

**GATEWAY CITIES COUNCIL OF GOVERNMENTS
JOINT MEETING OF THE BOARD OF DIRECTORS and
EXECUTIVE COMMITTEE**

Wednesday, September 2, 2009

5:30 p. m. Buffet

6:00 p. m. Meeting

Gateway Cities Council of Governments

16401 Paramount Boulevard

Paramount, California

AGENDA

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The Board of Directors will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The Board of Directors cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the Board of Directors, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the Board of Directors at the following times:

- A. **AGENDA ITEM:** at this time the Board of Directors considers the agenda item OR during Public Comments, and
- B. **NON-AGENDA ITEMS:** during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the Board of Directors agenda; and
- C. **PUBLIC HEARINGS:** at the time for public hearings.

Please keep your comments brief and complete a speaker card for the President.

- I. CALL TO ORDER**
- II. ROLL CALL – BY SELF INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS** - Three minutes for each speaker.

VI. MATTERS FROM STAFF

VII. CONSENT CALENDAR: All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Board of Directors.

- A. Approval of Minutes – Minutes of the Board of Directors Meeting of August 5, 2009, are presented for approval. Approval receives and files the minutes of August 5th, Board of Directors meeting.
- B. Approval of Warrant Register - Request for Approval of Warrant Register Dated September 2, 2009
- C. July 2009 Local Agency Investment Fund Statement
- D. Status Report from Lobbyist - Edington, Peel & Associates
- E. Agreement with Smith, Watts & Company, LLC
- F. Support for BNSF's Truck Efficiency Project ARRA TIGER Application
- G. Letter of Support for Freight Trust Fund

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS A THROUGH G.

VIII. REPORTS

- A. Emerald Necklace Open Space Network – Presentation by Claire Robinson, President of Amigos de los Rios

15 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- B. City of Long Beach Sustainable City Action Plan

15 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

- C. Report on California High Speed Rail Planning in the Gateway Cities – Oral Report

5 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Report from City Managers Steering Committee on SB 696

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

IX. REPORTS – COMMITTEES/ AGENCIES – ALL COMMITTEE / AGENCY REPORTS ARE LIMITED TO 3 MINUTES UNLESS ADDITIONAL TIME IS GRANTED BY THE BOARD PRESIDENT

A. Matters from Southern California Association of Governments (SCAG) – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Matters from the League of California Cities – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Matters from California Contract Cities Association – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Matters from The I-5 Consortium Cities Joint Powers Authority – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. Matters from the Orangeline Development Authority – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

F. Matters from the South Coast Air Quality Management District (AQMD) – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

G. Matters from the Metro Gateway Cities Service Sector – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

H. Matters from the Coalition for America's Gateways & Trade Corridors

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

I. Conservation Corps Report – Oral Report

3 Min SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

X. REPORTS FROM COMMITTEES

A. Report from the Conservancy Committee (no meeting to report)

3 Min SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Report from the I-710 EIR/EIS Project Committee – Oral Report

3 Min SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Report from the SR-91/I-605/I-405 Corridor Cities Committee – Oral Report

3 Min SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Report from the Transportation Committee – Oral Report

3 Min SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

XI. MATTERS FROM THE BOARD OF DIRECTORS

XII. MATTERS FROM THE PRESIDENT

XIII. ADJOURNMENT

NOTICE: New items will not be considered after 9:00 p.m. unless the Board of Directors votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Board of Directors meeting scheduled for Wednesday, October 7, 2009 PM.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

VII. CONSENT CALENDAR
Item A
Approval of Minutes

**MINUTES OF THE MEETING
OF THE JOINT MEETING OF THE
BOARD OF DIRECTORS OF THE
GATEWAY CITIES COUNCIL OF GOVERNMENTS
AND THE EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, California
August 5, 2009**

First Vice President Stefenhagen called the meeting to order at 6:10 p.m.

PRESENT: President Gordon Stefenhagen, City of Norwalk
First Vice President Gil Hurtado, City of South Gate
Second Vice President Raymond Dunton, City of Bellflower
Immediate Past President Anne M. Bayer, City of Downey
Member Larry R. Nelson, City of Artesia
Member George Mirabal, City of Bell
Member Sergio Infanzon, City of Bell Gardens
Member Bruce Barrows, City of Cerritos
Member Joe Aguilar, City of Commerce
Member Lillie Dobson, City of Compton
Member Frank Gurule, City of Cudahy
Member Victor Farfan, City of Hawaiian Gardens
Member Stan Carroll, City of La Habra Heights
Member Patrick O'Donnell, City of Long Beach
Member Felipe Aguirre, City of Maywood
Member Kathy Salazar, City of Montebello
Member Bob Archuleta, City of Pico Rivera
Member Betty Putnam, City of Santa Fe Springs
Member Edward H. J. Wilson, City of Signal Hill
Member William Davis, City of Vernon
Member Greg Nordbak, City of Whittier
Member Curt Pederson, Office of Supervisor Don Knabe
Member Erica Jacquez-Santos, Office of Supervisor Gloria Molina
Member Vincent Harris, Office of Supervisor Mark Ridley-Thomas

ABSENT: Member Bob Kennedy, City of Avalon
Member Elba Guerrero, City of Huntington Park
Member Pete Dames, City of La Mirada
Member Diane DuBois, City of Lakewood
Member from the City of Long Beach
Member Maria Teresa Santillan, City of Lynwood
Member Gene Daniels, City of Paramount
Member Richard Steinke, Ex Officio Member, Port of Long Beach
ALSO PRESENT: Long Beach Councilmember Tonia Reyes Uranga, Board

Member SCAQMD; Signal Hill City Manager Ken Farfsing, Chair, City Managers Steering Committee; Commerce City Manager Jorge Rifa; La Mirada Director of Public Works Steve Forster; Lakewood Director of Community Development Jack Gonsalves; Long Beach Government Affairs Manager Tom Modica; South Gate City Engineer Mohammad Mostahkami; MTA Deputy Executive Officer Ernest Morales; MTA Community Relations Manager David Hershenson; SCAQMD Public Advisor Pom Pom Ganguli; SCAQMD Senior Public Affairs Officer Derrick Alatorre; SCAG Regional Affairs Officer Matt Horton; Conservation Corps of Long Beach Board Chair Glenn Ray; Conservation Corps of Long Beach Executive Director/CEO Mike Bassett; Joseph Magaddino, Cal State University Long Beach; Patty Senecal, IWLA and HTFSF; Frank Osgood, Author, Region Aroused; GCCCOG Executive Director Richard Powers; GCCCOG Deputy General Counsel Thomas Duarte; GCCCOG Deputy Executive Director Jack Joseph; GCCCOG Director of Regional Planning Nancy Pfeffer; GCCCOG Consultant Engineer Jerry Wood.

Roll was taken through self-introductions.

Member Nordbak led the Pledge of Allegiance.

South Coast AQMD Member Tonia Reyes Uranga requested that the Board add an item regarding clarification of the Board's previous action regarding SB 696. Member Jacquez-Santos asked why this item was being brought to the Board on such short notice. SCAQMD Board Member Reyes Uranga responded that legislative action was pending on SB 696 and that the Air District was seeking clarification of the Board's action without changing the intent of its previous motion. It was moved by Member Aguilar, seconded by Member Barrows, to make the finding that this matter came to the Board's attention after the posting of the agenda and to add this item to the agenda as an urgency item. The motion was approved with members Nelson, Farfan, Jacquez-Santos, and Harris opposed.

Member Nordbak expressed concern that this item had not gone to the City Managers Steering Committee for review. SCAQMD Board Member Reyes Uranga said that she was not asking that anything be changed; but only clarified. Member Nordbak asked Signal Hill City Manager Ken Farfsing if this had been brought to the City Managers Steering Committee. Mr. Farfsing responded that this is the first time it had come to them. Member Nordbak asked if there is an urgency that required it to be acted on tonight. Pom Pom Ganguli, SCAQMD, responded that the urgency is that the Senate is setting up a committee hearing. SCAQMD Board Member Reyes Uranga said that it would still be the intent to leave the power plants out of the legislation.

First Vice President Hurtado said that he was concerned that the vote last month regarding SB 696 was a split vote and that the matter needs to be studied. Member Harris said that when the matter was brought to the Board of Supervisors the urgency was regarding the impact on small business and public projects. Member Jacquez-Santos said that it is her understanding that the legislation is not moving forward because the matter is being litigated. Mr. Ganguli responded that the bill is still moving forward in the legislature. Member Pederson said that he thought the whole crux of the discussion previously was to

exclude the power plants from the bill. Member Wilson said the concern in Signal Hill is of the existing moratorium's effect on essential public services. Regarding Member Nordbak's point, Member Wilson said that if the City Managers Steering Committee has not looked at the issue, it seems that to bring it back in September would not be a problem. It was moved by Member Wilson, seconded by First Vice President Hurtado, to refer the request by the SCAQMD regarding SB 696 to the City Managers Steering Committee and that the matter be brought back to the Board at the September meeting with a recommendation. The motion was approved unanimously.

There were no other public comments made.

The Executive Director alerted the Board to the upcoming METRANS National Urban Freight Conference in October to be held in Long Beach.

It was moved by First Vice President Hurtado, seconded by Member Barrows, to approve the consent calendar as presented. The motion was approved unanimously.

The Executive Director introduced a video presentation regarding forecasts on cargo activity at the ports of Long Beach and Los Angeles prepared by the Center for Trade and Transportation at Cal State Long Beach.

Commenting from the public on the video presentation, Patty Senecal, IWLA, said that the ports are now operating at 2002 cargo levels. She said Wal-Mart has gone from 85% to 20% of its cargo going through the two local ports because the cost of doing business here is very high. Ms. Senecal said we are going to have to compete with other ports from now on. She said that the Inland Empire currently has eight years of warehouse capacity available.

The Executive Director introduced Dr. Joseph Magaddino, Director of the Department of Economics at Cal State Long Beach, who gave a presentation on a National and Regional Economic Outlook. Dr. Magaddino said that he was focusing more time on the nation's economy because the severity of the national recession is driving things. He said for the first time since World War II, there is a worldwide decline in the economy. He said the recovery from the recession is going to be weak and will still carry high unemployment. He said that it looks like housing starts have bottomed out, but that non-residential construction will remain weak for several years. He said his conclusion is that recessions are temporary, and that there will be slow growth in 2010.

Regarding the regional economy, Dr. Magaddino said that the housing slump hit outlying areas more than Los Angeles County. He said the regional economy next year will be better, but still not good. Since 1998 there have been consistent job losses in durable goods. The only sector that is generating jobs is health services.

It was moved by First Vice President Hurtado, seconded by Member Wilson, to receive and file the report. The motion was approved unanimously.

GCCOG Engineer Jerry Wood gave a report on the SR-91/I-605/I-405 Feasibility Study Scope of Work. He said that Measure R, passed in the November 2008 election, included approximately \$600 million for “congestion hot spots” projects in the freeway corridors. He said that, in order to better define the congestion hot spots in more detail, set priorities, and select projects, the Technical Advisory Committee (TAC) had recommended to the 91/605/405 Corridor Cities Committee that more detailed engineering work on the draft scope of work be performed. He said that the Corridor Cities Committee is recommending to the Board that it:

1. Accept the SR-91/I-605/I-405 Initial Corridor Studies report for distribution to other agencies and interested parties;
2. Concur with the Feasibility Analysis final Scope of Work developed with the TAC and proceed with its implementation; and
3. Proceed with the implementation by:
 - A. Requesting \$4 million of Measure R funds from MTA to perform the analysis;
 - B. Request staff to develop a Request for Proposals to retain consultants to do the analysis as Measure R funds are available; and
 - C. Collaborate with Caltrans, MTA, and the I-5 JPA to develop the RFP to proceed with the Feasibility Analysis.

It was moved by Member Barrows, seconded by Member Carroll, to approve the recommendation of the SR-91/I-605/I-405 Corridor Cities Committee. The motion was approved unanimously.

The Executive Director presented a report to the Board regarding the ongoing SB 375 study. He said that SB 375 constituted the most significant movement of land use decisions from local to state government. He said the project was moving forward towards meeting a December deadline for determining whether the COG will accept delegation from SCAG under SB 375. It was moved by Member Nelson, seconded by First Vice President Hurtado, to receive and file the report. The motion was approved unanimously.

Matt Horton presented a report from SCAG. He encouraged Board members to view SCAG's website and its SB 375 link to review SCAG's guidelines. Member Nelson asked Mr. Horton to report on SCAG's satellite offices. Mr. Horton said that SCAG is opening offices in Ventura, Orange, and Imperial counties and at the end of the month would be opening one in San Bernardino County, as well. It was moved by Member Gurule, seconded by Member Dobson, to receive and file the report. The motion was approved unanimously.

There was no report from the League of California Cities.

There was no report from the California Contract Cities Association.

There was no report from the I-5 JPA.

There was no report from the Orangeline Development Authority.

There was no report from the South Coast Air Quality Management District.

David Hershenson presented a report from the Metro Gateway Cities Service Sector. He reported that Alex Clifford had accepted a position to head up MTA's High Speed Rail office, and that South Bay Service Sector General Manager would be serving in the interim for the Gateway Cities Service Sector. It was moved by Member Nelson, seconded by First Vice President Hurtado, to receive and file the report. The motion was approved unanimously.

There was no report from the Coalition for America's Gateways and Trade Corridors.

Mike Bassett presented a report from the Long Beach Conservation Corps. He said that sponsoring crews from the Conservation Corps could save cities money on odd jobs or special projects. It was moved by Member Nordbak, seconded by Member Salazar, to receive and file the report. The motion was approved unanimously.

Member Wilson presented a report from the Conservancy Committee. He said that the Conservancy had received a small amount of funding from bond sales, but that parks and open space are not among the state's priorities for bond funds. He said the Conservancy would give first priority to projects that can be completed within eight months, and then to those that can be completed within twelve months. It was moved by First Vice President Hurtado, seconded by Member Davis, to receive and file the report. The motion was approved unanimously.

Jerry Wood presented a report from the I-710 EIR/EIS Project Committee. He referred to a status report that he distributed. He said that the I-710 EIR/EIS Project Committee did not meet in July. It was moved by Member Nelson, seconded by Member Archuleta, to receive and file the report. The motion was approved unanimously.

There was no report from the SR-91/I-605/I-405 Corridor Cities Committee.

The Transportation Deputy presented a report from the Transportation Committee. She reported that the MTA's Long Range Transportation Plan has a very incomplete highway plan. She said the COG's position is that we don't want to see a Long Range Transportation Plan that does not have a balance with regard to highways. It was moved by Member Wilson, seconded by Member Nelson, to receive and file the report. The motion was approved unanimously.

Member Nordbak said that he would like to keep the Board meetings pared down.

President Stefenhagen made a presentation to Immediate Past President Bayer, recognizing her for her service to the COG as President of the Board of Directors during the prior year.

Adjournment: It was the consensus of the Board to adjourn the meeting at 8:12 p.m.

Respectfully submitted,

Richard Powers, Secretary

VII. CONSENT CALENDAR
ITEM B
Approval of Warrant Register

**VII. CONSENT CALENDAR
ITEM C
July 2009 Local Agency
Investment Fund Statement**

Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

www.treasurer.ca.gov/pmia-laif

August 25, 2009

PMIA Average Monthly Yields

Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, Ca 90723

Account Number:

40-19-045

Transactions

[Tran Type Definitions](#)

July 2009 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
7/15/2009	7/14/2009	QRD	1232345	SYSTEM	3,943.52

Account Summary

Total Deposit:	<input type="text" value="3,943.52"/>	Beginning Balance:	<input type="text" value="5"/>	\$1,130,517.0
Total Withdrawal:	<input type="text" value="0.00"/>	Ending Balance:	<input type="text" value="1,134,460.50"/>	1,134,460.50

**VII. CONSENT CALENDAR
ITEM D**

**Status Report from Lobbyist –
Edington, Peel & Associates**

Monthly Report by Jim Dykstra to Gateway Cities COG
August 25, 2009

I and the firm Edington, Peel & Associates provided a range of services in support of the Gateway Cities Council of Governments. These included participation in a number of meetings, telephonic, email and fax exchanges and other communications.

*I continued close coordination with Gateway Cities COG staff regarding efforts on behalf of the Gateway Cities COG's priorities and interests in the 111th Congress. I also continued to coordinate with the staff of the I-5 Joint Powers Authority on the I-5 widening initiative, the COG's number one priority.

*Efforts focused to a significant degree on follow up regarding the requests submitted by the Gateway Cities COG to elected Representatives in the House of Representatives for the Transportation Reauthorization Act. I continued to keep the Gateway Cities COG informed of the status of the Transportation Reauthorization Act. Despite the requests for High Priority Program submittals by both Senate and House committees, and despite the strong desire of House Transportation and Infrastructure Committee Chairman James Oberstar to have a bill prior to the expiration of the current law on September 30, it appears likely that there will be an 18 month extension, as desired by the Administration and supported by Chairwoman Boxer.

*I participated on Gateway Cities' behalf in conference calls and email exchanges with the Coalition for America's Gateways and Trade Corridors regarding the surface transportation reauthorization bill. In addition, I provided to COG staff information I received regarding the bill and efforts to include provisions of interest to the COG and other CAGTC members.

*I continued coordination with Gateway Cities COG as it raised concerns with congressional offices and the Los Angeles County Metropolitan Transportation Authority regarding the MTA's Long Range Transportation Plan as it relates to highway program funding.

*I was in contact with staff of Rep. Dana Rohrabacher regarding the Avalon ferry and interest in securing legislative language. In this regard, I received copies of the letter Rep. Rohrabacher wrote the House Transportation and Infrastructure Committee in support of the language and the response he received from Committee Chairman Oberstar. I also worked with the staff of Rep. Laura Richardson, a committee member, and secured a copy of her letter to Chairman Oberstar in support of the initiative.

*I have also continued discussions and email exchanges with staff of Reps. Napolitano, Richardson, Rohrabacher, and Roybal-Allard, as well as other key congressional staff, regarding legislative priorities for the Gateway Cities COG.

*As part of my responsibilities, I closely monitor legislation, as well as seminars, hearings, meetings and publications of key interest to legislators and senior executive branch officials

for articles and information pertinent to the project and of possible interest and importance to member cities of the Gateway Cities COG. I attend Senate and House committee hearings, follow Senate and House floor proceedings, and track legislative initiatives pertinent to Gateway Cities COG interests and priorities.

VII. CONSENT CALENDAR
ITEM E
Agreement with Smith,
Watts & Company, LLC

TO: Board of Directors

FROM: Richard Powers, Executive Director

SUBJECT: Agreement with Smith, Watts & Company, LLC

Background

Since August of 2007, the COG has contracted with Mark Watts for legislative advocacy services at the State level through his company, California Strategies, LLC. Mr. Watts has recently formed a new company: Smith, Watts & Company, LLC. The attached agreement with Smith, Watts & Company would replace the agreement with California Strategies, which has expired.

The terms and conditions of the new agreement, including compensation, remain the same as with the previous agreement with California Strategies. The agreement has been reviewed and approved as to form by the General Counsel.

Recommended Action

Approve the agreement with Smith, Watts & Company, LLC.

Agreement
Between Gateway Cities Council of Governments
And
Smith, Watts & Company, LLC

FOR PROFESSIONAL SERVICES

This Agreement is made and entered into this 1st day of September, 2009, by and between the Gateway Cities Council of Governments (hereinafter referred to as Gateway Cities COG), and Smith, Watts & Company, LLC. (hereinafter referred to as CONSULTANT) for transportation planning, programming and monitoring services.

Gateway Cities COG and CONSULTANT agree as follows:

1. STATEMENT OF AGREEMENT

The Gateway Cities COG hereby engages CONSULTANT, and CONSULTANT hereby accepts such engagement, to perform the services on the terms and conditions herein described, and as set forth in the Scope of Work in Attachment A to this Agreement. CONSULTANT hereby warrants that it has the qualifications, experience and facilities to properly perform said services and hereby agrees to undertake and complete the performance thereof as an independent CONSULTANT. The Contract Manager for the Gateway Cities COG shall be Richard Powers, Executive Director of Gateway Cities Council of Governments.

2. AGREEMENT TERMS

Scope of Services

The Gateway Cities COG has made strong advances in preparing the I-710 corridor for ultimate improvement. With the critically necessary and groundbreaking Air Quality Action Plan (AQAP) setting the tone for community acceptances, combined with the recent launch of the I-710 EIR/EIS Study, the Gateway Cities COG and its transportation agency partners are poised to move forward.

In addition, in the near term, developing an implementable Commercial Vehicle Enforcement Network (CVEN) is also a priority for the Gateway Cities COG and its member cities. To that end, our focus will continue to be in assisting through strategic advice to move a legislative solution for CVEN to enactment. The following are action steps and tasks we would anticipate fulfilling for the Gateway Cities COG:

1. Conduct an initial meeting with the Gateway Cities COG and its advocate to understand the breadth of the transportation issues confronting the cities of South West LA County. Focus would be on being briefed on the AQAP and anticipated follow-up actions, understanding the range of options under the I-710 study, and the range of the Caltrans planned improvements for the corridor.
2. Monitor progress of major funding legislation and administrative actions by the California Transportation Commission (CTC). Recommend strategic courses of action to position the Client's priority interests to obtain appropriate funding commitments to fund projects.
3. Develop a strategy to ensure timely and targeted briefing meetings with key Administration officials.
4. Recommend timing and content for follow-up meetings with key Administration officials as needed.
5. Work with the Gateway Cities COG and consultant team to implement overall project strategy.
6. Troubleshoot and guide solutions for emerging issues.
7. Participate on behalf of and/or include the Gateway Cities COG in major policy discussions affecting the Gateway Cities COG's interests.

Compensation:

The Gateway Cities COG agrees to provide to CONSULTANT the following compensation in return for the services as detailed in the Scope of Services above:

Monthly Retainer (fee for services) of \$3,500.00 is payable at the beginning of each month. CONSULTANT will submit an invoice to the Gateway Cities COG every month for the total amount due. All invoices will be paid within 30 days of receipt.

Expenses:

Unless otherwise stated or agreed upon, CONSULTANT shall be responsible for all expenses incurred by them in the performance of this Agreement. Should excessive travel be required, CONSULTANT shall be reimbursed by the Gateway Cities COG. The Gateway Cities COG shall be responsible for other expenses incurred should it be necessary to retain additional consulting or professional services. CONSULTANT shall not incur any of the foregoing expenses without prior approval of the Gateway Cities COG.

Duration:

The services to be rendered by the Consultant under this Agreement, for which a fee shall

be paid, shall commence upon execution of the contract for a period of 22 months, to expire June 30, 2011. Either party may terminate or extend this Agreement at any time without liability, with 30 days advance written notice.

Conditions:

CONSULTANT agrees to protect confidential information against unauthorized disclosure. CONSULTANT will protect such information using a reasonable degree of care as is used to protect its own confidential information of a like nature. CONSULTANT agrees to protect confidential information disclosed under this agreement in both a) a tangible form, clearly labeled confidential at time of disclosure, and b) in non-tangible form, pertaining to matters disclosed in writing or orally which protect or enhance the competitive position of the Gateway Cities COG. This Agreement covers confidential information CONSULTANT has obtained to date and will obtain in the future. CONSULTANT's obligations regarding confidential information received under this Agreement shall survive for two years following any termination hereof.

By execution of this Agreement, CONSULTANT acknowledges that it is an independent contractor and neither it nor its employees are employees of the Gateway Cities COG for any purpose whatsoever. CONSULTANT has no right or authority to assume or create any obligation or responsibility, express or implied, on behalf of the Gateway Cities COG, except as expressly authorized in writing by the Gateway Cities COG.

In respect to the performance of its Scope of Services, CONSULTANT specifically represents, warrants and agrees that, in respect of its involvement with the Gateway Cities COG, no payment or offer of payment has been made or shall be approved or made by CONSULTANT with the intention or understanding that any part of such payment is to be used to influence or attempt to influence, corruptly or unlawfully, any decision or judgment of any official of any government or of any subdivision, agency, or instrument thereof or any political party in connection with the Gateway Cities COG. The obligations in this paragraph shall survive the termination of this Agreement.

The Gateway Cities COG may assign this Agreement to any of its affiliates without the prior consent of CONSULTANT. Except as provided by the preceding sentence, this Agreement may not be assigned by either party except upon the express written consent of the other party.

Notwithstanding any provision of this Agreement to the contrary, neither party shall be liable to the other for indirect, incidental or consequential damages. In the event any damage, liability, loss, expense or cost, including attorneys' fees, is the result of a negligent act, error, or omission of a party to this Agreement or any person employed by it, and arises out of the performance of this Agreement, the negligent or erring party shall indemnify, defend and hold the other party harmless.

The scope of consulting services contemplated under this Agreement does not include "lobbying" as that term is defined under the Political Reform Act (Gov't Code §§ 81000 *et.*

seq.) or local law. Consequently, the Gateway Cities COG hereby agrees that no payments to CONSULTANT will be classified as payments made to lobbyists or lobbying firms on any lobby disclosure reports filed by Gateway Cities COG, if any. Should at any time a question arise regarding lobbying activities, the Gateway Cities COG and CONSULTANT agree to discuss immediately and take the appropriate action. If the scope of services needs to be amended to include lobbying activities the Gateway Cities COG and CONSULTANT agree to make such amendments immediately and file the appropriate paperwork with the Secretary of State.

This Agreement will be governed by, and construed and enforced in accordance with, the laws of the State of California.

This Agreement may be amended only by a written and signed agreement of both CONSULTANT and the Gateway Cities COG.

ACCEPTED AND AGREED:

“Gateway Cities COG”: GATEWAY CITIES COUNCIL OF GOVERNMENTS

Richard Powers
Executive Director
Gateway Cities Council of Governments

Date

CONSULTANT:

Mark Watts
Principal
Smith, Watts & Company, LLC.

Date

**VII. CONSENT CALENDAR
ITEM F**

**Support for BNSF's Truck Efficiency
Project ARRA Tiger Application**



CITY OF COMMERCE

*Joe Aguilar
Mayor*

August 26, 2009

Mr. Richard Powers
Executive Director
Gateway Cities
16401 Paramount Boulevard
Paramount, CA 90723

RE: Support for BNSF's Truck Efficiency Project ARRA TIGER Application

Dear Mr. Powers:

We hereby request that the Gateway Cities Council of Governments consider supporting the BNSF Truck Efficiency Project ARRA TIGER grant application. We hereby urge the Gateway Cities to endorse this critical funding request to both Los Angeles Metro and Caltrans. The Hobart Intermodal Facility is the largest of its kind in the Nation. The cities of Commerce and Vernon share jurisdiction over this key railroad facility. Last month, our City Council reviewed the proposed project improvements and grant application. The Council endorsed the proposed BNSF grant application as the project will provide significant benefits to the overall air quality in the region by facilitating the movement of trucks within the yard thereby reducing truck idling time, relieving both on and off site congestion, improving security and enhancing rail safety.

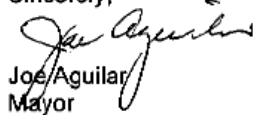
Additionally, some of the key benefits of the project are:

- Improves productivity by 50 percent for more than one million dray trucks per year serving Hobart – improving the productivity of the nation's largest trade corridor leading to higher GDP and long-term job creation;
- Removes an average of 1,600 trucks from city streets per day – that's over 140 hours of truck time that would be eliminated reducing congestion and emissions;
- Reduces peak period delay time for users of city streets adjacent to the facility by an average of 14,205 hours per year;
- Reduces fuel usage by almost 700,000 gallons per year – over \$82 Million over life of project;

- Reduces dray truck NOx emissions by an average of almost 118 tons per year or an average savings of 50 percent and CO2 by over 7,800 tons per year, an average 52 percent per year; and
- Utilizes innovative technology to produce incremental power through the conversion of truck movements over road plates to generate electricity.

As demonstrated above, our City Council believes the BNSF Truck Efficiency Project can provide significant air quality, safety, economic and other public benefits important to our community goals as well as the interests of the Southern California region. In addition, the request is complimentary with the current emphasis on green technologies at the Federal and State levels and sends a message that infrastructure improvements can and must work to enhance environmental quality.

Sincerely,


Joe Aguilar
Mayor

**VII. CONSENT CALENDAR
ITEM G**

Letter of Support for Freight Trust Fund

TO: Board of Directors
FROM: Richard Powers
SUBJECT: Letter of Support for Freight Trust Fund

Background

The Gateway Cities Council of Governments is a member of the Coalition for America's Gateways and Trade Corridors (CAGTC). This Washington, DC-based coalition has successfully raised the profile of the nation's freight system with lawmakers. The CAGTC has developed a position paper in support of a dedicated Freight Trust Fund for inclusion in the next surface transportation authorization by Congress. This authorization may proceed in the current year or next year.

Issue

If implemented the Trust Fund would provide a dedicated source for goods movement. Congress will be returning shortly from recess. The Coalition staff have asked their members to mount a letter-writing campaign in support of the Freight Trust Fund.

Attachments

- CAGTC "Freight 21" Freight Trust Fund issue paper.
- Draft support letter to members of Congress.

Recommended Action

Approve Freight Trust Fund support letter and request each COG member jurisdiction also consider sending a similar letter.

Coalition for America's Gateways and Trade Corridors

National Strategic Freight Mobility Program and Trust Fund

ACS Transportation Solutions
AECOM
Alameda Corridor-East Construction Authority
American Standard Companies
Cascadia Center
Chicago Metropolitan 2020
City of Chicago
Delaware River Maritime Enterprise Council
Delaware Valley Regional Planning Commission
Economic Development Coalition of Southwest Indiana
FAST Corridor Partnership (Seattle-Tacoma-Everett)
Florida East Coast Railway
Florida Ports Council
Florida Trade and Transport Council
Gateway Cities Council of Governments
Hatch Matt MacDonald
HELP, Inc.
HERZOG
HNTB
Illinois State Department of Transportation
Jacobs Carter Burgess
Kiewit Corporation
Los Angeles County Metropolitan Transportation Authority
Los Angeles Economic Development Corporation
Majestic Realty Co.
Memphis Chamber of Commerce
Mi-Jack Products, Inc.
Mississippi State Department of Transportation
Moffatt & Nichol Engineers
National Association of Industrial & Office Properties
National Com Growers Association

STATEMENT OF THE PROBLEM

According to the Bureau of Transportation Statistics, "productivity growth in freight transportation has long been a driving force for the growth of U.S. overall productivity and contributed directly to the growth of the U.S. GDP." Yet, our multimodal freight transportation system is a national asset which we have failed to appreciate and support. In recent years, chorus of voices calling for a "vision" for our transportation future has mounted sharply – nowhere is this need more pressing than in the freight system that provides for our nation's commerce.

Without a campaign of strategic investment to expand capacity and increase efficiency, U.S. productivity and global competitiveness will suffer, costs will increase and investment will lag. A new program should be established to address freight mobility, on all modes, by adding capacity and improving efficiency. We must focus on the system as a whole, rather than viewing the nation's transportation infrastructure as several different systems that occasionally interact.

RELEVANCE TO BROADER POLICY OBJECTIVES

Currently, passengers and freight in the U.S. compete for an inadequate supply of infrastructure capacity and financial resources. Both suffer. We should not replace or eliminate our current Federal surface transportation program. It should continue, supporting high quality transportation service for all Americans in every corner of the nation.

However, a new freight program would balance and separate these interests, especially if based on user fees and funding from outside the traditional sources. Such an approach need not be burdensome; for example, capturing a small fraction of the value of the commodities moved would generate considerable revenue.

The benefits of freight improvements are substantial. Sustainable goods movement lies at the center of our productivity and quality of life, not only for the availability of consumer products, but because of transportation's impact on land use, energy consumption and environmental quality. Improvements to freight infrastructure, through a combination of hard infrastructure and advancement in ITS, can result in reduced congestion, better air quality, and less time and fuel wasted. In addition, employment in the logistics sector is one of the fastest growing sources for job creation in the U.S. economy.

International trade, combined with domestic growth, has created millions of new job opportunities and a higher standard of living for Americans. But these benefits will last only if we are able to keep moving the goods.

MEETING THE NEED

A truly strategic freight mobility program would serve the economic needs of our country in the near term and for generations to come by making investment decisions that optimize freight mobility, especially at locations of national significance, unconstrained by mode or political jurisdiction. All modes and freight transportation facilities would be eligible. Corridors, gateways and integrated hubs would be the locus of activity, rather than states, counties, cities or towns. The result would be a comprehensive, free-flowing freight network unfettered by jurisdictional boundaries.

National Railroad Construction and Maintenance Association, Inc.
OnTrac
Orange County Transportation Authority
Oregon Department of Transportation
Parsons
Parsons Brinckerhoff
Port Authority of New York/New Jersey
Port of Cleveland
Port of Long Beach
Port of Los Angeles
Port of Oakland
Port of Pittsburgh
Port of San Diego
Port of Seattle
Port of Stockton
Port of Tacoma
RAILCET
River of Trade Corridor Coalition
Riverside (Calif.) County Transportation Commission
San Bernardino Associated Governments
SANDAG - San Diego Association of Governments
San Gabriel Valley Economic Partnership
Seattle Department of Transportation
Southern California Association of Governments
Southern California Leadership Council
Spokane Regional Transportation Council
Tennessee Department of Transportation
Washington State Department of Transportation
West Coast Corridor Coalition
Wilbur Smith Associates
Will County Center for Economic Development

FEDERAL FREIGHT TRUST FUND

The Coalition for America's Gateways and Trade Corridors (CAGTC) has proposed the creation of a Federal Freight Trust Fund (FTF) to facilitate implementation of a new, strategic freight mobility program that incorporates:

A national strategy which guides long term planning

- A national "vision" and investment strategy that shapes and guides the nation's freight infrastructure system with active coordination among states, regions and localities is needed. The Office of Intermodalism, or a new office for multimodal freight should be reestablished within USDOT to administer the new freight mobility program with a particular focus on projects of national significance. Planning horizons should endeavor to anticipate freight needs extending over multiple decades and seek to smooth the path for economic growth, both domestically and internationally.

A dedicated funding mechanism(s)

- Funding for the FTF should be collected from all users of the freight system and based on revenue sources that are predictable, dedicated and sustained. FTF monies should incentivize and reward state and local investment and leverage the widest array of public and private financing.

A set of merit-based criteria for funding allocation

- The new program should select projects through merit-based criteria that identify and prioritize projects with a demonstrable contribution to national freight efficiency. Long-term funding must be made available to ensure that, once a project is approved, funds will flow through to project completion. Funds would be available to support multi-jurisdictional and multi-state projects, regardless of mode, selected on the basis of objective measures designed to maximize and enhance system performance, while advancing related policy objectives such as environmental improvement.

A partnership with the private sector

- Private participation in the nation's freight infrastructure is vital to system expansion. Federal funding should leverage private participation and provide transportation planners with the largest toolbox of financing options possible to move freight projects forward quickly and efficiently. The establishment of an advisory council made up of freight industry members and system users could assist and partner with USDOT in optimizing results from planning, coordination and evaluation processes.

NEW FEDERAL FREIGHT FEE

While all possible funding sources should be considered, the FTF would best be served by a new national freight fee as supported by the recent National Surface Transportation Policy and Revenue Study Commission's report, *Transportation for Tomorrow*. Additionally, a fair contribution — such as a portion of increased fuel taxes or the freight fees that are currently dedicated to the Highway Trust Fund, including excise taxes on truck tires and tractors — from the Federal Highway Trust Fund could appropriately reflect benefits that accrue to the broader motoring public. While the FTF would provide a dedicated source for freight project funding, participation in this program would not preclude projects from seeking funding from existing federal, state and local sources, reflecting the multiple benefits they can provide to local communities as well as to national freight movement.

Other sources, such as customs fees now going to the general fund, may also be appropriate to supplement the FTF as these fees relate directly to the infrastructure used to carry the goods against which they are assessed.

Ultimately, the price of goods should support and internalize a portion of the cost of expanding related infrastructure, such that growth in demand for moving goods delivers proportional funding for related infrastructure improvement.

About the Coalition

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 50 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote seamless goods movement transportation system across all modes to enhance capacity and economic growth.

Draft COG Support Letter

September 2, 2009

Dear Senator :

The 27 cities of the Gateway Cities Council of Governments (COG), in Southeast Los Angeles County, have a combined population of two million people, who live and work in communities as diverse as their populations. The Gateway Cities are home to the Port of Long Beach and neighbor to the Port of Los Angeles, the busiest container ports in the U.S. The Gateway Cities COG has been a member of the Coalition for America's Gateways and Trade Corridors for several years.

The Gateway Cities COG supports CAGTC's efforts towards the adoption of a National Strategic Freight Mobility Program and Federal Freight Trust Fund (FTF) as a way of optimizing freight mobility in the U.S. This new freight mobility plan and trust fund would incorporate the following:

- A national strategy which includes long-term planning of the nation's infrastructure system with active coordination among states, regions, and localities as needed.
- A dedicated funding mechanism for the FTF collected from all users of the freight system and based on dedicated and sustainable funding sources. Such a revenue source was recently supported by the National Surface Transportation Policy and Revenue study Commission's Report: Transportation for Tomorrow.
- A set of merit-based criteria that identify and prioritize projects for funding allocation with a demonstrable contribution to national freight efficiency and environmental improvement.
- A partnership with the private sector that allows for federal funding to leverage private participation, and provide transportation planners with the largest number of funding options possible to move freight projects forward quickly and efficiently.

The Gateway Cities are also home to the Alameda Corridor and the Gerald Desmond Bridge, which are integral parts of a superb physical transportation infrastructure that moves goods by vessel, truck and rail to each of the fifty states. Over 40% of the nation's imported containerized cargo transits the Ports of Los Angeles and Long Beach. The amount of cargo handled here is projected at least to double in the coming decades, but our bridges and freeways are already straining under the load. A Federal Freight Trust Fund would help facilitate that necessary freight investment. Your attention to and support of this matter is greatly appreciated.

Sincerely,

Gordon Stefenhagen
President, Board of Directors

VIII. REPORTS
ITEM A

**Emerald Necklace Open Space Network –
Presentation by Claire Robinson,
President of Amigos de los Rios**

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0950
(916) 319-2650
FAX (916) 319-2150

DISTRICT OFFICE
8724 GARFIELD AVE., SUITE 104
SOUTH GATE, CA 90280
(562) 927-1200
FAX (562) 927-6670

WEBSITE
www.assembly.ca.gov/delatorre



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BUDGET SUBCOMMITTEE #1
HEALTH AND HUMAN SERVICES
BUDGET SUBCOMMITTEE #4
STATE ADMINISTRATION

MEMBER
CALIFORNIA CULTURAL AND
HISTORICAL ENDOWMENT

August 25, 2009

Mr. Gordon Stefenhagen
Gateway Cities Council of Governments
16401 Paramount Blvd.
Paramount, CA 90723

Dear Mr. Stefenhagen,

I am writing to request time on the September 2nd Gateway Cities COG meeting agenda for a nonprofit organization that is interested in partnering with cities in the region. My office recently met with Amigos de los Rios to discuss their desire to duplicate the work that they have done along the San Gabriel River in the City of El Monte.

Amigos de los Rios is a 501(c)3 nonprofit whose role has been to outline a comprehensive vision for parks along the Los Angeles and San Gabriel Rivers (the "Emerald Necklace"). Amigos de los Rios was able to tap into 12 million dollars in federal funding for green projects along the San Gabriel River in the City of El Monte. They currently have a grant from the USDA Forest Service to expand Emerald Necklace membership and its benefits to additional cities in the region.

Amigos de los Rios is seeking 10 to 15 minutes to discuss the Emerald Necklace Open Space Network as a regional project. They are working on a series of multiple benefit projects along the Rio Hondo, Lower Los Angeles and San Gabriel River Parkways and their tributaries. These projects aim to address: Public Health and Recreation Access, Air Quality, Water Quality & Water Resources Protection, Urban Forestry & Climate Action, Alternative Transportation Corridors, Urban Biodiversity & Habitat Restoration, Youth Green Collar Job training, and Environmental Education. Work on this network has focused on the San Gabriel Valley Cities but would like to focus on the Gateway Cities over the next few years.

Thank you in advance for your consideration of this request. If you have any questions or concerns contact Enrique Vega in my office at (562) 927-1200.

Sincerely,

HECTOR DE LA TORRE
Assemblymember, 50th Assembly District

VIII. REPORTS
ITEM B
City of Long Beach Sustainable City
Action Plan

TO: Board of Directors
FROM: Richard Powers
SUBJECT: City of Long Beach Sustainable City Action Plan

Background

A number of state laws, including both Assembly Bill 32 and Senate Bill 375 are now requiring public and private institutions to quantify and reduce emissions of greenhouse gases (GHG). Federal GHG programs are now under development. In response to these laws and to growing public interest, the City of Long Beach has established an Office of Sustainability, convened a Sustainable City Commission, and developed a Sustainable City Action Plan.

Issue

The City of Long Beach has developed a sustainable city action plan which may serve as a template for other cities. The city has been asked to share their work in this area with the COG.

Attachments

- City of Long Beach News Release.

Recommended Action

Receive and file this report.



News Release

City of Long Beach
Public Information Office
333 W. Ocean Blvd, Long Beach, CA
90802

7/24/2009

FOR IMMEDIATE RELEASE

PRESS RELEASE #CM_072409

Subject : Draft Sustainable City Action Plan Available for Public Comment

Contact : Meredith Reynolds, Sustainability Coordinator 562.570.6396

The City of Long Beach Draft Sustainable City Action Plan is available for public comment. The Sustainable City Commission, which advises the City Council on environmental issues such as buildings and neighborhoods, urban nature, transportation, water, energy, waste reduction and green economy and lifestyle, is responsible for creating a Sustainable City Action Plan.

This Draft Sustainable City Action Plan is a comprehensive, citywide framework and is intended to be a tool for creating a sustainable city by helping to guide future operational and policy decisions. The Draft Plan was developed over the last seven months at public Sustainable City Commission meetings and has had input from Departments across the City, including the Port of Long Beach and the Water Department.

The Draft Plan is available on the City's website along with an online survey designed to solicit feedback from the community. The Draft Plan will be available for comment until September 30, 2009. Staff will be conducting additional community outreach over the summer months attending community meetings to present the Draft Plan. It is anticipated that the Draft Plan and all community comments will return to the Council's Environmental Committee and the City Council in Fall 2009.

To view the DRAFT Plan and the community survey, please visit:

http://www.longbeach.gov/citymanager/sustainability/sustainable_city_plan.asp

About the Office of Sustainability:

The City of Long Beach Office of Sustainability, which reports to the City Manager, was created in April 2008 to facilitate the process of developing and implementing model sustainability programs for the City of Long Beach. No new positions were created, with existing staff spearheading the City's sustainable initiatives. The Office of Sustainability provides leadership and supports practical solutions to improve the environmental, social and economic health of Long Beach.

About the Sustainable City Commission:

The eleven member Sustainable City Commission advises the City Council on environmental issues such as buildings and neighborhoods, urban nature, transportation, water, energy, waste reduction and green economy and lifestyle, and is responsible for creating a Sustainable City Action Plan. The Sustainable City Commission meetings are held the 4th Thursday of each month at 4:00 pm in the City Council Chambers. City Hall is located at 333 W. Ocean Blvd.

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**VIII. REPORTS
ITEM C**

**Report on California High Speed Rail
Planning in Gateway Cities – Oral Report**

VIII. REPORTS
ITEM D

**Report from City Managers Steering
Committee on SB 696**

TO: Board of Directors

FROM: Ken Farfsing, Chair, City Managers Steering Committee

SUBJECT: Report from City Managers Steering Committee on SB 696

Background

SB 696 (Wright) is pending legislation that would lift the existing air quality permit moratorium in Southern California. This legislation has come before the Board previously on July 1, when the Board took a position to “support SB 696 if amended to deal exclusively with lifting the moratorium for essential public services and small businesses and bifurcate the issue from any power plan exemption”.

On August 5, representatives of the South Coast Air Quality Management District appeared before the Board and requested that you clarify the Board’s position on SB 696 to state that the Board’s position was meant to advocate only the exclusion of power plants from the legislation. The Air District representatives expressed concern that the Board’s language specifying that the moratorium be lifted for essential public services and small businesses left out a large number of projects other than power plants that are currently held up by the moratorium, in particular Rule 1304 projects. The 1304 rule provides exemptions for facility modifications and replacements, air pollution controls and regulatory compliance, emergencies, small sources, and consistency with state programs.

Given the short notice that the Board of Directors had to consider the request, the Board voted to refer the matter to the City Managers Steering Committee for a recommendation to be made at tonight’s meeting.

City Managers Steering Committee Meeting

The City Managers Steering Committee met on August 19 to consider this issue. After discussing this matter among themselves and with representatives of the SCAQMD, the managers concluded that the Rule 1304 projects warranted relief from the moratorium. The managers felt that this was not contrary to the previous position of the Board, which was primarily aimed at removing the controversial issue of the power plants from SB 696 so that the relief from the moratorium for other projects would not be held hostage by the controversy.

It was the consensus of the City Managers Steering Committee to recommend that the Board send a new letter to the appropriate state legislators clarifying the Board’s position on SB 696. A draft letter is attached to this report for the Board’s consideration.

Recommended Action

Approve the attached letter from the President of the Board expressing support for SB 696 if amended to exclude any power plant exemption.

DRAFT

September 3, 2009

The Honorable Joe Simitian
Chair, Senate Environmental Quality Committee
State Capitol, Room 2080
Sacramento, CA 95814

Dear Senator Simitian:

Re: **Support for SB 696**

On September 2, 2009, the Board of Directors of the Gateway Cities Council of Governments voted to support SB 696 (Wright) if amended to exclude any power plant exemption.

The Gateway Cities Council of Governments is made up of the 27 cities as well as the County unincorporated communities of southeast Los Angeles County, with a population of over 2 million people. Passage of SB 696 will enable projects of importance to the cities and residents of the Gateway Cities to move forward and separating them from the controversial issue regarding power plants.

Thank you for your consideration of the position of the Gateway Cities Council of Governments on this important issue.

Sincerely,

Gordon Stefenhagen
President, Board of Directors
Gateway Cities Council of Governments

X. REPORTS FROM COMMITTEES
ITEM A

Conservancy Committee
(no meeting to report)

