

**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  
April 2, 2008**

Call to order and roll call. The meeting was called to order by Bonnie Lowenthal at 4:34 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Chair 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, Brynn Kernaghan – Long Beach Transit, Mohammed Mostahkami – South Gate, Gene Daniels - Paramount.

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Anne Bayer – Downey, Eric Shen – Port of Long Beach.

OTHERS PRESENT: Richard Powers – Gateway Cities COG, Karen Heit, Nancy Pfeffer – Gateway Cities COG, Metro, Alex Clifford – Gateway Service Sector General Manager, Yvette Kirrin – I-5 JPA, Sharad Mulchand – Metro, Bill Delo – IBI Group, Stacy Alameida – Metro, Ernest Morales – Metro, Brad McAllester – Metro.

A quorum was reached and the Minutes of the March 5, 2008 meeting were approved.

Karen Heit, Transportation Deputy to Director Lowenthal presented the draft Gateway Cities Council of Governments response to the Multi-County Goods Movement Action Plan. The Transportation Committee passed a motion to send the letter on to the GCCOG board of Directors for approval.

Ken Farfsing, Chair, City Managers’ Steering Committee discussed the City Managers’ involvement with the development of the Congestion Mitigation Fee Program proposal by the MTA. He gave a short presentation that he made at the League of California Cities. He reviewed the status of GCCOG cities credit balance status and the use of the funds. He discussed the return to source on existing sales taxes and the inability of the MTA to account for the GCCOG cities sales tax contributions. He reviewed the issues raised in the City Managers’ resolution, including the potential impact on small cities who may never realize any benefit of the impact fee. There was a general discussion of various pieces of the Fee proposal including what happens if the MTA does not recognize a project associated with the development as an acceptable project for Fee

application. There was a discussion on how a \$2000 per residential unit equivalent fee may be too high for many Gateway Cities.

Brad McAllester, Executive Officer for Long Range Planning, didn't disagree with most of the GCCOG concerns about the Fee proposal. He cited the development of the guiding principles that offered local control as method for cities to identify local projects of regional significance. MTA has also promised to maintain the existing and projected levels of regional funding as maintenance of effort. McAllester stated that the impact to smaller cities still needs to be worked out.

McAllester continued on to discuss that the change from the debit/credit system was initiated as some cities were looking at credit balances as low as 10,000 points and the state was looking at pulling funding. If the MTA Board approves the Fee proposal Feasibility Study, the next step is to move to the identification of local projects with regional impact.

The Transportation Committee moved to recommend approval of the City Managers' resolution to the Board of Directors.

Brad McAllester gave a quick overview of the financial conditions of the Draft MTA 2008 Long Range Transportation Plan (LRTP). The new plan does not offer any new projects above those commitments made in the 2001 LRTP. Reasons given are the high construction cost escalation and the lack of new funding. McAllester did discuss traffic congestion conditions with and without the planned projects. He reviewed the LRTP unfunded strategic projects in the GCCOG area; Metro Gold Line eastern Extension Phase II, Metro Green Line Extension Norwalk, the I-710 Corridor and the I-5.

McAllester cited the need for new sources of funding to go beyond the current level of commitment. There was a general discussion of the lack of major projects within the COG area and the need to keep GCCOG planning efforts in pace. There was a discussion concerning the need to keep new initiatives alive for inclusion in future funding efforts.

Bill Delo, IBI project manager for the Orange and Los Angeles Intercounty Transportation Study, gave an overview of the study and its findings as well as announced an elected officials' workshop and several public workshops. The study identified the following needs for further study and project development:

- Need for more interagency coordination
- Freeway congestion strategies
- Optimizing existing infrastructure
- Optimizing transit connections
- Use of the Pacific Electric R.O.W.

Delo covered conceptual alternatives developed in the plan and reviewed the schedule for study adoption.

Gateway Sector General Manager Alex Clifford reviewed the public input on the proposed service change proposals. The service changes were altered by the Sector Council to retain Sunday service on affected lines. Both the San Gabriel Valley and South Bay service sectors withdrew the service cuts that would have impacted Gateway service. He reviewed the MTA Board motion concerning providing crime and social statistics in and around the service cut impacted lines and areas.

Yvette Kirrin, I-5 JPA Executive Director, gave an update on the I-5 project, the Carmenita interchange scope changes had been fully negotiated and Caltrans and MTA would negotiate cost escalations in May. The project should break ground in January of 2010.

Jerry Wood, COG Transportation Engineer, gave updates on the I-710 project environmental phase announcing the kick-off of some of the Local Advisory Councils for

the project cities. Wood went on to discuss the 91/605/405 project and the issuance of a draft report that was going to the project Technical Advisory Committee for review.

Lastly he discussed the ITS plan and the draft currently under review. He also discussed an upcoming GCCOG meeting with the California Highway Patrol concerning the truck inspection station and the potential for funding to go to the host city.

The meeting was adjourned at 5:30 pm.