

MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Cerritos Senior Center 12340 South Street, Cerritos
April 7, 2004

1. Call to Order and Roll Call. The meeting was called to order by Chair Beatrice Proo at 4:45 p.m. Roll call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT. Beatrice Proo, Chair; Ed Norris for Desi Alvarez; Ken Farfsing; Gloria Kappe; Marina Sueiro for Fred Latham; Bill Pagett.

COMMITTEE MEMBERS ABSENT. COG President Frank Colonna; Supervisor Don Knabe; Geraldine Knatz, Port of Long Beach; Edward Wilson, COG Vice-President.

OTHERS PRESENT. Richard Powers, Gateway Cities COG Executive Director; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Don Camph, Gateway Cities COG; Jerry Wood, Gateway Cities COG; Josef Bray-Ali, Assemblymember Bermudez; Bridget Sramek, Assemblymember Lowenthal; Norman Fassler- Katz, Assembly Select Committee on California Ports; Alex Clifford, MTA Sector General Manager; Vivian Garcia, Huntington Park; Tina Hansen, Pico Rivera staff; David Hershenson, MTA; Nancy Michali, MTA; Sharad Mulchand, MTA; Ralph Webb, I-5 JPA staff;

A quorum was not present. Therefore only discussion items were entertained at this time.

2. Pledge of Allegiance was led by Chair Proo.
3. Introduction of MTA Gateway Service Sector General Manager. Chair Proo introduced newly appointed MTA Gateway Cities Service Sector General Manager Alex Clifford and asked him to describe his personal background. Mr. Clifford advised that he had served eight years on the Riverside City Council where he was involved in transportation affairs. Since joining the MTA he has rotated through various operational management positions. He expressed his pleasure at his new appointment and his hope that by combining the policy perspective of a former Councilmember with the administrative experience he would be able to serve the region well and improve customer service in bus operations. Mr. Clifford also introduced Gateway Cities Service Sector Governance Council members Jacqueline Rynerson and Wally Shidler who were in the audience.

4. Presentation on Bus Service Restructuring. Nancy Michali, MTA Director of Service Planning and Analysis addressed the current effort at restructuring bus service. She advised that this would be the first major systemwide restructuring in over 20 years. Since that time population and job growth, an increase in the proportion of elderly and student riders and the introduction of train service contributed to a change in the operating environment. The restructuring project intends to improve service and increase ridership by recognizing the multi-centered urban form of Los Angeles, moving toward a “hub and spoke” or center and corridor approach, making shorter lines to improve on-time service and paying closer attention to partnerships and connectivity. MTA staff has reviewed best practices of other transit providers and will incorporate what they have learned from others, for example Seattle. More amenities at both stops and centers will also be included. A working group of municipal and local transit providers is advising the study. Member Kernaghan is participating in that group. Mr. Powers and Member Sueiro both emphasized the importance of keeping all cities well informed about the study process not just the municipal operators.

Member Brynn Kernaghan and Member Keith McCarthy arrived at approximately 5:00

5. Discussion and Possible Action on State Legislation: AB 2024, AB 2041, AB 2042, AB 2043.

Ms. Chankin advised that a quorum was now present.

Chair Proo invited legislative staff to describe their bills. Member Farfsing requested that comments be held until the conclusion of all the presentations. Josef Bray-Ali from Assemblymember discussed AB 2024. The bill calls for a study to be completed in six months by the Secretary of the Business, Transportation and Housing Agency to recommend any statutory changes necessary to implement incentives and disincentives to bring about extend hours of freight movement. Mr. Bray-Ali stated that the bill was in an early form and suggestions were welcome.

Norman Fassler-Katz, Sr. Consultant to the Assembly Select Committee on California Ports addressed the three Lowenthal bills. AB 2041 will create a Port Congestion Management District charged with establishing a fee for the privilege of transporting cargo in or out of the Ports of Long Beach and Los Angeles on week days between 8:00 am and 5:00 p.m. Mr. Fassler-Katz stated that this bill was intended to motivate the goods movement industry to bring about the necessary changes itself and that indications are good that they may still do so. He emphasized that Assemblymember Lowenthal fully intends to withdraw the bill if the industry solves the problem itself. In the meanwhile, the bill is evolving as comments are received from various stakeholders. AB 2042 would require the South Coast Air Quality

Management District working with information to be developed by the Ports of Long Beach and Los Angeles to establish a baseline inventory of port generated air pollution. It would further require that “all future growth” at the ports must result in zero net increase in air pollution. AB 2043 would create a Task Force to develop a statewide Maritime Port Strategic Master Plan. Mr. Fassler-Katz stated that Assemblyman Lowenthal is encouraged by the success of his truck idling bill and is determined to initiate additional real solutions to port issues before leaving the Assembly at the end of this year.

Mr. Camph advised that the MTA is neutral on all the bills and has concerns about funds from the port fees funding projects outside of the regional transportation planning structure. Mr. Fassler-Katz advised that the Long Beach City Council will hear a committee recommendation to endorse all three bills next week. Member Pagett stated that the I-710 Tier 2 Community Advisory Committee feels that port emissions must be reduced from current levels, not maintained at current levels. Mr. Farfsing suggested that the COG be represented on the Board of the Congestion Management District and that it should be a local agency not a state agency. Member McCarthy suggested that the I-710 Technical Advisory Committee review the bills and consider whether freight diversion would damage the local economy. Mr. Fassler-Katz stated that the bills are in very early form and suggestions from all stakeholders are welcome. Chair Proo suggested that no action be taken this month because the cities are still deliberating on their positions and because the bills are undergoing significant change. No action was taken.

6. Update on I-5. Ralph Webb, Executive Director of the I-5 Joint Powers Authority (JPA) gave a brief update on the project. Mr. Webb explained that the project was broken into constructible segments. Construction of the first Los Angeles County segment which will be up to the I-605 now appears ready and feasible. The MTA has made this one of its two top priority highway projects in its Short-Range Transportation Plan and funding is being sought, possibly through the use of “Garvee” bonds. The cities involved and the JPA unanimously adopted a 10-lane at-grade alternative as the preferred alternative. However, the Federal Highway Administration prefers to construct as many lanes as possible, 12 or even 14. Legislation is now being proposed within the federal transportation funding bill to prohibit funds from being spent on other than the locally preferred alternative. Mr. Powers pointed out that the time may come when the I-710 will face a similar problem and the COG should be prepared to take legal or legislative action if needed.
7. Update on 710. COG Executive Director Richard Powers provided an update on the I-710 major corridor study. Mr. Powers expressed the COG’s appreciation for Supervisors Knabe and Molina’s leadership in obtaining additional study funds from the County of Los Angeles above and beyond the County’s normal study contribution. This contribution has provided support for the community engineering facilitator, Mr. Jerry Woods. Mr. Woods has

25 years experience in working with state and federal highway projects on behalf of communities. The study is moving forward through a consensus building process and consensus is emerging. An example of how the community engineering has been successful is the Long Beach design concept now being circulated to the residents of Long Beach. This design provides 10 general purpose lanes and 4 truck lanes while taking no residences. The full corridor concepts take very few residences.

8. Draft Program EIR/EIS for the Proposed California High Speed Train System. Mr. Powers explained that the Cities of La Mirada, Pico Rivera and Santa Fe Springs have concerned about the proposed High Speed Train which would go through the same communities that have been looking at the Triple Track proposal. The Cities requested that the COG consider the Draft Environmental Document now being circulated. Member Sueiro of Santa Fe Springs explained that the three cities are reviewing the document and formulating their comments. They believe it is especially important that the document take into account and be consistent with the Triple Track environmental documents. The cities would like their comments to be submitted under the COG's auspices as they feel this would carry more weight. Ms. Chankin pointed out that another alternative in the document would utilize the West Santa Ana Branch right of way. Mr. Powers clarified that this is the right of way the Orange Line Development Authority hopes to develop. After some discussion of procedure it was agreed that the cities would work with COG staff to present a draft comment letter at the May meeting. It was moved by Member Farfaring, seconded by Member Daniels and passed unanimously to recommend to the Executive Committee that comments on the Draft Program EIR/EIS for the Proposed California High Speed Train System be submitted under the umbrella of the COG.
9. New Business/Date of Next Meeting. There was no new business. The next meeting will be May 5, 2004.
10. The meeting was adjourned at 6:00 p.m.