

MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Cerritos Senior Center 12340 South Street, Cerritos
November 2, 2005

Call to Order – Chair Bonnie Lowenthal called the meeting to order at 4:37 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal, Chair; Bill Pagett, Max Withrow, James Parker, Sam Pena, Stan Carroll, Elba Guerrero, Ken Farfsing, Gary Milliman.

COMMITTEE MEMEBERS ABSENT: Greg Nordbak, Gene Daniels, Fred Latham, Don Knabe, Geraldine Knatz.

OTHERS PRESENT: Richard Powers, Gateway Cities COG Executive Director; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Karen Heit, Gateway Cities COG; Mohammad Mostahkami, City of South Gate; Marina Sueiro, City of Santa Fe Springs; Bob Dickey, City of South Gate; Dave Hershenson, MTA; Binti Harvey, City of South Gate; Dan Nguyen, MTA; Brynn Kernaghan, Long Beach Transit; Patrice Price, AQMD; Sumire Gant, City of Long Beach; Sharad Mulchand, MTA; Jerry Wood, Gateway Cities COG; Wally Shidler, Metro Gateway Cities Governance Council; Ruth Garcia, Port of Long Beach; Ray Harris; Los Angeles County Board of Supervisors.

A quorum was present and the Minutes of the September 7, 2005 meeting were approved.

Nancy Pfeffer, Sr. Transportation Planner – SCAG, gave a presentation on the recently released, *SCAG Port & Modal Elasticity Study*. She presented an overview that included: the project team, project approach, data sources and the study structure. She explained the savings to manufacturer's for "just in time" orders and shipping. The elasticity portion of the study presented two scenarios; container fees with and without port-serving access infrastructure improvements. Freight movement is less sensitive to fees [that serve port access] than it is to shipping delay. She went on to detail the positive impacts of transloading (shipping freight to one location and reloading to final destinations) freight, in terms of potential job generations and efficiency in freight movement. She outlined the inland Empire's desire to place a fee on containers to ameliorate their freight movement issues. She went on to discuss the public benefit to truck lanes and freeing up freeway capacity. She discussed public/private financing and the benefit to the trucking industry AND THE PUBLIC.

A question was asked about the types of projects that could be funded with container fees, she referenced an excerpt from the Regional Transportation Plan (RTP) that listed potential projects. Another question was asked concerning incorporation of the findings in the Governor's "Go California" initiative: they are included.

The Committee discussed the following areas and moved the recommendations on to the Board of Directors: More work needed to be done on identification of specific projects for fee designation; continued stakeholder exposure and input on the findings; analysis of environmental mitigation (existing conditions and possible expansion); will fees be used to support revenue bonds? An analysis of impact of container fees on RTP adopted projects was needed.

Director Lowenthal gave an update on the MTA Long Range Transportation Plan (LRTP) update process including the following:

- This is a minor update to the 2001 LRTP, it extends the planning horizon from 2025 to 2030 and updates demographics, the financial forecast as well as projects. The MTA LRTP is the LA County portion of the 2007 SCAG Regional Transportation Plan.
- The Plan Strategy is to build on the existing LRTP, updating the cost of the existing Plan (notably increases in the cost of highway construction) for the Constrained Plan (funded) and the Strategic Plan (unfunded).
- The financial picture includes maintaining the priorities of the '01 LRTP, but updating the financial model to include changes in federal, state and local revenues. Notable are the \$2 billion increases in highway costs through 2030. Transit infrastructure costs will increase from \$1.1 – 1.9 billion as the project scopes are refined through 2030.
- Board actions/discussions in October Committees after plan presentation included: concern about ridership and mobility measurements; which projects produced the greatest ridership and mobility. There will be an item on the November agenda discussing the model inputs and how ridership, cost effectiveness and mobility are measured. There was a general feeling that the financial forecast was overly conservative and did not reflect items like a goods movement surcharge or specialize tax initiatives like the Perata Bill, the Murray Bill and the Lowenthal Bill. The Board wanted to see the Countywide Planning group come forward with some creative solutions to improve mobility. Unresolved operations and maintenance deficit needs to be addressed.
- The Plan update will follow this schedule:
November Board Meeting - Report on Modeling inputs

January Board Meeting - Performance Analysis from Transportation Demand Model; Update Financial Model; Preliminary LRTP recommendations

March Board Meeting - Release draft document for public review

June Board Meeting - Brief Board on Public Comment, Action on Final Plan

Chair Lowenthal led a discussion of the Gateway Cities profile update for the LRTP. A draft was distributed and some changes and additions were made. The committee moved approval on submission of the changed document to the Board of Directors.

David Hershenson, Gateway Service Sector Community Relations Manager gave an update on the December bus service proposals and listed those that were withdrawn as they influenced service in other sectors and required additional coordination.

Jerry Wood, gave an update on the I-5 JPA activities; the Carmenita Interchange Project requires right-of-way certifications before right-of-way acquisition can begin (expected in January). The I-5 JPA is contributing \$4 million to the I-710 environmental process to cover the northern portion where the I-5 and I-710 interchange.

Gateway COG Executive Director, Richard Powers gave an update on the progress towards completing the outstanding items charged by the MTA Board before the I-710 project could proceed to the next phase: the funding plan is nearing completion, with the I-5 JPA contribution and the Port of Los Angeles agendaing the matter for January; the Mini-study (East Los Angeles/ Commerce I-5 area) is completed and undergoing public review by the effected communities; and data gathering for the near-term air quality strategies is underway along with development of a governance structure.