

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Bonnie Lowenthal, Director, MTA

February 6, 2008, 4:30 PM
Gateway Cities COG Offices
16401 Paramount Blvd.
Paramount, CA

| Item No. | Description | Recommended Action |
|-----------------|---|-----------------------------|
| I. | Call to Order – Self Introductions | |
| II. | Pledge of Allegiance | |
| III. | Approval of Meeting Minutes of December 5 , 2007 | |
| IV. | Reports: | |
| 1. | Gateway Cities COG Comments on Draft 2008 Regional Transportation Plan | Discussion & Recommendation |
| 2. | Report on Orangeline Prioritization | Discussion & Recommendation |
| 3. | MTA Long Range Transportation Plan (LRTP) -Update Subregional Priorities | Discussion & Recommendation |
| 4. | Metro Gold Line Eastside Extension Phase II Presentation – Kimberly Yu, MTA Project Manager | Receive & File |
| 5. | OCTA/MTA Cross County Study | Receive & File |
| 6. | ITS Integration Plan | Receive & File |
| 7. | Truck Inspection Station Study | Receive & File |
| 8. | Gateway Sector Report-Alex Clifford Gateway Service Sector General Manager | Receive & File |
| 9. | Update – I-5 JPA | Receive & File |
| 10. | Update – I-710 EIR/EIS Process | Receive & File |
| 11. | Update – SR 91/ I-605/I-405 Major Corridor Study | Receive & File |
| 12. | New Business/Date of Next Meeting | |
| 13. | Adjournment | |

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.

Item III

Approval of Minutes for the Meeting of December 5, 2007

**Transportation Committee Minutes of
December 5, 2007**

**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
December 5, 2007**

Call to order and roll call. The meeting was called to order by Chair Lowenthal at 4:37 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: Sharad Mulchand - Metro, Michael Sieckert, – Metro, Richard Powers – Gateway Cities COG, Karen Heit, Nancy Pfeffer – Gateway Cities COG, Jerry Wood – Gateway COG, Steve Hinds – CCDOT, David Hershenson – Metro, Alex Clifford – Gateway Service Sector General Manager, Shashank Patil – Port of Long Beach, Wally Shider – Gateway Service Sector Council, David Rubinaw - SCAG.

A quorum was reached and the Minutes of the November 7, 2007 meeting were approved.

Karen Heit, Transportation Deputy to MTA Director Lowenthal gave an overview of the most recent MTA activities on applying for federal grant funds on congestion pricing. The MTA submitted applications for three corridors utilizing existing HOV lanes. There was discussion on creating capacity by charging for carpools and the legality of gas tax utilization for hot lanes. There was general discussion of whether the concept would work in Los Angeles County with so many divergent destinations.

Heit gave a recap of the SCAG Regional Transportation Plan process and the status of the Orangeline Mag-Lev project. SCAG and FHWA were determining what the requirements were for ascertaining a private commitment of funding for the Orangeline project. The Orangeline project is still within the Constrained Plan (considered funded) element of the RTP. There was additional discussion of the status of I-710 project and the freight movement corridor. There were questions about which projects were The SCAG RTP was due for release December 6th.

A vote was taken to place an urgency item on the agenda. The item was the draft of a letter to be signed by the GCCOG Board commenting on the allocation of the Trade Corridor Improvement Fund (TCIF) by the California Transportation Commission on

Transportation Committee Minutes of

December 5, 2007

November 27, 2007. The attached letter was approved with amended language discussing GCCOG support of the container fee bill.

A letter supporting the passage of the Maritime Vessels Emissions Reductions Act of 2007 was reviewed and recommended for signature by the COG Board. It was recommended that the letter be sent to individual COG cities urging them to write individual letters of support.

Alex Clifford, Gateway Service Sector General Manager discussed upcoming cuts in revenue service hours, dwindling capacity in park n' ride lots, and the addition of Consent Decree Rapid Bus Lines. He discussed the initiation of service on the new Rapid Bus Line 760 (Long Beach).

Yvette Kirrin, I-5 Executive Director reported on the I-5. The I-5 JPA supports the construction of the full Carmenita Interchange project, and not a scaled back version. The JPA will continue to work with Caltrans and the MTA to assure the project is built as envisioned.

Jerry Wood reported on the I-710 EIR/EIS, the Notice to Proceed was expected to be approved by FHWA next month whereupon the project team can begin work.

The report on the SR 91/605/405 would wait until next month.

Director Lowenthal announced that Long Beach Assistant City Manager Chris Shippey was retiring and moving to San Jose and that Ron Bates was appointed City manager of South Gate.

The meeting adjourned at 5:35 p.m.



GATEWAY CITIES

COUNCIL OF GOVERNMENTS

December 18, 2007

Mr. James Ghielmetti, Chair
California Transportation Commission
c/o Signature Properties Inc.
4671 Willow Rd. Ste 200
Pleasanton, CA 94588

Dear Chairman Ghielmetti:

Trade Corridor Improvement Fund Allocation

As President of the Gateway Cities Council of Governments (GCCOG), I represent 27 cities that are in the immediate area surrounding the Ports of Long Beach and Los Angeles (San Pedro Bay Ports). Many of the GCCOG residents work in the goods movement industry either directly or through related industry. GCCOG residents are also at the epicenter of impact from goods movement emanating from the San Pedro Bay Ports. GCCOG residents experience the traffic congestion and delays from port trucks as well as safety issues from the 21,000 plus trucks per day that use the freeways and streets in southeast Los Angeles County.

The GCCOG has watched the TCIF progress with interest and is a strong supporter of the projects selected by the Southern California Working Group. This region-wide consensus is evidence of the seriousness of the goods movement issue in Southern California.

The GCCOG appreciates the Commission's commitment to timely implementation of the TCIF program, but we find that the allocation strategy recommended at the November 27th CTC meeting falls short of an equitable distribution of bond proceeds.

The heart of the nation's goods movement industry is in Southern California and it is a growing component of our state's economy. The Southern California request is based on the economic contributions as well as the congestion and health impacts to our region. Over 880,000 jobs in California are related to international trade conducted through the San Pedro Bay Ports. These ports handle 85% of the containerized cargo processed in the State. This cargo has an estimated value of \$256 billion. Over 80% of Californians who are exposed to dangerous levels of diesel emissions reside in our five Southern California counties. Over 1,200 residents of Southern California die

**Transportation Committee Minutes of
December 5, 2007**

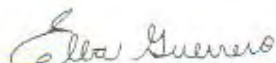
Mr. James Ghielmetti, Chair
California Transportation Commission
December 18, 2007
Page 2

prematurely every year due to the effects of diesel emissions. The CTC's actions fail to recognize this reality.

The GCCOG along with the other Los Angeles/Inland Empire trade route Councils of Government has taken a support position on SB 974; the Container Fee bill, and will continue to support this bill. GCCOG also supports the utilization of local transportation tax revenues to improve trade route congestion and the ensuing environmental impacts. We do recognize that these sources, generated locally, are still not adequate to address the congestion caused by goods movement.

The GCCOG supports Assembly Speaker Fabian Nunez's efforts to obtain a percentage of funding more in keeping with the identified regional need and reflecting the economic reality, congestion and health impacts to our subregion and the five counties. GCCOG will work with our legislation delegation and the Speaker to advocate for a fair share of the Proposition 1B TCIF bond proceeds.

Sincerely,



Elba Guerrero, President
Board of Directors, Gateway Cities Council of Governments and
Mayor City of Huntington Park

cc: GCCOG Board of Directors
GCCOG Legislators
MTA Board of Directors

IV. Reports

1. Gateway Cities COG Comments on Draft 2008 Regional Transportation Plan

Transportation Committee Agenda of
February 6, 2008

TO: Transportation Committee

FROM: Richard Powers, Executive Director

SUBJECT: Gateway Cities COG Comments on Draft 2008 Regional Transportation Plan

Background

The Southern California Association of Governments (SCAG) has prepared a draft of the 2008 Regional Transportation Plan and requests comments from the public no later than February 19, 2008. COG staff have reviewed the draft document and prepared the attached comment letter.

Issue

The highlights of the COG's comments to SCAG on the draft plan are as follows:

- 1) The status and nature of the I-710 project between Long Beach and SR-60 are not clearly defined in the draft RTP. It is not clear whether the project is included as a toll facility or an alternative technology corridor.
- 2) The draft RTP includes a region-wide high-speed transportation system that would carry both passengers and freight. It is not clear how the freight portion, which would "parallel" the I-710 corridor, would relate to that project or how the inclusion of this system in the RTP might affect the analysis of alternatives in the I-710 EIS/EIR. It is also premature to specify a container volume that could be carried by such a system.
- 3) For the plan horizon year of 2035, SCAG staff developed both a "baseline" growth forecast, based on local jurisdictions' input, and a "policy" growth forecast that reflects a denser development pattern with more growth near the coast and less inland. It is the policy forecast that is the basis for the draft RTP, but since cities have not reviewed or agreed to the redistributions in the policy forecast, SCAG should use the baseline forecast in its plan analysis. Some parts of the Gateway Cities subregion are projected by SCAG to have far denser growth than is envisioned by local jurisdictions.
- 4) Several freight rail grade separation projects within the Gateway Cities are missing from the RTP and are recommended for addition.

Since the comment letter is due to SCAG by February 19, and the COG Transportation Committee and Board will not meet again before then, staff is requesting approval of the foregoing general policy comments. The actual comment letter may be modified per the Committee and Board's direction to provide SCAG with the relevant details to support each comment, or additional issues may arise with the document.

Attachments

Proposed draft comment letter to SCAG.

Recommended Action

Review proposed comment letter; provide direction to staff and approve submittal of comment letter by the February 19, 2008 deadline.

Transportation Committee Agenda of
February 6, 2008

Hasan Ikhata, Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: 2008 Draft Regional Transportation Plan (RTP)

Dear Mr. Ikhata:

The Gateway Cities Council of Governments (GCCOG) appreciates the opportunity to comment on the 2008 Regional Transportation Plan being prepared by the Southern California Association of Governments. The 2008 RTP process has been an open and inclusive process with many opportunities for participation by regional jurisdictions and the public.

GCCOG has the following specific comments and concerns about the RTP.

- The I-710 project between the San Pedro Bay Ports (SPBP) and State Route 60 does not appear to be clearly and consistently represented and included in the draft 2008 RTP. It is shown in Table 3.2 and on Exhibit 3.3 as a mixed flow highway project with a completion date of 2020. However, page 117 of the Draft RTP refers to “the first phase of a dedicated, toll clean technology truck lane system,” and page 118 and Exhibit 3.9 clearly describe “the I-710 as the first phase of a comprehensive system.” The Supplemental Goods Movement Report (page 23) also identifies I-710 as a “specific corridor under consideration for” a dedicated clean technology truck lane, but it does not mention the possibility of tolling. SCAG staff have indicated that I-710 was modeled as a tolled truck lane. Yet Table 3.3, HOT Lanes and Toll Facilities, does not list the I-710 as a toll facility project.

The RTP project description for I-710 should note that there is a current effort to evaluate the feasibility of alternative technologies in the I-710 corridor, but that no decision on the use of that type of technology to move freight has been made as of the date of the RTP.

The RTP should also include the I-710 early action projects in the constrained plan (Shoemaker Bridge/Anaheim St and PCH interchanges, Firestone Blvd. interchange and Northbound Atlantic Blvd./Bandini Blvd. ramp/interchange). Los Angeles County RTIP project No. LAE3773 (page 7 of the Project Listing Report) refers to “reconstruct[ing] I-710 interchanges as part [of] I-710 corridor improvement program,” but does not identify which specific projects are programmed or planned for the identified funding of \$7.4 million.

There is an I-710 project, titled “freeway corridor improvements,” in the strategic plan, but the lead agency is shown as the City of Los Angeles, which is not the case for the I-710 project. It is unclear why this listing is included.

Transportation Committee Agenda of February 6, 2008

- We are concerned that the inclusion of a 9.2-million-TEU High Speed Rail Transport system for cargo in the RTP could adversely affect the evaluation of alternatives, including alternative cargo movement technologies, for the I-710 corridor EIR/EIS, by effectively prejudging the outcome of this critical local planning process. For example, Table 3.9 and the text on page 121 describe a system that would run from the ports to some inland facility in San Bernardino. The system would carry only freight from the ports north to a junction with the east-west initial operating segment of a combined passenger-freight high-speed system. The port segment is described as running “parallel to the I-710/Alameda Corridor.”

It is not clear how or whether it might be necessary to alter the I-710 EIR/EIS process to analyze the alternative technologies in the context of this regional system envisioned in the RTP. It is not clear how SCAG determined that the HSRT will handle 9.2 million TEUs, or how this capacity compares to the actual corridor need. Further, it is unclear whether the alternative technology scenario to be investigated in the I-710 EIR/EIS may (or may not) be part of a regional system. The RTP should be clarified to explain the status of the EIR/EIS and how alternative technology is being evaluated and what role it might play in the ultimate outcome for freight movement in that corridor. The COG is supporting the “idea” of a freight movement corridor that would handle large volumes of freight, but it is very presumptuous to assume a container volume and technology at this time.

- A related point is that it is unclear where in San Bernardino an inland port facility for freight might be developed. Other areas (e.g., North Los Angeles County) are also vying to be a location for an inland port should the concept prove feasible.
- It is also unclear just what plan for high-speed regional transportation is included or recommended in the RTP. Appendix F of the Transportation Finance Supplemental Report includes one report on “HSRT/Alternative Technology Systems for Passenger and Freight” and another on “Orangeline High Speed Maglev.” It is not clear how these two systems or segments might coordinate or relate to each other when built. Also, the former report contains a section at the end on “Environmental Mitigation and Mobility Initiative,” but again it is unclear how this system might relate to the system described in the balance of the document or which system SCAG is envisioning for implementation in the RTP. Supplemental Report No. 9 (“High Speed Regional Transport System”) presents much of the same information as does the similarly titled report in Appendix F, but does not include any mention of the “Environmental Mitigation and Mobility Initiative.” Clarification of how these two systems relate (if they do) should be included in the plan.
- SCAG developed a baseline population, housing, and employment growth forecast out to 2035 based on local input from cities and counties. However, SCAG has based the proposed draft 2008 RTP on a policy forecast that differs from the baseline in significant ways at the local (city) level as well as at the subregional and county levels. The policy growth forecast raises some questions

Transportation Committee Agenda of

February 6, 2008

about the underlying assumptions. For example, some older, built-out areas where SCAG predicts greatly increased residential density are unlikely to shift from industrial uses even as they may redevelop.

Unless SCAG can assure cities that having a planned or actual growth pattern different from that in the 2035 RTP forecast will have no undesirable consequences – for example, a reprioritization of transportation project funds – SCAG should use the cities' own baseline forecast as the basis for the analysis in the 2008 plan recommended for adoption. COG staff will provide SCAG staff with a list of the specific discrepancies between city forecasts and the SCAG policy forecast for the Gateway Cities in advance of the RTP comment deadline.

This is a major concern for Gateway Cities as the forecast being assumed by SCAG appears likely to result in higher density developments in Gateway Cities for areas that are already densely developed. This decision by SCAG could “skew” the regional traffic model (2035 projections) and make those projections unreliable or inaccurate for Gateway Cities. We believe that the baseline forecast should be adopted as the official forecast for the RTP as it reflects local input and is the most likely and therefore the most accurate growth scenario.

- It appears that several freight rail grade separation projects of concern in the Gateway Cities subregion are omitted from the RTP and should be included in this long-range plan. (These comments assume that the LA County grade separation projects shown in Exhibit 3.11 are listed in numerical order as in the other county exhibits.) The requested projects are identified as follows:
 - Lakeland Road crossing (BNSF) – Santa Fe Springs
 - Pioneer Boulevard crossing (BNSF) – Santa Fe Springs
 - Rosemead Boulevard (UP) – Pico Rivera
 - Paramount Boulevard (UP) – Pico Rivera
 - Garfield Avenue (UP) – City of Commerce
 - Valley View/Stage Road (BNSF) – Santa Fe Springs and La Mirada
- On page 67 of the Draft RTP appears a statement that “More than 60 percent of the containers processed by the ports will involve a truck trip within the SCAG region.” The Multi-County Goods Movement Action Plan places this figure at close to 80%. This and other discrepancies between the RTP and the Multi-County Goods Movement Action Plan should be addressed and resolved.
- Table 2.6, Daily Truck Volumes by Corridor, omits two of the corridors most heavily used by trucks: I-605, and State Route 91. The 2002 and 2025 counts for these freeways should also be included and considered in SCAG's analyses of regional and subregional goods movement impacts. Gateway's recent study of the 91 and 605 freeways projects that in 2030, the 91 freeway will carry 41,800 trucks daily and I-605 will carry 38,050 (north of 91).
- The observation on page 120 that passenger train volumes are expected to experience growth similar to that in freight train volumes seems irrelevant to the freight discussion.

IV. Reports

2. Report on Orangeline Prioritization

Transportation Committee Agenda of

February 6, 2008

TO: Transportation Committee

FROM: Richard Powers, Executive Director

SUBJECT: Report on Orangeline Prioritization

Background

At your November 7, 2008 Board Meeting, a report was given by Board President Guerrero on behalf of the COG executive officers, of the overall priorities of the COG. The prioritization of the Transportation category was recommended as follows:

I-5 Corridor

I-710 Corridor

SR 91/ I-605/ I-405 Corridor

Intelligent Transportation Systems (ITS)

SCAG Regional Transportation Plan (RTP)

Truck Inspection and Enforcement Study

Orangeline High Speed MAGLEV

Following discussion by the Board, a motion carried to “approve the COG priorities as outlined by the executive officers and presented by President Guerrero, with the exception of the priority placement of the Orangeline Maglev project, which will be assigned a priority order by the Board of Directors after the Board has completed its consideration of the request of support by the Orangeline Development Authority of its application to the California Transportation Commission”.

Additionally, at the November 7, 2008 COG Board of Directors meeting, a motion carried “that the City Managers Steering Committee be directed to meet with the Executive Director of the Orangeline Development Authority in order to give him the opportunity to explain why the Orangeline Development Authority’s proposal would not compete with the COG’s other priority projects”.

Additionally, a motion carried that the COG executive officers and Executive Director confer with the COG’s Sacramento lobbyist to determine what impact placing the Orangeline Development Authority’s request would have on funding other COG priority projects and how the project would be viewed by the California Transportation Commission and CTC staff.

Transportation Committee Agenda of

February 6, 2008

Follow Up from November 7, 2008 Board of Directors Meeting

1. The City Managers Steering Committee met with the Executive Director of the Orangeline Development Authority per Board direction. Subsequently, the Steering Committee recommended to the COG Transportation Committee and the COG Board of Directors the following motion:

City Managers Steering Committee Motion on Orangeline Support

The City Manager's Steering Committee recommended taking the following position of support for the Orangeline to the GCCOG Transportation Committee and GCCOG Board.

City Manager's Steering Committee recommends the COG support a high-speed, environmentally friendly, grade separated transit project that will also allow pedestrian and bicycle uses on the Pacific Electric West Santa Ana Branch right-of-way.

COG support of any transit project will not conflict with COG established transportation project priorities or funding. The Orangeline transit corridor project is the fourth priority behind I-5, I-710, SR-91/I-605/I-405.

Furthermore, the City Manager's Steering Committee recommends that a Los Angeles/Orange County Transit Task Force be established as a follow on to the Orange County/Los Angeles County cross border initiative. The Task Force would be made up of Los Angeles County/Orange County elected and appointed officials with representatives from MTA, OCTA, Gateway Cities Council of Governments, Orange County Council of Governments, Orangeline Development Authority and the City of Los Angeles. The Task Force would be charged to investigate the feasibility of a high-speed, environmentally friendly, grade separated, transit project between Los Angeles and Orange counties.

Additionally, it is recommended that, in the course of studying high-speed rail transit alternatives, OCTA and MTA provide funding to the Gateway Cities Council of Governments, the Orange County Council of Governments, the Orangeline Development Authority and the City of Los Angeles to fully participate in the study, and that OCTA and MTA staff the Task Force.

2. Pursuant to Board direction, the COG's Sacramento lobbyist filed a report with the COG relating to the funding impact from the Orangeline request on other COG priority projects. That correspondence is attached.

Recommended Action

This is a policy matter for Board determination.

**Transportation Committee Agenda of
February 6, 2008**



CALIFORNIA STRATEGIES
& ADVOCACY, LLC

TO: Mr. Richard Powers
FROM: Mark Watts
DATE: December 18, 2007
SUBJECT: Orangeline Project

Thank you for the excellent orientation session last Thursday regarding the issues of concern to Gateway Cities COG. In addition to the project level briefings provided by you, Jerry Wood, and Nancy Pfeffer, I also had the opportunity to attend the LA/Orange County work group session studying trans-border transportation issues.

One of the initial key assignments you directed me to undertake was to review and consider the state level funding sources that may be available for the Orangeline.

The possible emergence of the Orangeline Maglev project comes at a pivotal point in the funding availability for state transportation programs. On the positive side, in 2006 voters approved both Proposition 1A and 1B, which taken together, promise to stabilize state transportation funding and provide a "funding bridge" to the future.

However, the promise of this more stabilized funding environment was weakened by the 2007 Budget Act and related trailer bills which redirected more than \$1 billion in state transit funding and altered the proportion of State Transportation Improvement Program (STIP) funds for transit capital investments in favor of increasing the share of state subventions directly to local transit agencies for operational funding.

Within this backdrop, the COG board has requested an assessment of the availability of public funds for the Orangeline project and the implications for previously established COG priorities.

I have reviewed recent CTC documents regarding the status of the STIP as well as the various Proposition 1B categories. These would be the logical sources of state funding for a project such as the Orangeline, and as well, are the principal sources of state funding for the COG's project priorities: I-5 Widening and I-710 Improvements. I was also able to validate the following analysis with the CTC staff.

U.S. BANK PLAZA
980 NINTH STREET, SUITE 2000 • SACRAMENTO, CA 95814
TELEPHONE (916) 266-4575 • FACSIMILE (916) 266-4580

Transportation Committee Agenda of February 6, 2008

The STIP benefits from the adoption of Prop 1A. The STIP is the state's New Capacity program and is funded in its entirety by the Prop 42 funding formula, further protected by Prop 1B, which dedicates 40% of the state's sales tax on gas, or roughly, \$600 million annually.

The I-5 Widening project has a firm funding component from the STIP; without this and the local commitment by LA Metro of local sales tax funds, the substantial amount of Prop 1B funds awarded to this project last spring would be in jeopardy and this project would be delayed indefinitely.

The CTC is presently bringing into alignment the reduced STIP resources mentioned above with programming and project approval fund levels. If the Orangeline were to be programmed with STIP funds in the declining STIP allocation capacity environment, it would clearly have a detrimental effect on the I-5 Widening project, putting at risk the nearly \$380 M in Prop 1B funds.

Please don't hesitate to contact me if you have any further questions or concerns.

IV. Reports

3. MTA Long Range Transportation Plan (LRTP) Subregional Priorities Update

Transportation Committee Agenda of
February 6, 2008

TO: Transportation Committee
FROM: Bonnie Lowenthal, Chair
BY: Karen Heit, Transportation Deputy
SUBJECT: MTA Long Range Transportation Plan (LRTP) Update

Issue

The MTA is in the process of developing the 2008 Long Range Transportation Plan (LRTP). As part of the revision, the MTA has circulated the Subregional Descriptions and requested that the COGs review the subregional descriptions, transportation priorities, and perspectives (Attachment "A"). Attachment "B" is an unfunded list of subregional priorities. MTA staff has asked that corrections be made to both Attachments and that they be returned to the MTA for inclusion in the Draft LRTP by February 21, 2008. Underlined changes are suggested made by GCCOG staff.

Background

The 2008 revision is a minor update to the 2001 LRTP. The MTA started work on revising the LRTP in 2006. The effort was halted pending the status of Proposition 1B. The majority of Prop.1B funds that would impact the Plan have been allocated and the MTA is resuming revision of the LRTP.

At the January MTA Board Meeting, the MTA Board approved the Constrained and Strategic Plan Recommendations (Attachment "C") for inclusion into the draft LRTP for public review. The schedule for the Plan will be as follows:

| | |
|----------------------------|---|
| March 12 – April 28 | Draft Plan released for 45-day public review |
| June | MTA Board adopts Final Plan |
| August | Submit final Plan to SCAG for incorporation into the 2006 Regional Transportation Plan (RTP) |

An LRTP presentation will be made to the Transportation Committee at either the March or April committee meetings.

Recommendation:

Approve the Subregional Description and forward to the GCCOG Board for approval to submit to the MTA for inclusion in the 2008 LRTP.

Circulate the Attachment "B" to GCCOG Cities for addition/corrections and forward the results to the MTA for inclusion in the LRTP.

Attachments:

- A- GCCOG Subregional Description
- B- Unfunded list of subregional priorities
- C- Constrained and Strategic Plan Recommendations

Attachment “A”

THE SUBREGIONS

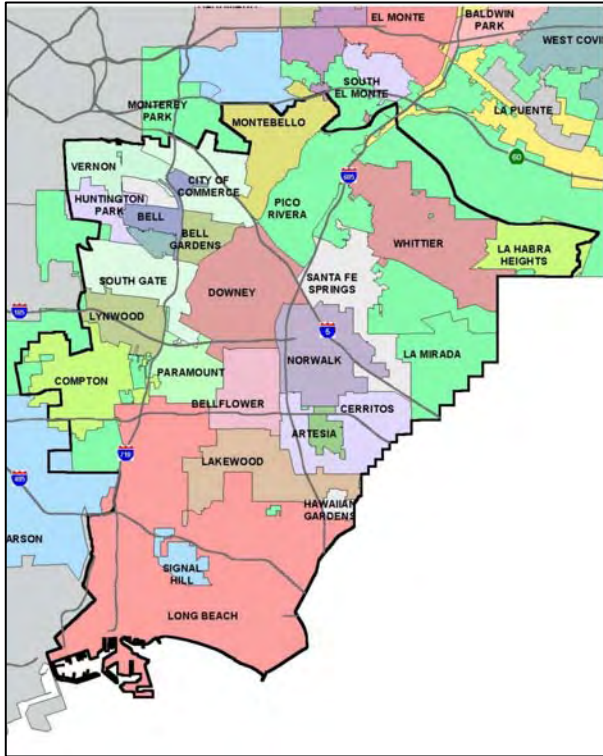
The following section looks at the county’s transportation issues through a more local perspective—that of the nine subregions that range from 60 to 2,503 square miles in area.

Since each subregion has unique characteristics, needs, and opportunities, the following section expands on the discussion in the Long Range Transportation Plan by laying out the physical setting, major transportation facilities, and mobility challenges. It also identifies major projects that will be implemented by 2030, other projects that have been funded by Metro’s Call for Projects that are slated to proceed as well, provided adequate funding is available. Finally, this section identifies some additional transportation solutions that are candidates for funding if additional funding became available.

The following nine subregions are analyzed:

- Arroyo Verdugo
- Gateway Cities
- Las Virgenes/Malibu
- North Los Angeles County
- Central Los Angeles
- San Fernando Valley
- San Gabriel Valley
- South Bay Cities
- Westside Cities

Transportation Committee Agenda of February 6, 2008



GATEWAY CITIES

Artesia, Avalon, Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, La Habra Heights, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, and Whittier. Gateway Cities also includes the following unincorporated communities of Los Angeles County:

East Los Angeles, Florence, Rancho Dominguez, East Rancho Dominguez, Rosewood (portion), South Whittier, Walnut Park and Willowbrook (portion)

SETTING

The Gateway Cities form the southeastern boundary of Los Angeles County. This subregion is bounded to the south by the Pacific Ocean and Ports of Long Beach and Los Angeles; the Orange County Line on the east; the I-110 (Harbor Freeway) on the west; and SR-60 (Pomona Freeway) on the north.

This subregion has an approximate resident population of 2.5 million people. The Gateway Cities have a highly diverse population that has formed and retained a unique identity throughout various cities. . The subregion is home to highly urbanized areas including Long Beach, the County's second largest city, and industrial oriented cities such as Vernon and Commerce, traditional residential suburbs such as La Habra Heights and a broad spectrum of balanced communities that fall between. The Port of Long Beach is located within this subregion and serves as an important industrial center and economic driver for all of Southern California.

MAJOR TRANSPORTATION FACILITIES

The SR-60 (Pomona Freeway), SR-91 (Artesia Freeway), and I-105 (Glenn Anderson Freeway) serve as major east-west freeway corridors in this subregion. The I-5 (Santa Ana Freeway), I-405 (San Diego Freeway), I-710 (Long Beach Freeway), and I-605 (San Gabriel River Freeway) freeways serve as the major north-south corridors. An airport located in the City of Long Beach serves as a hub of corporate activity as well as being one of the busiest airports in the world. The subregion is home to the Port of Long Beach. The port of Long Beach combined with the adjacent Port of Los Angeles constitutes the fifth busiest port in the world and the largest container port in the united

Transportation Committee Agenda of

February 6, 2008

States. The ports are served by the Alameda Corridor, a 20-mile railway designed to speed cargo and containers from the Ports to the rest of the country. The Ports are also served by the freeway network described above.

The subregion is served by the Metro Blue and Green Light Rail Lines as well as the Harbor Transitway running along the I-110 to the subregion's western boundary. These major transit infrastructure improvements help move people to the ports and other employment areas within the subregion. The subregional bus system consists of: Metro Gateway Cities Service Sector, Long Beach Transit, Norwalk Transit, Commerce, and Montebello Municipal Bus Lines. . In addition, many cities operate transit and dial-a-ride services, such as La Mirada Dial-a-Ride, within their cities. Metrolink's Orange County Line provides commuter service with stops in Norwalk/Santa Fe Springs and the City of Commerce.

MOBILITY CHALLENGES

The Gateway Cities subregion has one of the largest all weather ports in the world. As the 13th busiest cargo container port in the world, the Port of Long Beach moved \$140 billion worth of cargo in 2007. When the Port of Long Beach is combined with the Port of Los Angeles, they comprise the fifth largest port in the world, making goods movement the greatest mobility challenge for the subregion. About 60% of all goods imported to the United States from Asia arrive via the two Ports and travel on to their final destinations on gateway freeways and rail.

Currently, goods movement-related traffic is growing at a faster rate than that of automobiles. Daily truck traffic on the I-710 alone is expected to dramatically increase from 30,000 to approximately 100,000 trucks a day by the year 2025. The trucks transporting cargo to and from the Port of Long Beach use Ocean Boulevard, I-710, SR-47/103 (Terminal Island Freeway), and I-110. Truck traffic on SR-91 east of the I-710 is expected to go from 13,000 daily trips to 42,000 daily trips in 2030. The heavy congestion generated by this truck traffic also has a significant impact on the traffic flow of I-710, I-405, SR-60, SR-91 and I-605 freeways.

Air quality degradation is a critical issue as maritime and port-related truck traffic results in significant diesel emissions, including diesel particulate matter pollution. This condition is exacerbated by trucks idling in traffic congestion. Numerous health impact studies have been done and the subregion is characterized by pollution related health risks attributable to port and freeway related diesel usage. Reducing and mitigating air quality impacts is one of the subregions' leading goals.

Safety is also an issue due to aging and inadequate design of transportation infrastructure that requires trucks to weave across multiple lanes in short distances, especially at major freeway interchanges. Railroad and arterial grade crossings cause traffic queues, delays and accidents in this subregion. Identification, prioritization of such locations, and providing funding for improvement at regionally significant railroad/arterial grade crossings remain a very important element in improving the transportation infrastructure.

Transportation Committee Agenda of

February 6, 2008

WHAT THE FUTURE HOLDS

To address the subregion's mobility challenges, the Gateway Cities and Metro have undertaken many transportation improvement projects that are expected to be operational by 2030. These include:

- Implementation of a major congestion relief strategy as the outcome of the Major Corridor Study along I-710 freeway, along with an air quality plan;
- Rail/Highway grade separations in Commerce and Santa Fe Springs Pico Rivera and LA Mirada;
- Implementation of seven new Metro Rapid bus lines;
- I-5 carpool and mixed-flow lanes from I-605 to Route 91 construction to begin in 2010.
- Construction of the Carmenita Road interchange improvements;
- I-5 carpool and mixed-flow lanes from I-605 to I-710 (Currently in the environmental phase)
- I-710 freeway improvements from PCH to Downtown Long Beach;
- Metrolink locomotive and passenger coach purchases;
- Metrolink rolling stock maintenance facility in San Bernardino phase 1A (phase 1B is subject to future funding availability);
- Traffic signal timing projects on numerous arterials; and
- High Speed Rail Transit Service – The privately funded Orangeline Corridor Development Project, which would provide high-speed rail service utilizing freeway and unused railroad corridors to Orange County.
- Multi-modal transportation improvements expected to be generated from the OCTA/MTA cross- county study.

Metro has also awarded funding through the Call for Projects process for several additional local priorities that are expected to proceed, subject to funding availability:

- Freeways – Interchange improvement and carpool lane construction on I-5 (Santa Ana Freeway), including the Carmenita and Valley View interchanges; I-710 Major Corridor Study (completed 2004);
- Arterials – Projects designed to increase capacity and improve mobility by reducing traffic congestion and problematic conditions at major arterials and intersections are currently underway. Examples are the Terminal Island Freeway interchange improvement at Ocean Blvd., and arterial carpool projects in Long Beach and northbound I-710 off-ramp reconstruction at Firestone Blvd. in South Gate;
- Signal Synchronization – In order to improve traffic flow throughout the subregion, major arterial corridor signals have been or will be synchronized in cities such as South Gate, Compton, Downey and Lakewood. Additionally, the subregion will be among the first in the county to be equipped with the Information Exchange Network (IEN), which allows for the sharing of traffic signal data across jurisdictional boundaries to allow for improved traffic management;
- Transportation Demand Management –The capacity and inter-modal efficiency of transportation systems are improved through projects that involve change or improvement in policies or actions with focus on modification of travel behavior. Such projects have already been implemented or are in the planning stages.

Transportation Committee Agenda of

February 6, 2008

Examples are Parking Demand Management in Bellflower and a Southeast Regional Transit Information Network in Long Beach;

- Bikeway and Pedestrian Improvement Projects – In an effort to encourage use of alternate forms of transportation, a number of bikeway and pedestrian transportation projects have been funded through the Call for Projects. Such projects include Buena Vista Pedestrian Trail project in Avalon, the Artesia Metro Blue Line Station Pedestrian Access Improvement in Compton and the Class I Bike Path in the old Santa Ana Branch rail right-of-way. ;
- Transportation Enhancements – Transportation Enhancement Activities projects often involve rail corridor and streetscape improvements and station rehabilitation. Currently, some Transportation Enhancement projects are underway in the cities of Compton, Whittier, and Downey; and
- Transit – In an effort to improve transit facilities and services, Metro and the municipal transit operators are providing transit centers, bus stop improvements and utilizing new transit technologies. Several projects such as a Transit Center Expansion/Multi-modal Transportation Blvd. in Compton, Long Beach Transit Center Improvement at Pine Avenue and 1st Street, Santa Fe Springs Transit Center and a Bus Stop Improvement Project in Long Beach. In addition, Metro's Gateway Sector office located in Downey has carried out day-to-day operational functions since its inception in July of 2002.

STAKEHOLDER RECOMMENDATIONS

During the development of the Long Range Transportation Plan, Metro met with cities and the Gateway Cities Council of Government to gather input on additional subregional needs and priorities. These represent potential strategies that could be explored should additional funds become available through 2030. These strategies include, but are not limited to:

- Arterial and traffic signal improvements;
- Ramp widening and extended carpool lanes;
- More efficient, environmentally friendly goods movement strategies including utilization of alternative technologies;
- Strategies to mitigate port traffic congestion on the SR -91, I- 605 and I-405 Freeways
- Improving safety, increasing capacity enhancement on the Metro Blue Line;
- More timed connections and circular routes between municipal operators, including designating regionally significant "transit hubs";
- Implementation of advanced ITS technology to maximize capacity on arterial streets and freeways with emphasis on goods movement.
- Seek opportunities for public/private partnerships, user fees and other non-traditional sources to fund nationally and regionally significant goods movement projects.

The Long Range Transportation Plan is a living document that will be continually updated. Metro will work with the Gateway Cities on an on-going basis to ensure that their priorities are taken into consideration during each annual update.

**Transportation Committee Agenda of
February 6, 2008**

**2008 L RTP Highway Strategic Projects by Tier
(Within each tier projects are in order of Board approved performance criteria.)**

| |
|---|
| Tier 1: Currently Under Planning Study or Environmentally Cleared |
| Freeway Operational Improvements (Auxiliary Lanes), for example: <ul style="list-style-type: none"> • I-405 NB Auxiliary Lane: Hawthorne Blvd. to I-105 • I-405 SB Auxiliary Lane: Rosecrans Ave. to Inglewood Ave. |
| US-101 Corridor: Add Carpool Lane in each direction between SR-27 (Topanga Cyn. Blvd.) and SR-2 in Downtown Los Angeles and restripe for Mixed Flow lane in each direction between SR-27 and Ventura County Line |
| US-101: Add Carpool Lane in each direction between SR-27 and the Ventura County Line (This would be in addition to the mixed flow lane proposed in the project above)(Rank equal to project above) |
| I-5 Carpool & Mixed Flow Lanes: I-605 to I-710 |
| SR-14: I-5 to Kern County Line (Carpool and mixed flow improvements) |
| SR-138: I-5 to SR-14 (Add 2 mixed flow lanes in each direction) |
| SR-138: Pearblossom Hwy to San Bernardino County Line: Widen to 4 lanes (Rank equal to project above) |
| Additional Soundwalls Beyond Funded Plan |
| Tier 1: (Public/Private Partnership) |
| SR-710 Gap Closure |
| I-5 HOV and Truck Lane Improvements: SR-14 to Kern County Line |
| I-710 South (Rank equal to project above) |
| High Desert Corridor |

**Transportation Committee Agenda of
February 6, 2008**

**2008 LRTP Highway Strategic Projects by Tier
(Within each tier projects are in order of Board approved performance criteria.)**

| Tier 2: Candidates for Further Project Definition |
|--|
| I-605 Carpool Lanes: I-210 to I-10 |
| I-10 Carpool Lanes: Lincoln Blvd. to I-5 |
| SR-57 Carpool Lanes: SR-60 to I-210 |
| SR-60 Carpool Lanes: US-101 to I-605 |
| I-5/I-10 Interchange |
| I-5/I-405 Interchange |
| I-5/Rt 2 Interchange |
| I-5/SR-134 Interchange |
| I-5/SR-14 Interchange |
| I-5/SR-170 Interchange |
| US-101/SR-170 Interchange |
| US-101/SR-170/SR-134 (complete two connectors) Interchange |
| I-405/US-101 Interchange |
| I-5/I-605 (partial connector – from west to south and from west to north) HOV Con'ts |
| I-10/I-605 (partial connector – from east to south and from west to south) HOV Con'ts |
| SR-60/I-605 (partial connector – from east to south and from east to north) HOV Con'ts |
| SR-91/I-110 (partial connector – from east to south and from east to north) HOV Con'ts |
| SR-91/I-605 (all) HOV Con'ts |
| I-105/I-605 (partial connector – from west to north and from west to south) HOV Con'ts |
| Additional Caltrans corridors not included in Metro's performance evaluation (see technical document) |
| Additional Sub-regional projects not included in Metro's performance evaluation (see technical document) |

**Transportation Committee Agenda of
February 6, 2008**

**2008 LRTP Public Transit Strategic Projects by Tier
(Within each tier projects are in order of Board approved performance criteria.)**

| |
|---|
| Tier 1: Currently Under Planning Study or Environmentally Cleared/Route Refinement Study |
| Regional Connector |
| Metro Subway Westside Extension to La Cienega |
| Harbor Subdivision Alternate Rail Technology (ART) between LA Union Station and Metro Green Line Aviation Station |
| Metro Subway Westside Extension from La Cienega to City of Santa Monica (Rank equal to project above) |
| Burbank/Glendale Light Rail from LA Union Station to Burbank Metrolink Station |
| Metro Gold Line Eastside Extension from Atlantic/Pomona Station to City of Whittier (At-grade or Aerial Light Rail) |
| Metro Gold Line Foothill Extension from Sierra Madre Villa Station to Azusa |
| Metro Green Line Extension from Redondo Beach Station to South Bay Galleria |
| Metro Gold Line Foothill Extension from Sierra Madre Villa Station to Montclair |
| Metro Green Line Extension between Norwalk Station and Norwalk Metrolink Station (Elevated or Underground) |
| Metro Green Line Extension to LAX (Not rated) |
| Tier 1: (Public/Private Partnership) |
| West Santa Ana Branch ROW Corridor Maglev between LA Union Station and Santa Ana Metrolink Station (Capital and operating costs to be funded by others) |
| Tier 2: Candidates for Further Project Definition |
| Metro Red Line Extension from North Hollywood Station to Burbank Airport Metrolink Station |
| Vermont Corridor Subway |
| Yellow Line Light Rail between Metro Red Line North Hollywood Station and Regional Connector |
| I-405 Corridor Busway between Metro Orange Line Sepulveda Station and Metro Green Line Aviation Station |
| Silver Line Light Rail between Metro Red Line Vermont/Santa Monica Station and City of La Puente (Rank equal to project above) |
| Metro Green Line Extension from LAX to Expo Santa Monica Station |
| SR-134 Transit Corridor BRT between Metro Red Line North Hollywood Station and Metro Gold Line Del Mar Station (Rank equal to project above) |
| Metro Green Line Extension between South Bay Galleria and Pacific Coast Hwy Harbor Transitway Station |
| Countywide Transit Programs |
| Metro Rapid Bus Expansion Corridors Beyond Funded Plan (Not ranked) |
| Additional Metrolink Expansion Beyond Funded Plan (Not ranked) |
| Additional Sub-regional projects not included in Metro's performance evaluation (see technical document) |