

MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Cerritos Senior Center 12340 South Street, Cerritos  
May 5, 2004

1. Call to Order and Roll Call. The meeting was called to order by Chair Beatrice Proo at 4:40 p.m. Roll call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT. Beatrice Proo, Chair; Sumire Gant for Desi Alvarez; Gene Daniels; Ken Farfsing; Robert Hughlett; Brynn Kernaghan; Vivian Garcia for Greg Korduner; Thomas Jelenik for Geraldine Knatz; Marina Sueiro for Fred Latham; Keith McCarthy; Bill Pagett.

COMMITTEE MEMBERS ABSENT. COG President Frank Colonna; Supervisor Don Knabe; 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; John Barna, Gateway Cities COG; D. A. McClain, Gateway Cities COG/MTA; Ray Harris, Supervisor Knabe; Luis Marquez, Assemblymember Lowenthal; Jim Clouet, SCAQMD; Wally Shidler, MTA Gateway Cities Service Sector Governing Council; David Hershenson, MTA; Sharad Mulchand, MTA; Augustus Ajawara, City of Compton.

A quorum was present.

2. Pledge of Allegiance was led by Chair Proo.
3. Approval of Minutes. It was moved by Member Farfsing, seconded by member Pagett and passed unanimously to approve the minutes of the April 7, 2004 meeting of the Transportation Committee as submitted.
4. Discussion and Possible Action on Proposed MTA Gateway Service Sector By-Law Revisions. A draft MTA staff report was distributed. Four by-law revisions are under consideration by MTA: 1) authorize the MTA Board to remove or replace a Service Sector Council member; 2) reduce the Councils' meetings from monthly to quarterly inclusive of public hearings; 3) authorize the MTA Board to make future by-laws amendments by simple majority vote; 4) reduce travel allowance for Council members. Mr. Powers explained that MTA had approached the COG regarding establishing service sectors as a management unit with a governance council with the goal of improving the quality, responsiveness and cost effectiveness of bus service. Mr. Powers also stated that he had spoken with Gateway Cities Sector Council Chairperson Sam Peña regarding this matter. Mr. Peña indicated his opposition to reducing the number of meetings. Governance Council Member

Wally Shidler addressed his opposition to reducing the number of meetings. Mr. Shidler stated that he was not concerned about the reduction in travel allowance and had not traveled at the MTA's expense. Several members expressed concern about the authority for MTA to remove and replace members. Ms. Chankin explained that the COG Executive Committee is the nominator of the Council members who are then appointed by the MTA Board of Directors. Member Farfsing suggested that the MTA Board of Directors have removal authority with the concurrence of the nominator. Ms. Chankin advised that the MTA Executive Management and Audit Committee has agendaized this matter for May 19, 2004. Chair Proo asked if the Governance Council would have time to meet and act on the matter before then. Mr. Hershenson of MTA staff said that they would meet on May 13, 2004. Chair Proo recommended that the Governance Council formulate a position on the by-laws revision at its meeting.

5. Discussion and Possible Action on Proposed Proposition A and Proposition C Guideline Revisions. Ms Chankin explained that Propositions A and C provide sales tax revenue to cities by formula for transit purposes, that MTA administers the program and is currently proposing some changes to the guidelines and soliciting comments from the COG. A summary of the proposed changes was included in the agenda packet. Ms. Chankin introduced Sharad Mulchand of MTA staff to present the matter. Mr. Mulchand explained that the matter will be reviewed in greater detail with the COG's Public Works Officers but that he had the detailed Guideline packet available for anyone interested as well as information as to cities' current balances. He explained that several of the proposed changes will provide cities with additional flexibility and clarity in spending their Prop. A and C funds. Member Kernaghan explained that the changes were previously discussed with the municipal Bus Operators Subcommittee of the MTA TAC and concurred that the changes were generally favorable. She mentioned the increased area that may be improved at bus stops as an example. Member Pagett had concerns that the change in this item would not meet its goal of including work necessary to establish or improve a power source for the bus stop and it would be better served by naming power sources as eligible expense. Member Farfsing expressed concern about the call for a "detailed audit" of capital reserves and stated that cities do not need more paperwork associated with this program. Chair Proo requested input from the Public Works Officers before taking any action. Mr. Mulchand stated that the matter would come before the Public Works Officers. Mr. Mulchand was not certain of the final comment date but stated that it was in May. Chair Proo requested that the date be extended to allow the Committee to hear from the Public Works Officers.
6. Discussion and Possible Action on SB 1397 Escutia Re: Locomotive Emissions. Mr. Jim Clouet of the South Coast Air Quality Management District provided a discussion of SB 1397. The bill represents the District's

effort to gain some control over freight locomotive emissions. The bill authorizes the District to establish “fair share” emission reduction standards for locomotives. It further allows the District to set mitigation fees if the standards are not met. Mr. Clouet described the bill’s fee provisions as a “last resort” if the railroad companies do not comply voluntarily. A committee would be established to advise the District on the regulations, fees and fee supported mitigation projects. Mr. Clouet advised that recent amendments to the bill, passed since the distribution of the Committee’s agenda packet, exempted passenger trains and provided that no less than half of the fees would be expended in freight rail impacted communities including the Gateway Cities area. Member McCarthy questioned why the bill would be expected to withstand a court challenge. Several members questioned the make up and authority of the advisory committee and pointed to the District’s perceived history of ignoring community and industry input. They also expressed concern about the vagueness of the legislation in describing a “fair share” rather than setting specific standards or required actions. Mr. Clouet was asked whether the railroads had responded. He said they had and they opposed the measure but he hoped they would be motivated to discuss the matter with the District. Ray Harris advised that ACTA staff had recommended an “oppose” position to the ACTA Board but that the ACTA Board had deferred taking a position. He also stated that the matter is expected to come before the Board of Supervisors and that MetroRail and the Southern California Rail Authority are waiting to meet with the District to discuss the bill. Chair Proo suggested that the Committee hear from industry representatives at its next meeting.

7. Update on the California High Speed Train Draft EIR/EIS. Ms. Chankin advised the Committee that the comment period on the California High Speed Train Draft EIR/EIS had been extended to August. The impacted cities have therefore decided to take more time to review the document before providing draft comments to the Committee. This is the reason there was no action item agendized on this matter as previously anticipated.
8. New Business/Date of Next Meeting. Mr. Powers introduced John Barna of Anrab Associates. Mr. Barna is a new transportation funding consultant with the COG. The next meeting was set for June 2, 2004.
9. The meeting was adjourned at 5:35 p.m.