MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair - MTA Director Diane DuBois  

Gateway Cities COG Office  
16401 Paramount Blvd., Paramount, CA 90723  
February 1, 2012  

CALL TO ORDER: MTA Director Diane DuBois called the meeting to order at 4:40 pm. Roll-call was taken by self-introduction.  

COMMITTEE MEMBERS PRESENT: Diane DuBois – MTA Board of Directors, Ray Dunton – Bellflower, Gene Daniels – Paramount, Bruce Barrows – Cerritos, Cheri Kelley - Norwalk, Mohammad Mostakhami – South Gate, Dana Lee- Long Beach Transit, Julie Moore – Office of Supervisor Don Knabe, Tom Modica – Long Beach  

COMMITTEE MEMBERS ABSENT: Stan Carroll – La Habra Heights, Ken Farfsing – Signal Hill, Bill Pagett - Paramount  


Minutes were approved as presented.  

Minutes from November and January were approved as presented.  

An additional matter of urgency was added to the agenda. Director DuBois reviewed the January MTA Board meeting. Actions taken included:  

- Approval of a Contingency Plan to exchange Prop. IB CMIA funds for Segment 4 of the I-5 project with the I-5 HOV lane (near Burbank) in case the I-5 south is not ready for construction in time to meet the Prop. IB 12/12 deadline.  

- Award of the I-710 Northern utility study in the amount of $5.6 million. This study will examine the utility relocation and associated environmental impacts as well as the relocation design impacts.  

- Approval of the LA County Bike Share Strategy which targets Long Beach (along with Santa Monica and Los Angeles as one of the cities to do a Bike share demonstration project.)
• Approval of an amendment to the Cambridge Systematics contract to work on the nexus study for the Congestion Mitigation Fee to conduct regional economic analysis and pilot studies for subregions. Gateway Cities is one of the subregions that will benefit from this additional work.

• The Board authorized the CEO to execute an MOU with the High Speed Rail Authority and the southern California Transportation Commissions to fund local improvements on existing intercity rail lines that will improve passenger service within the counties. There is a preliminary group of projects that includes many of the LOSSAN UP grade separations.

• The MTA approved a master Project Labor Agreement for all MTA funded transportation projects. Along with this PLA – the MTA approve the creation of a Construction Careers Policy to assist LA County residents with gaining access to job training and construction jobs. After much discussion the income level for access to these jobs was raised to $32,000/year as a threshold which created a broader eligibility for Gateway Cities.

There was a question about the CMIA fund swap with the I-5 HOV in Burbank and the I-5 South.

Karen Heit, Transportation Deputy, discussed AB 1446 (Feuer) a bill to allow the MTA to place an extension to Measure R on the ballot. The Bill as written prioritized Measure R projects by mode – giving transit priority over highway projects. The Bill did not provide for any return to the local source or transit operations funds. – There was general discussion on the way the Bill was written including the need to see an economic analysis and maintain the local share portions, transit and local return. She then discussed AB-1444 that allows for environmental challenges for transit projects only to go directly to the Appellant Court (skipping the Superior Court) The Transportation Committee voted to recommend the COG Board support the recommended positions on these pieces of legislation as amended to protect the local share elements.

Nancy Pfeffer, Regional Transportation Programs Director – discussed the GCCOG’s response to the Draft Regional Transportation Plan (RTP). She explained the process and the COG’s participation. She discussed the new estimated sources of funding that SCAG anticipates being available to fund local transportation projects. The GCCOG’s comment is the potential impact on low income. The next comment compares the governmental sources of funding which differ radically from the existing federal/state/local split. The RTP assumes the funding shift will rely less on local funding as it does today. She went on to question the depiction of major FTIP projects on the RTP map.

She commented on CHSRA and the state funding and the lack of specificity of projects associated with the $1.950 billion available statewide. She also talked about the regional HOV network which does not detail the actual or proposed projects. The last
project was the goods movement projects where there is little to support the projections associated with the truck volumes appear to be way off. A discussion ensued about the use of the SCAG model and the accuracy of the volumes. The port volumes are probably off as well. Jerry Wood will provide background information to allow GCCOG representatives to make the case for newer figures. She went over the east-west freight corridor - there are different percentages for the zero-emission freight corridor that are not consistent. Comment to be amended to go to 100% zero-emission trucks in the corridor. The last comment was the language concerning the inclusion of the Gateway Cities SCS, there is a reference to changing recommendations but it isn't clear what those changes (if any) are.

Pico Rivera had additional comments on the east-west freight corridor which includes an alignment along the UP corridor which would bisect the city of Pico Rivera. The language reads “within the SR-60 corridor” but shows the alignment cutting through P-R. The comment will be added to the letter.

Jerry Wood introduced Niall Barrett from OCTA to go over the I-405 Express Lane project in Orange County. Barrett reviewed the project limits, purpose, need and objectives for the project – which included capacity considerations and safety. He discussed the project terminus at the I-605 area around the LA/OC county line and how the lanes terminating work. He reviewed the 3 build alternatives and how the enter into LA County from OC and their costs. Barrett went out to review the current project schedule. The PSR and the environmental documents are due for 45-day review in January. He went on to review the public outreach process and eventual approval. Jerry Wood discussed the LA County response to this project and the work being done under the SR-91/I-605/I-405 project. Physical impacts and traffic impacts will be included. Chair DuBois asked about the coordination with the affected COG cities and the work MTA is doing. OCTA anticipates construction in 2014. The Long Beach Transportation Committee meeting was cited as an opportunity for public input. A question was asked about the inclusion of zero emission technology.

Jerry Wood introduced Martin Birkner – Siemens Mobility and Logistics (Germany) He reviewed the Siemens interests in transportation and the companies Department of Energy and Department of Transportation collaborative. Birkner presented the company’s cutting edge work with freight corridor electrification citing noise and pollution benefits from the suggested improvements. He reviewed the various modes of electrification that the company investigated before settling on the overhead catenary option as being the most flexible. He went on to explain a video that outlined how the system would work and the advantages of the pantograph system. Birkner indicated that the application will be rolled out in 2 or 3 years.

Yvette Kirrin, I-5 JPA Executive Director gave an overview of the Carmenita Road improvements which had commenced. Alondra road has also ramped up. All the rest of the project should be underway. She discussed the local efforts to retain the Prop. IB CMIA funding. She talked about the federal mark-up.
Director DuBois asked that Bruce Barrows make an appeal to work through new Local Agency/California High Speed Rail Authority MOU language that supports the COG and COG cities.

Jerry Wood, COG Engineer, gave brief updates on both the SR-91/I-605/I-405 and I-710 projects; indicating that the Draft EIR/EIS for the I-710 was scheduled for public release and comment in late March.

The meeting was adjourned at 5:45 pm with the next meeting scheduled for March 7, 2012.
The meeting adjourned at 5:20 pm.