

# GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

## AGENDA

Chair – Bonnie Lowenthal, Director, MTA

April 4, 2007, 4:30 PM  
Gateway Cities COG Offices  
16401 Paramount Blvd. , Paramount, CA

<b>Item No.</b>	<b>Description</b>	<b>Recommended Action</b>
I.	Call to Order – Self Introductions	
II.	Pledge of Allegiance	
III.	Approval of Meeting Minutes of March 7, 2007	Receive & File
IV.	Reports:	
1.	Congestion Mitigation Plan Fee – City Manager’s Steering Committee Recommendation	Discussion & Recommendation
2.	MTA-Gateway Cities Sector Governance Council Vacancy	Receive & File
3.	SB 974-Ports: Congestion Relief Environmental Mitigation Regulatory Fee – Senator Lowenthal’s Office	Discussion & Recommendation
4.	California High Speed Rail Authority – Presentation By Brewerton Clarke and Betsy Lindsay	Receive & File
5.	MTA Gateway Cities Sector Report-Alex Clifford MTA Gateway Cities Service Sector General Manager	Receive & File
6.	OCTA/MTA Activities (Oral Report)	Receive & File
7.	Update – I-5 JPA	Receive & File
8.	Update – I-710 EIR/EIS	Receive & File
9.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
10.	News Release – Additional Funding for GCCOG	Receive & File
11.	New Business/Date of Next Meeting	
12.	Adjournment	

## **Item III**

# **Approval of Minutes for the Meeting of March 7, 2007**

**Transportation Committee Minutes of  
March 7, 2007**

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair – MTA Director Bonnie Lowenthal  
Gateway Cities Office, 16401 Paramount Blvd. , Paramount  
March 7, 2007**

Call to order and roll call. The meeting was called to order by Chair Lowenthal at 4:35 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal – Long Beach, Stan Carroll – La Habra Heights, Frank Gurule – Cudahy, Ken Farfsing – Signal Hill, Bill Pagett, – Paramount, Ray Harris – Supervisor Knabe’s Office, Gary Milliman, – South Gate, Jaime Beccera – Norwalk Transit, Mohammed Mostahkami – South Gate, Gene Daniels - Paramount.

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Larry Nelson – Artesia, Kerry Cartwright – Port of Long Beach.

OTHERS PRESENT: Sharad Mulchand - Metro, Michael Sieckert, – Metro, Richard Powers – Gateway Cities COG, Karen Heit – Gateway Cities COG, Deborah Chankin – Gateway Cities COG, Jerry Wood – Gateway COG, Sumire Gant – Long Beach, Gary Hamrick – Iteris Inc., Debra Reed – AQMD, Lee Ward – Iteris Inc., Alex Clifford – Gateway Cities Service Sector, David Hershenson – Gateway Cities Service Sector.

A quorum was reached and the Minutes of the February 7, 2006 meeting were approved.

Karen Heit, Transportation Deputy to Director Lowenthal reported on the continued development of the guiding principles for the CMP Fee process at the MTA. The guiding principles were currently under review by LA County cities per a Motion passed by Director Lowenthal at the February Planning and Programming Committee. Ken Farfsing discussed the development of some of the issues by private developers; MTA still has to work through many of the issues raised by stakeholders. The GCCOG will develop a survey to see where the Gateway Cities stand.

Other issues discussed was the need for the MTA to create a fee as opposed to maintaining the current system of debits/credits; conflicts with other fee proposals (AQMP)

Karen Heit reported on the status of the MTA Call for Projects and will provide a schedule for the next meeting and would send the schedule out to Gateway Cities.

Vice-Mayor Lowenthal gave an overview of the MTA January 29 Workshop and subsequent Board actions. She explained the intent behind the Fasana/Lowenthal Motion and the need to have LA County determine the nature of goods movement

## **Transportation Committee Minutes of**

March 7, 2007

improvements and not have LA County goods movement defined by other counties. I-5 JPA Executive Director, Jerry Wood, discussed the initial comments from the workshop and Deborah Chankin discussed the need to keep GCCOG goods movement issues at the top of the LA County and multi-county efforts. Vice-Mayor Lowenthal assured the committee that she would keep the Gateway Cities issues at the top.

Alex Clifford, Gateway Cities Service Sector General Manager, reported on security activities that were initiated at the Artesia Metro Blue Line Station. Metro Facilities Dept. will check the lighting for sufficient lumens; look at landscaping with security in mind. He reviewed various service changes. He discussed Metro Connections and the possibility of establishing transit hubs in Norwalk, Long Beach and Huntington Park. Discussions with those cities have concluded that there are either hubs already there or the potential exists to establish hubs. Clifford answered a question from last meeting about the weight distribution from the articulated buses. The weight distribution on artics are similar to the weight of standard buses spread over the three axles. There was a discussion of removal of bus lines and the ability to use Prop. C 25% on those streets. Bill Pagett suggested a "grandfather clause" for projects in development before the service removal.

Vice-Mayor Lowenthal reported on the last OCTA/MTA summit meeting and the upcoming Intercounty Transportation Study. Rail topics included the coordination of Metrolink, Amtrak and Coaster service as well as possible Metro Green Line coordination. GCCOG Executive Director Richard Powers inserted that the Green Line issue needed to be discussed with Norwalk first.

Jerry Wood gave the update on the I-5 project progress. The \$387 million for the I-5 south was awarded by the California Transportation Commission. Certification of the EIR is imminent and most of the properties have been purchased.

Jerry Wood also gave an update on the I-710 EIR/EIS process, the responses to the RFP are in and under review, a recommendation is still on schedule for an MTA Board approval in April with a Notice to Proceed in May. The I-710 Corridor Air Quality Action Plan (AQAP) is under early development with interviews being conducted with Tier I and II stakeholders. A draft of the results is due in early April.

Lastly Mr. Wood said the SR-91/I-605/405 study will proceed as soon as a Notice to Proceed is issued from the MTA.

Under new business, Vice-Mayor Lowenthal passed out the SB 974 Ports: Congestion Relief Environmental Mitigation Regulatory Fee, and asked that it be agendized next meeting.

The meeting was adjourned at 5:37 p.m.

**IV. Reports**

**1. Congestion Mitigation Plan Fee-  
City Manager's Steering Committee  
Recommendation**

**Transportation Committee Agenda**

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**TO:** Transportation Committee

**FROM:** Richard Powers, Executive Director

**SUBJECT: Congestion Management Plan Fee Proposal – City Manager’s Steering Committee Recommendation**

Attached is the recommendation from the City Managers Steering Committee which will be considered by the Board of Directors this evening, for your information.

## **Transportation Committee Agenda**

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**TO:** Board of Directors

**FROM:** City Managers Steering Committee

**SUBJECT: Congestion Management Plan Fee Proposal – City Manager’s Steering Committee Recommendation**

### **Issue**

State law requires each county to implement a Congestion Management Plan. Each city must comply with the plan in order to maintain eligibility to receive section 2105 gas tax. The MTA has been working on countywide development mitigation fee as an alternative to its existing system of debits/credits for the Congestion Management Plan. The Gateway Cities City Managers’ Steering Committee has taken the lead in raising awareness about the potential impacts of this new program. The MTA initiated a Policy Advisory Committee to help guide the implementation of the proposed fee. Members of the City Manager’s Steering Committee have attended these meetings and have raised issues with the MTA and its consultant team.

The Gateway Cities City Manager’s Steering Committee has concerns about the initiation and adoption of this process. These concerns can be summarized within the following bullet points:

1. The MTA has not done sufficient analysis on issues that face built-out cities within an urbanized area like the Gateway Cities subregion.
2. The proposed Fee may act as a deterrent to encouraging development within urbanized areas and unduly burden redevelopment efforts with additional fees the cities may end up subsidizing.
3. The Fee may function as a deterrent to in-fill housing efforts or commercial development in economically challenged areas.
4. The Fee may require smaller cities to contribute to a regional project outside of the city’s boundaries.
5. There is no provision for maintenance of effort to regional funding of projects by the MTA.
6. Cities that do not adopt the Fee (should it be adopted as CMP compliance by the MTA) would face losing their Section 2105 highway users tax funds

At their meeting of March 27,2007 the Gateway Cities Planning Directors also discussed this matter and concurred in the recommendation below.

### **Recommendation**

The City Manager’s Steering Committee will continue to participate in the CMP Fee development process to ensure that the GCCOG’s issues are addressed. The Committee recommends that the GCCOG Board take a formal position in support of genuine flexibility for cities by allowing each city the option of complying with the CMP either by participating in the proposed fee or by continuing its participation in the current system of debits and credits or additional alternatives that may be proposed.

**IV. Reports**  
**2. MTA – Gateway Cities Service  
Sector Governance Council**

## **Transportation Committee Agenda**

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**TO:** Transportation Committee

**FROM:** Bonnie Lowenthal

**BY:** Karen Heit, Transportation Deputy

**SUBJECT: Gateway Cities Service Sector Council Vacancy**

### **Issue**

A vacancy is currently available on the Gateway Cities Service Sector Council. This position has been vacated by the resignation of Cynde Soto. Ms. Soto was a non-elected representative; there are two years remaining on the term. The Gateway Cities Service Sector Council Bylaws requires the establishment of an MTA Sector Subcommittee of the Transportation Committee to review all applications and interview candidates. The subcommittee will make a recommendation to the GCCOG Board of Directors who will forward the nomination to the MTA Board of Directors.

### **Attachment:**

Soto Resignation  
Bylaws

## **Transportation Committee Agenda**

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### **Communication From Ms. Cynde Soto**

**From:** cyd soto [mailto:cydsoto1@yahoo.com]

**Sent:** Tuesday, March 06, 2007 10:55 PM

**To:** Clifford, Alexander; Hershenson, David

**Subject:** Re: March 8, 2007 GWC Governance Council Meeting

Hi Alex and Dave,

I hate writing this but I have to resign from the Council. I tried to hang in there but my health (for right now) isn't stable enough to continue. Sorry for the late notice, I have been avoiding this all week.

Thank you for everything. It was a pleasure to serve Metro. I would like to thank all Council members for their friendship and kindness toward me. It was an honor to serve with such wonderful dedicated citizens and elected officials.

My best to everyone.

Sincerely,

Cynde Soto

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### **Gateway Cities MTA Service Sector Council**

#### **Nominating Policy and Procedure**

**As amended June 1, 2005**

#### *Council composition*

The Council was initiated with seven members including a majority of public transit users and not to exceed three (3) elected officials. The COG (acting as the convening coalition) exercised its the right to expand the Council to nine (9) members on June 1, 2005. These nine (9) members shall include a majority of public transit users and not exceed four (4) elected officials.

#### *Nomination procedure*

When one or more vacancies occurs, it will be determined how many of the vacancies may be held by elected officials. For elected official vacancies, if any, all applications received will be compiled and forwarded to the COG Board of Directors for its decision. For non-elected official vacancies, if any, all applications will be reviewed by the MTA Sector Subcommittee of the Transportation Committee after all elected official vacancies have been decided. The Subcommittee will recommend candidates for each vacancy to the Board of Directors for nomination to the Sector Council. All of the Board of Director's nominations will be forwarded to the MTA Board of Directors for its review and approval. In selecting among the applicants, the Subcommittee will strive for diversity of perspectives, expertise, geographic representation, and transit use including consideration of populations with special transit needs such as the elderly and the disabled.

### **III. Outreach**

Applications will be accepted for a minimum period of three weeks. Notice of available applications will be posted on the COG website and mailed to all mayors, councilmembers, county supervisors, city managers and municipal transit providers in the Sector area as well as the Gateway Cities Partnership. A press release will also be issued.

**IV. Reports**  
**3. SB 974-Ports: Congestion Relief  
Environmental Mitigation Regulatory  
Fee – Senator Lowenthal’s Office**

**Transportation Committee Agenda**  
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SENATE BILL

No. 974

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**Introduced by Senator Lowenthal**  
(Principal coauthor: Assembly Member De La Torre)  
(Coauthors: Assembly Members Carter and Karnette)

February 23, 2007

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An to add Article 10 (commencing with Section 63049.70) to Chapter 2 of Division 1 of Title 6.7 of the Government Code, to amend and renumber Section 1760 of, to add a heading to Chapter 1 (commencing with Section 1720) of, and to add Chapter 2 (commencing with Section 1740) to, Part 2 of Division 6 of, the Harbors and Navigation Code, relating to ports, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 974, as introduced, Lowenthal. Ports: congestion relief: environmental mitigation: regulatory fee.

(1) Existing law regulates the operation of ports and harbors.

This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU).

The bill would require the Ports of Los Angeles and Long Beach to transmit  $\frac{1}{2}$  of the funds derived from imposition of the fee to the Southern California Port Congestion Relief Trust Fund, which the bill would establish in the State Treasury, and  $\frac{1}{2}$  to the Southern California Port Mitigation Relief Trust Fund, which the bill would establish in the State Treasury. The bill would require the Port of Oakland to transmit  $\frac{1}{2}$  of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund, which the bill would establish in the State Treasury, and  $\frac{1}{2}$  to the Northern California Port

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**Legislative Digest – Full bill will be available at the meeting.**

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SB 974

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Mitigation Relief Trust Fund, which the bill would establish in the State Treasury.

The bill would require the moneys transmitted to the Southern California Port Congestion Relief Trust Fund and the Northern California Port Congestion Relief Trust Fund to be available, upon appropriation, for expenditure by the California Transportation Commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from those ports, and funding the administrative costs of this program. The bill would prohibit moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the General Fund. The bill would prohibit the commission from using the funds to construct, maintain, or improve highways, with certain exceptions.

The bill would require the moneys transmitted to the Southern California Port Mitigation Relief Trust Fund and the Northern California Port Mitigation Relief Trust Fund to be available, upon appropriation, for expenditure by the State Air Resources Board to develop a list of projects to mitigate environmental pollution caused by the movement of cargo to and from those ports, and for the administration of this program. The bill would prohibit moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

The bill would establish a state-mandated local program by imposing these additional duties upon the ports.

(2) Existing law sets forth the duties of the Infrastructure and Economic Development Bank and its board of directors generally in performing various financing transactions, including the issuance of bonds.

This bill would authorize the bank to enter into financing agreements with participating parties to finance or refinance Southern California and Northern California port congestion relief projects and Southern California and Northern California port mitigation relief projects. The bank would be authorized to issue revenue bonds. User fees on container ships from the Southern and Northern California Port Congestion Relief Trust Funds and the Southern and Northern California Mitigation Relief Trust Funds would be continuously appropriated to the bank to secure any revenue bonds.

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SB 974

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: yes. Fiscal committee: yes.  
State-mandated local program: yes.

**IV. Reports**  
**10. News Release – Additional  
Funding for GCCOG Fleet  
Modernization Program**

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## NEWS RELEASE



Air Resources Board

Division for Ports Services, The Port of Long Beach and Port of Los Angeles and  
approved and accepted by the staff of the U.S. Environmental Protection Agency,  
California Air Resources Board and its contract with Golden State Transit District

### **SAN PEDRO BAY PORTS ALLOCATE \$6.3 MILLION TO CONTINUE GATEWAY CITIES FLEET MODERNIZATION PROGRAM**

***More Than 500 High-Polluting Trucks Have Been Replaced to Date  
Through the Gateway Cities Truck Replacement Initiative***

**LOS ANGELES & LONG BEACH, Calif. – March 15, 2007** – The ports of Long Beach and Los Angeles are transferring an additional \$6.3 million in funding to the Gateway Cities Council of Governments for the maintenance of its Fleet Modernization Program, one of the nation's most successful efforts to replace older, dirtier diesel trucks with newer, less polluting vehicles.

The bridge funding will be used by Gateway Cities to continue the replacement of older harbor trucks in the short term as the ports complete the development of a truck fleet modernization initiative as outlined in the San Pedro Bay Clean Air Action Plan (CAAP) approved by both ports' harbor commissions last November.

Viewed by many as one of the most significant measures in the CAAP, the truck modernization program is being designed to replace and/or retrofit more than 16,000 harbor trucks that, altogether, make 80 percent of the calls on the marine terminals in the San Pedro Bay Ports. These trucks will either be replaced with newer, cleaner diesel or alternative fuel rigs, or they will be equipped with devices that will reduce emissions of diesel particulates and oxides of nitrogen (NOx).

A draft of the CAAP's truck replacement and retrofit program is scheduled to be delivered to the Executive Officers of both ports in the coming weeks. The new truck replacement strategy supporting the CAAP will be the most ambitious and far-reaching heavy-duty vehicle retirement program ever attempted. The Ports are working closely with Gateway Cities to learn from the Fleet Modernization Team's experience how best to structure and administer the CAAP truck replacement program and how to effectively communicate with stakeholders, including the independent trucker owner/operators, about the program.

The Port of Los Angeles is allocating \$3.3 million and the Port of Long Beach is contributing \$3 million in this latest round of funding for the Gateway Cities Fleet Modernization Program. Owner-operators qualifying for the funding must demonstrate that they make hundreds of calls at San Pedro Bay Ports' cargo terminals each year. The new replacement trucks must continue to be used in port service, also known as

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container drayage, so that the emission reduction benefits of the cleaner rigs can be realized in nearby communities and throughout the region.

Since its inception in September 2002, the Gateway Cities Fleet Modernization program has scrapped 530 old trucks and replaced these with much newer, safer, and cleaner rigs. Each replacement truck significantly reduces emissions of smog-forming chemicals and toxic air contaminants. Over its assumed five-year life, on average each replacement truck prevents approximately 1.0 tons of NOx and 0.6 tons of diesel particulate emissions.

### **About The Clean Air Action Plan**

Outlining the most comprehensive clean air strategy ever produced for a U.S. port complex, San Pedro Bay Ports Clean Air Action Plan was adopted by the boards of harbor commissioners of Los Angeles and Long Beach on November 6, 2006 in a historic joint board meeting. The Plan proposes hundreds of millions of dollars in investments by the ports, the state, air quality regulatory agencies and the port-related industry to dramatically reduce pollution-related health risks in the South Coast Air Basin.

Even as trade grows at the two ports, the Plan aims to cut diesel-related particulate matter (PM) pollution by more than 47 percent and smog forming nitrogen oxide (NOx) emissions by more than 45 percent within the next five years, resulting in emissions that will be below 2001 levels. Measures under the Plan also will result in reductions of sulfur oxides (SOx) by more than 52 percent.

The San Pedro Bay Ports of Los Angeles and Long Beach move more than \$260 billion a year in trade and more than 40 percent of the nation's containerized cargo. If taken together, the adjacent ports would be the fifth-largest container port in the world. The two ports support more than 500,000 jobs in Southern California. The ships, trucks, trains and other diesel-powered equipment and craft at the ports are major sources of air pollution in a region that already has some of the worst air quality in the nation.

The comprehensive San Pedro Bay Ports Clean Air Action Plan Technical Report, a more concise Overview, and the Comment Compendium are available for review at the web sites of the two ports, [www.polb.com](http://www.polb.com) and [www.portoflosangeles.org](http://www.portoflosangeles.org).

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Contacts:	Port of Los Angeles Theresa Adams Lopez (310) 732-3507	Port of Long Beach Art Wong (562) 590-4123
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