

# GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

## AGENDA

Chair – Bonnie Lowenthal, Director, MTA

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

<b>Item No.</b>	<b>Description</b>	<b>Recommended Action</b>
I.	Call to Order – Self Introductions	
II.	Pledge of Allegiance	
III.	Approval of Meeting Minutes of April 2, 2008	
IV.	Reports:	
1.	County-wide ½ cent Sales Tax for Transportation Funding	Discussion & Recommendation
2.	Nomination of Public Members to MTA Gateway Cities Service Sector Council	Receive & File
3.	MTA Long Range Transportation Plan (LRTP) Oral Update	Receive & File
4.	Gateway Cities Service Sector Report Alex Clifford - Gateway Cities Service Sector General Manager	Receive & File
5.	SCAG RTP – Oral Update	Receive & File
6.	Update – I-5 JPA	Receive & File
7.	Update – I-710 EIR/EIS	Receive & File
8.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
9.	ITS Integration Plan	Receive & File
10.	Truck Inspection Station Study	Receive & File
11.	New Business/Date of Next Meeting	Receive & File
12.	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 April 4, 2008**

**Transportation Committee Minutes of**  
April 4, 2008

**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 4, 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

## Transportation Committee Minutes of

April 4, 2008

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 Intercountry 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.

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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.

## **IV. Reports**

### **1. County-Wide ½ Cent Sales Tax for Transportation Funding**

## **Transportation Committee Agenda of**

June 4, 2008

**TO:** Transportation Committee

**FROM:** Bonnie Lowenthal, MTA Board of Directors

**BY:** Karen Heit, Transportation Deputy

**SUBJECT:** County-wide ½ cent Sales Tax Proposal for Transportation Funding

### **Background**

At the April MTA Board Meeting, the MTA Board of Directors recommended staff return to the June Board of Directors meeting with the following items in support of a possible sales tax initiative.

- Research the requirements for placing a ½ cent sales tax on the November ballot.
- Develop a comprehensive package of projects and programs from the Constrained Draft 2008 Long Range Transportation Plan as well as the highest performing Tier I Strategic Unfunded Projects and Trade Corridor improvement Fund (TCIF) projects.
- Develop a draft ballot measure for the Board's review and consideration
- Initiate other efforts that will be needed to inform or help the board in its consideration of a ballot measure
- Return to the Board in June 2008 to further consider asking the County Board of Supervisors to place a measure on the November ballot.

In addition to the LRTP and TCIF projects, MTA is requesting input from the subregions on the possible ballot initiative as the sales tax initiative will have specific projects to receive the funding.

### **Issue**

The City Managers' Steering Committee reviewed the language of the proposed sales tax initiative project list and made the following recommendations for additional projects in Gateway Cities to be included:

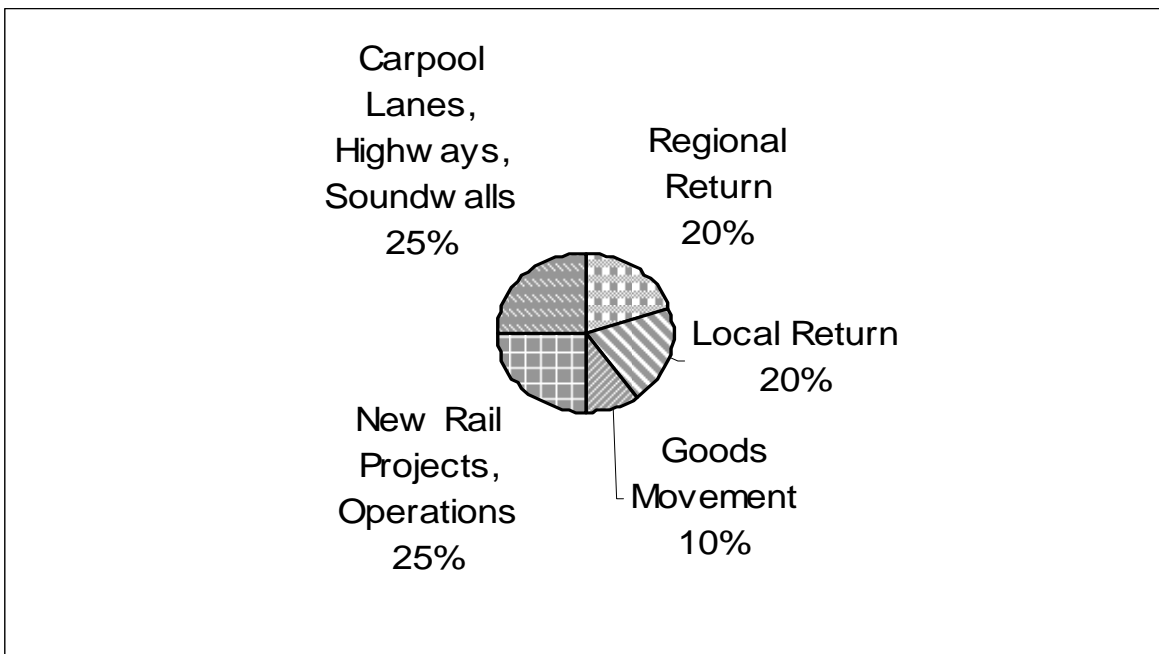
- I-5 Corridor (I-605 – I-710).
- I-710 Early Action Projects (Atlantic/Bandini Interchange, Firestone Blvd. Interchange, Downtown Long Beach ramps; Shoemaker/Anaheim/PCH.
- Pacific Electric Right-of-Way Transit Corridor.

MTA anticipated using a proceeds allocation formula for the potential sales tax revenues similar to Prop. C with the exception of a dedicated allocation for bus/rail operations.

## Transportation Committee Agenda of

June 4, 2008

The City Managers' Steering Committee is recommending the following allocation of potential sales tax proceeds:



The above allocation scenario creates:

- Dedicated Subregional local return funding,
- Dedicated City Local Return Funding, and
- Dedicated Goods Movement funding.

### Discussion

The Draft MTA 2008 Long Range Transportation Plan does not anticipate sufficient funds to further Los Angeles County's mobility agenda beyond the existing commitments; either construction or operations and maintenance commitments. The existing plan anticipates no additional projects (beyond the 2001 LRTP project commitments) without new sources of funding.

Funds potentially generated from this sales tax initiative could range from \$8.4 billion (10-year amount) to \$39.8 billion (30-year amount). These funds may be used to match federal and state capital funds and/or support bonds to advance major infrastructure efforts. The MTA Board is seeking to exercise its authority to place a ½ cent sales tax before the voters of Los Angeles County.

MTA's existing sales tax authority is in the process of being updated by AB 2321, the Feuer bill. A summary of that bill and the changes it proposes for the MTA sales tax authority is attached.

**Transportation Committee Agenda of**  
June 4, 2008

**Attachments**

“A” MTA Request for Input

“B” AB 2321

**Recommended Action**

It is recommended that the Transportation Committee forward the above referenced projects and suggested allocation to the GCCOG Board for approval to send to the MTA.

Transportation Committee Agenda of  
June 4, 2008

Attachment "A"



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

Dear

Our Draft 2008 Long Range Transportation Plan (LRTP) has demonstrated that we do not have sufficient resources to build, maintain and operate the transportation network necessary to provide adequate mobility for a growing Los Angeles County. As such, our Board is considering a range of options to bring in more transportation dollars to this County. Last week, at its April Meeting, our Board asked me to get your input regarding projects and programs that might be included in a ½ cent transportation sales tax ballot measure.

The Metro Board directed that we come back in June 2008 with a recommended package of projects and programs for a potential sales tax ballot measure. At that meeting, the Board expects to decide whether or not to put a sales tax measure on the November 2008 election. The Board asked us to consider projects from our Draft 2008 LRTP high priority Strategic Plan and our Trade Corridors Improvement Fund unfunded list. We have attached both lists for your consideration. In addition to these projects, other programs that are needed in this County to improve mobility and that are likely be popular to voters include transit operation and capital, Metrolink expansion, local return to cities for street and signal improvements and maintenance, freeway soundwalls, freeway operational improvements, and other programs.

In order to meet the Board's June deadline to consider the sales tax proposal, we need to mail out our Board Report by early June. Please send any input that you would like us to consider and/or transmit to the Board by June 6, 2008, if at all possible. You may provide your input in writing or e-mail [Metrovision@metro.net](mailto:Metrovision@metro.net). Please call Carol Inge, Chief Planning Officer, at (213) 922-3056 if you or your COG would like a presentation on this issue.

Sincerely,

Roger Snoble  
Chief Executive Officer

Attachments

**Transportation Committee Agenda of  
June 4, 2008**

**Draft 2008 LRTP High Priority (Tier 1) Strategic Plan  
Transit Projects**

<b>Tier 1: Currently Under Planning Study or Environmentally Cleared</b>
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
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
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
Metro Green Line Extension to LAX
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)

**Transportation Committee Agenda of  
June 4, 2008**

**Draft 2008 LRTP High Priority (Tier 1) Strategic Plan  
(Highway Projects)**

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SR-710 Gap Closure (Assumes partial funding by fees, public/private partnerships or tolls)
Freeway Operational Improvements
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)
I-5 Carpool & Mixed Flow Lanes: I-605 to I-710
I-5 HOV and Truck Lane Improvements: SR-14 to Kern County Line (Assumes partial funding by fees, public/private partnerships or tolls)
I-710 South (Assumes partial funding by fees, public/private partnerships or tolls)
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
High Desert Corridor (Assumes partial funding by fees, public/private partnerships or tolls)
Additional Soundwalls Beyond Funded Plan

**Trade Corridors Improvement Fund Project Requests**

**Tier 2 (Unfunded)**  
**Los Angeles County**

<b>Project Sponsor</b>	<b>Project Title</b>
Alameda Corridor East	Nogales Grade Separation
Port of Los Angeles	SR47 On-Ramp & Off-Ramp at Front Street
Metro	I-5 Truck Lane, Calgrove to SR14
Port of Los Angeles	Navy Way Connector to Westbound Seaside Avenue
Port of Long Beach	Ports Rail Program – Phase 2

Attachment “B”

**AB 2321**

MTA’s current sales tax authority comes from the 2003 passage of SB 314 (Murray Bill). AB 2321 (Feuer), if approved, would update this sales tax authority as follows.

- Extend term of sales tax from 6 ½ years to up to 30 years.
- Retain existing committed project list (below)
- Retain existing funding allocations as minimums.
- Requires MTA to update all project completion dates.
- **Incorporate all sales tax funded projects into MTA’s L RTP as priority projects.**
- Requires MTA to use “excess” sales tax proceeds (beyond funds needed to complete specified projects to implement other L RTP projects).

Existing Project List:

<b>Murray Bill Projects – (2003)</b>
Expo Light Rail downtown LA to Santa Monica (\$925 million)
Crenshaw Metro Rapidway Wilshire Blvd – LAX. (\$235 million)
San Fernando Valley North-South Rapidways (\$100.5 million)
Metro Gold Line (Pasadena – Irwindale) Light Rail Transit Extension (\$328 million)
Metro Center Connection (\$160 million) connects Pasadena Gold and Long Beach Blue Line through downtown LA.
Metro Red Line Extension to Fairfax Ave. (\$900 million)
<i>I-5 Carmenita Rd. Interchange (\$138 million).</i>
I-5 Capacity Enhancement (SR134 – SR170 including access improvements for Empire Avenue (\$271.5 million) I-5 Capacity Enhancement (SR134 – SR170 including access improvements for Empire Avenue (\$271.5 million)
<i>I-5 Capacity Enhancement – I-605 –Orange County Line (includes Valley View Interchange). (\$264.8)</i>
I-5 SR14 Capacity Enhancement (\$90 million)
Capital Project Contingency Fund (\$173 million), project funding for cost escalations (i.e. Carmenita)
Alameda Corridor East Grade Separations (\$200 million).
MTA and Municipal Regional Clean Fuel Bus Capital (Facilities and rolling stock) (\$150 million)
Countywide Soundwall Construction – MTA Regional List and Monterey Park/State Highway Route 60) (\$250 million).
Local Return for major street resurfacing, rehabilitation, and reconstruction. (\$250 million)
Metrolink Capital Improvements (\$70 million)
Eastside Light Rail Access (\$30 million).

*Gateway Cities projects*

## **IV. Reports**

### **2. Nomination of Public Members to MTA Gateway Cities Service Sector Council**

**Transportation Committee Agenda of  
June 4, 2008**

**TO:** Transportation Committee

**FROM:** Richard Powers, Executive Director

**SUBJECT:** Nomination of Public Members to MTA Gateway Cities Service Sector Council

**Background**

In September 2002, the Los Angeles County Metropolitan Transportation Authority (MTA) Board of Directors adopted a policy for the establishment of Governance Councils for its newly created service sectors. One of the five sectors coincides almost exactly with the Gateway Cities COG territory. The COG requested and received recognition as the convening coalition charged with nominating Governance Council members.

At this time, the seat for three expired terms, held by members of the community, will be filled.

**Issue**

In accordance with the policy and procedures, applications for transit consumer positions were accepted from April 24<sup>th</sup> through May 23. The vacancies were announced on the COG website, the MTA website, by newspaper advertising and by personal contact. Applications were received from George Bass and Wally Shidler who are current members of the Sector Council and the third application received from Cynde Soto, who previously served on the Sector Council.

In accordance with the COG procedure for filling these vacancies, the Transportation Committee will review the applications and forward their recommendations verbally to the Board of Directors at the meeting.

**Attachments**

- Gateway Cities MTA Service Sector Council Nominating Policy and Procedure
- Applications

**Recommended Action**

It is recommended that the Transportation Committee forward the nominations of Mr. George Bass, Mr. Wally Shidler and Ms. Cynde Soto, to the Board of Directors for approval.

***Attachment 1***

**Gateway Cities MTA Service Sector Council**  
**Nominating Policy and Procedure**  
**As amended June 1, 2005**

*Council composition*

The Council was initiated with seven members including a majority of public transit users and not to exceed three (3) elected officials. The COG (acting as the convening coalition) exercised its the right to expand the Council to nine (9) members on June 1, 2005. These nine (9) members shall include a majority of public transit users and not exceed four (4) elected officials.

*Nomination procedure*

When one or more vacancies occurs, it will be determined how many of the vacancies may be held by elected officials. For elected official vacancies, if any, all applications received will be compiled and forwarded to the COG Board of Directors for its decision. For non-elected official vacancies, if any, all applications will be reviewed by the MTA Sector Subcommittee of the Transportation Committee after all elected official vacancies have been decided. The Subcommittee will recommend candidates for each vacancy to the Board of Directors for nomination to the Sector Council. All of the Board of Director's nominations will be forwarded to the MTA Board of Directors for its review and approval. In selecting among the applicants, the Subcommittee will strive for diversity of perspectives, expertise, geographic representation, and transit use including consideration of populations with special transit needs such as the elderly and the disabled.

**III. Outreach**

Applications will be accepted for a minimum period of three weeks. Notice of available applications will posted on the COG website and mailed to all mayors, councilmembers, county supervisors, city managers and municipal transit providers in the Sector area as well as the Gateway Cities Partnership. A press release will also be issued.