

# GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

## AGENDA

Chair – Diane Dubois, Director, MTA

November 4, 2009, 4:30 PM  
Gateway Cities COG Offices  
16401 Paramount Blvd.  
Paramount, CA

<b>Item No.</b>	<b>Description</b>	<b>Recommended Action</b>
<b>I.</b>	<b>Call to Order – Self Introductions</b>	
<b>II.</b>	<b>Pledge of Allegiance</b>	
<b>III.</b>	<b>Meeting Minutes of October 7, 2009</b>	Approval
<b>IV.</b>	<b>Reports:</b>	
1.	Transportation Committee Meeting Start Time	Discussion/Action
2.	MTA Board Recap	Receive & File
3.	MTA Long Range Plan – Update Strategic Element Project List	Discussion/Action
4.	Gateway Cities Service Sector Report Dana Coffey, General Manager	Receive & File
5.	Update – I-5 JPA	Receive & File
6.	Update – I-710 EIR/EIS	Receive & File
7.	Update - SR 91/I-605/405 Major Corridor Study	Receive & File
8.	Update – Orangeline Development Authority	Receive & File
9.	New Business/Date of Next Meeting	Receive & File
10.	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 July 1, 2009**

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair – MTA Director Diane DuBois  
Gateway Cities Office, 16401 Paramount Blvd. , Paramount  
October 7, 2009**

Call to order and roll call. The meeting was called to order by Diane Dubois at 4:31 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Chair Diane DuBois – Lakewood, Stan Carroll – La Habra Heights, Gene Daniels – Paramount, Ken Farfsing – Signal Hill, Fred Latham – Santa Fe Springs, Bill Pagett - Paramount, Mohammed Mostahkami – South Gate

COMMITTEE MEMBERS ABSENT: Gordon Stefenhagen – Norwalk, Gil Hurtado– South Gate, Frank Gurule – Cudahy, Ray Harris – Supervisor Knabe, Eric Shen – Port of Long Beach

OTHERS PRESENT: Richard Powers – Gateway Cities COG, Karen Heit – Gateway Cities COG, Jerry Wood – Gateway Cities COG, Wally Shidler – Gateway Cities Service Sector, David Hershenson – Metro, Yvette Kirrin – I-5 JPA, Jon Grace – Metro, Ernest Morales – Metro, Dana Coffey – Metro, Kathy Salazar – Montebello, Karissa Selvester – Long Beach Transit, Lupe Valdez – Union Pacific, Michael Kodama – OLDA, Mike Sieckert - Metro

Minutes from July, August and September were approved.

Kimberly Yu, MTA project manager, and Chester Britt, outreach consultant presented a background on the work done to date on the project adoption process for the Metro Gold Line Eastern Extension Phase II, MGLEEII. Yu reviewed the number of original route alternatives and the recommendation of two candidate alternatives: the SR-60 San Gabriel Valley Alternative and the Washington Blvd./Whittier alternative, in Gateway Cities. She reviewed the project area demographics and the strengths and weaknesses for each candidate alignment including ridership profiles.

She highlighted the reduction in the number of alternatives (17) to four in January to the two proposals that will adopted by the MTA Board. She then reviewed the project schedule after Board approval, the project moves into the environmental phase. She reviewed the project ridership for both alignments and the costs per mile, and potential fatal flaws, as well as benefits. SR-60 is characterized by the high level of public support and potential superfund mitigation issues and an SCE utility ROW issue.

The Washington Blvd. alignment has the greatest ridership potential and the greatest potential for new riders. This alignment has the most supportive land uses and major employment centers. The challenges include extensive aerial components and ROW

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challenges. She also addressed the removal of the Beverly Blvd. alternative because of severe ROW issues and parkland replacement on the Whittier greenway. This alignment had the least amount of public support.

She reviewed the project funding available for the MGLLEE PH. II. There is \$1.27 billion in FY 2022-24 in Measure R tax receipts, the project completion date is estimated to be 2033-35. With these dates so far in the future the plan is to get the project ready to receive stimulus funding or other funds that may be coming forward. The adoption schedule includes time for community meetings.

A question was asked about the terminus of the Washington Blvd. alignment. The alignment doesn't go to Whittier Blvd. it ends at Lambert and Washington. There will be an issue between the SGV and Gateway as far as where the line goes. Councilmember Salazar from Montebello addressed the Montebello resolution supporting the SR-60 alignment. Both alignments proceed through Montebello although in different areas of the city.

Jerry Wood, GCCOG engineer, reviewed the Gateway COG's transportation project status: the I-5, SR-91/I-605/I-405 and how they relate to the goods movement system. He discussed the I-710 traffic model which indicates that there is the potential for more trucks and general traffic than previously assumed for the I-710 corridor. The increased congestion will impact all freeways in the subregion and require modernization for safety and air quality improvement.

He reviewed the SR-91/I-605/I-405 guiding principles and discussed the major arterial study and highway issues.

He reviewed all the major rail projects and initiatives in the Gateway Cities including the BNSF, UP freight issues, grade separations, Metrolink issues, LOSSAN, and the California High Speed Rail Authority project (CHSRA).

He also discussed the Intelligent Transportation System (ITS) projects and how they are an additional layer of mobility improvement to regional projects.

The Measure R funding is a catalyst for moving the GCCOG initiatives forward, however the funding is insufficient to meet all project needs. He identified the following next steps:

- Move all COG projects forward through the planning stage in preparation for project implementation.
- Prioritize projects, identify projects for the federal transportation reauthorization bill.
- Prepare a GCCOG Strategic Transportation Plan to set priorities. Coordinate project implementation, and track funding efforts.

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Director DuBois discussed the MTA Long Range Transportation Plan (LRTP) Adoption process highlighted the resolution of many of the GCCOG issues pertaining to lack of identified funding for highway projects. She reviewed the MTA "New Starts" decision to nominate the two best performing projects (using FTA criteria); the Westside subway and the regional connector. The regional connector provides a direct benefit and improvement to Metro Blue Line service. She stressed the importance of matching Measure R funds allocated to these projects with federal funding that is not eligible for highway use. She introduced the Resolution of Support for the FTA New Starts and asked for a Motion to send the Resolution to the GCCOG Board for approval. The Motion passed.

Lupe Valdez, representing Union Pacific Railroad, discussed the upcoming release of the ICTF freight facility Environmental Impact Report scheduled for a December release. She discussed the Air Resources Board air quality requirements and stated that truck and yard equipment are cleaner, but locomotives are still dirty as newer products are not available.

Fred Latham, City Manager, Santa Fe Springs, reported on the effort to resolve planning, engineering and environmental issues with the CHSRA. He reviewed the October 2, meeting where Gateway Cities Councilmembers and City Managers along with State and federal representatives met with the CEOs MTA and OCTA and the Southern California Board members from CHSRA and the Authority's executive staff to vet the outstanding issues with the project. One outcome of the meeting is an agreement to enter into an MOU with CHSRA and the GCCOG to provide support to the cities for review and planning coordination for the project. The COG will function as an umbrella organization to the cities. Latham went on to describe the ARRA process and deadlines for receiving federal high speed rail funding. The California Congressional delegation supports the project and the MTA is an advocate of the project. The MTA is also playing an active role in making sure the cities are involved with the process.

Alex Clifford, Executive Officer of Rail Programs, is responsible for coordinating HSR activities with the City and COG and CHSRA. He has been attending various city council meetings and making sure the communities know what's occurring with project implementation.

Dana Coffey, Southbay and Gateway Cities Service Sector General Manager, discussed service sector business and announced that the sector staff would be moving back into the Gateway Building for better system coordination and transit service planning.

Yvette Kirrin, I-5 JPA Executive Director, discussed a plan for advancing funding to provide for construction mitigation projects to help ease congestion and other impacts during the I-5 construction period. She reviewed a request sent in to the MTA for securing Measure R or other advanced funding for this activity.

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Mike Kodama, OLDA Executive Director, discussed the OLDA Track 3 planning FRA grant application to study OLDA alignments from Union Station to the High Desert area. He also discussed the use of a SAFETEA-LU earmark to do station area planning for the Gateway Cities stations and the impending release of a SCAG feasibility study for the West Santa Ana Branch ROW in both Los Angeles and Orange Counties.

Next month's meeting will be November 4, 2009.

The meeting adjourned at 5:36 pm.

## **IV. Reports**

### **1. Transportation Committee Meeting Start Time**

**Transportation Committee Agenda of**  
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**TO:** Transportation Committee  
**FROM:** Diane Dubois, MTA Director  
**BY:** Karen Heit, Transportation Deputy  
**SUBJECT:** Transportation Committee Meeting Start Time

**Issue**

The last few Transportation Committee meetings have had very full agendas. As a result, many reports, particularly reports on the I-710 EIR/EIS, the I-5 project and the SR-91/I-605/I-405, have been rushed and not given sufficient attention. The inclusion of Measure R projects into the adopted MTA Long Range Transportation Plan is generating an increase in project development activity which will increase COG involvement

**Recommendation**

In order to give each report and subject sufficient time, I suggest that we move the start time for the Transportation Committee to 4:00 pm allowing for 1 ½ hours for Committee business.

## **IV. Reports**

### **3. MTA Long Range Plan Update Strategic Element Project List**

## **Transportation Committee Agenda of**

November 4, 2009

**TO:** Transportation Committee

**FROM:** Diane DuBois, MTA Director

**BY:** Karen Heit, Transportation Deputy

**SUBJECT:** MTA Long Range Transportation Plan Update -Strategic  
Element Project List

### **Issue**

On October 22, 2009, the MTA Board of Directors unanimously adopted the 2009 LRTP. The adoption is the first step in creating the LA County Transportation Improvement Program (TIP) that allows state and federal money to flow to LA County.

The adopted plan includes a funded highway element with the first ten years of funding needs for the COG's highway priorities identified.

The attached Motion by Directors Ridley-Thomas, Fasana and Antonovich was unanimously approved by the Board. This Motion instructs staff to look for additional federal funding for the Gold Line Foothill Extension and for the Crenshaw Light Rail Line. Both projects are anticipated to have significant funding gaps given their project definitions. Both projects are the first priority for non-New Starts federal funding. It is anticipated that there will be federal funding programs that can help complete these projects with the Reauthorization of the transportation bill. It also asks staff to look at creative financing techniques and other funding mechanisms.

The Motion also discusses the I-5 (I-605 to I-710) and the I-5 from the SR-14 to the Kern County Line. The I-5 (I-605 to I-710) segment was not included in Measure R funding despite its status as the COG's number one highway project priority. The I-5 project from the I-605 to the Orange County line and the Carmenita Interchange were included in Measure R as are the COG's second and third highway priorities.

The Motion requests staffs evaluate the potential funding to close the funding gap for this project.

The adoption of the LRTP incorporates the Measure R projects into the constrained (funded) element of the LRTP. As this plan is the first comprehensive update since 2003, the strategic or unfunded element of the plan should be also be updated. The MTA is looking for additional regional or subregional projects that should move into the LRTP for future study and funding consideration. Gateway Cities projects could include:

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- Metro Gold Line Extension to the Orange County Line (or beyond in collaboration of Orange County)
- The “Orangeline” Project (from LAUS to the high desert area)
- A fixed guideway link from north Long Beach to the downtown Long Beach/ Metro Blue Line Area
- Additional improvements to the SR-91/I-605/I-405
- Regionwide expanded ITS
- Countywide freight movement corridor (beyond the I-710)
- Additional projects?

### **Recommendation:**

Discuss the above and other regional projects and recommend that the GCCOG Board of Directors submit the list to the MTA for inclusion into the Strategic Element of the LRTP.

### **Attachment**

Motion by Directors Ridley-Thomas, Fasana and Antonovich

AMENDMENT BY RIDLEY-THOMAS, FASANA AND  
ANTONOVICH TO ITEM 10

Metro Long Range Transportation Plan (LRTP)  
Regional Rationality and Equity

Metro Regular Board Meeting  
October 22, 2009

The citizens of Los Angeles County expect a Long Range Transportation Plan which provides regional rationality and equity with an appropriate balance of projects and priorities.

The Gold Line Foothill Extension is defined by State law (AB 2321-Feuer; SB 1847-Schiff) and Measure R as extending from the current terminus in Pasadena to the City of Claremont/County line. As such, a funding gap in the project budget exists.

The Crenshaw/LAX Transit Corridor budget is currently \$1.715 billion. Metro has conducted an extensive outreach process. The community has identified several serious concerns regarding public safety and economic impacts. In order to mitigate these serious issues, additional funds will be required.

The Highway Element is an essential part of the 2009 LRTP. Local communities have identified the need to improve the I-5 freeway from the I-605 to the I-710 freeway, the I-710 from the Ports of Los Angeles and Long Beach, and the I-5 freeway from SR-14 to the Kern County Line in order to accommodate economically necessary goods movement and public mobility.

We, therefore, move that the Metro Board amend the 2009 LRTP as follows:

1. **As a first priority**, pursue other potential funding sources, excluding federal New Starts, which are not currently included in the 2009 LRTP, to be programmed to close the funding gaps on the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor. This evaluation shall include, but not be limited to, the following possible sources:

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- a. New cost estimates, to reflect current construction market savings
  - b. Acceleration of projects, to reduce overhead and carry-costs, including possible use of bonding and borrowing against future sales tax revenues
  - c. Benefit Assessment Districts, to capture the tax increment created by Metro investments
  - d. Parking revenues, captured through a strategic parking plan
  - e. Public/Private Partnerships, to access additional capital
  - f. Federal Re-authorization, Federal Climate Change Transit Funds, Federal Stimulus Funds, and other Federal and State funds
  - g. Provide a status report at the January Board Meeting
  - h. In addition, Metro shall endeavor to identify and obtain additional funding from all feasible sources for all other underfunded projects in the 2009 LRTP, including the Westside Subway Extension**
2. Metro will commit to operating the Gold Line Foothill Extension should Phase 2A open prior to 2017, and Metro will make every effort to assist the Construction Authority in its efforts to open Phase 2A prior to 2017 within the Proposed LRTP cashflow for the Project. Metro will also commit to operating Phase 2B when it opens, per State Law (SB 1847 Schiff).
  3. Metro shall not take or reallocate the portion of Measure R Funding, which was specifically approved by the voters for Bus System Improvements and Operations.

AMENDMENT BY RIDLEY-THOMAS, FASANA AND ANTONOVICH TO ITEM 10

Metro Long Range Transportation Plan (LRTP)  
Regional Rationality and Equity

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4. Evaluate the potential for funding in the 2009 LRTP to close the gap in the I-5 Freeway from the I-605 to I-710, and report back **in January and quarterly** to the Board. Staff should consult with the Gateway Cities COG, the I-5 JPA, Caltrans and OCTA.
5. Evaluate the potential for allocating \$1 billion from the unallocated funds, **other than transit funds**, available beginning in 2031 in the 2009 LRTP to the I-5 Freeway Truck/HOV Lane expansion from SR-14 north to the Kern County Line, and report back to the Board. Staff should consult with the Golden State Gateway Coalition, North County Transportation Coalition, the City of Santa Clarita, the County of Los Angeles, and Caltrans.

AMENDMENT BY RIDLEY-THOMAS, FASANA AND ANTONOVICH TO ITEM 10

Metro Long Range Transportation Plan (LRTP)  
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October 22, 2009