reviewed the areas that are still outstanding and expressed a level of frustration with the lack of answers and information forthcoming from CHSRA. He discussed the process of reviewing the issues faced by each city and engaging into discussions with the impacted city councils. He discussed the fact that the No-Build option does not benefit Gateway cities as it does not improve conditions along the alignment.

He discussed the potential for forming partnerships with the alignment cities for economic development and what is in the segment for the corridor cities.

David Hershenson, MTA Gateway Service Sector Manager, gave the Gateway Cities Service Sector report outlining the preparations for the upcoming service changes. He discussed the partnership with the municipal operators. He also talked about the opening on the Service Sector Board. Questions were asked about the need for more bus service in South Gate where the Garfield service was eliminated/

Mohammed Mostahkami, discussed his meeting with Caltrans District 7 Director Michael Miles, re: the graffiti on the Union Pacific bridges and graffiti abatement. Mostahkami was invited to attend a meeting with the City of Ventura about their MOU with UP. Graffiti abatement can range from \$400,000 - \$1 million (lead paint abatement) for first time removal only. There was a generalized discussion of the difficulty of removing graffiti and the lack of a consequence for the perpetrators. A suggestion was made to bring the issue up before the League of Cities.

Yvette Kirrin, I-5 JPA Executive Director, discussed the I-5 project; all of the I-5 Carmentia residential projects have been acquired. Some owner utility relocations have been done. The I-5 (I-605- OC) relocations are commencing with property appraisals and outreach. The I-5 construction mitigation program has begun and some of the construction has begun. There is an expectation that this work will finish by March 2011.

The I-5 605-710 EIR is starting to move ahead again now that there is additional budget.

Jerry Wood gave a report on the SR-91/I-605/I-405 revisions underway. The TAC is moving ahead to identify early action projects for this project.

He also gave a review of the 710 freight movement corridor and its potential for Public/Private Partnerships. He gave updates on the ITS Implementation plan and the AQAP.

Mike Kodama, gave an OLDA presentation starting with an overview of the SCAG Alternative Analysis initial findings. He discussed the project preliminary results and talked about the upcoming community meetings and a workshop at the COG and at the OLDA meeting.

The meeting adjourned at 5:35 pm.