

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Diane DuBois, MTA Director

May 5, 2010, 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.	Meeting Minutes of April 7, 2010	Approve
IV.	Reports:	
1.	MTA Board Highlights – Oral Report	Receive & File
2.	City of Los Angeles 30/10 Plan	Discussion/Action
3.	Gateway Cities Service Sector Report By David Hershenson	Discussion/Action
4.	Update – I-5 JPA	Receive & File
5.	Update – I-710 EIR/EIS	Receive & File
6.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
7.	Update – California High Speed Rail	Receive & File
8.	Update – Orangeline Authority	Receive & File
9.	Communications	Receive & File
10.	New Business/Date of Next Meeting	Receive & File
11.	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 7, 2010

Transportation Committee Minutes of
April 7, 2010

**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
April 7, 2010**

CALL TO ORDER: The meeting was called to order by Diane DuBois at 4:30 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Diane DuBois – Lakewood, Gordon Stefenhagen – Norwalk, Stan Carroll – La Habra Heights, Ray Harris – Supervisor Knabe's Office, Ken Farfsing – Signal Hill, Gene Daniels – Paramount, Mohammad Mostahkami – South Gate, Dana Lee – Long Beach Transit, Bill Pagett – Paramount, Gil Hurtado – South Gate.

COMMITTEE MEMBERS ABSENT: Fred Latham – Santa Fe Springs, Eric Shen – Port of Long Beach

OTHERS PRESENT: Karen Heit – Gateway Cities COG, Jerry Wood – Gateway Cities COG, Richard Powers – Gateway Cities COG, Wally Shidler – Gateway Cities Metro, Gerardo Alvarez – MTA, Philip Law – SCAG, Ernest Morales – MTA, Deborah Chankin – Bellflower, Nancy Pfeffer – Gateway Cities COG, Gary Hamrick – Iteris, Naresh Amatya – SCAG, Chester Britt – Arellano Associates, David Hershenson, Michael Sieckert – MTA, Michael Kodama – OLDA, Yvette Kirrin – I5 JPA.

The minutes of February 3, 2010 were approved with the correction of the adding of Gil Hurtado to Committee Members present.

Director DuBois gave an overview of the development of the FY11-16 Los Angeles County Transportation Improvement Program (TIP) amendment and the criteria that was developed to sequence the projects for funding. She also discussed the Motion to share the ARRA funding with the cities. She had requested an analysis of what the sharing of these funds would mean to TIP implementation if they were shared with the cities. The staff's analysis was consistent with the original recommendation not to share. The Motion to share was approved. There was general discussion on how the dynamics of the situation went.

Phillip Law, SCAG project Manager, gave an overview of the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (AA). This study is an outcome of the OC/LA Intercounty Study. He discussed how the AA would be looking at a way to utilize a valuable publicly held asset. He went over the history of the ROW, current use and old usage. He spoke to following the FTA guidelines for eligibility for federal funding. The AA is to provide local jurisdictions with the information to make a decision on a transportation initiative. The goal of the process is to screen down to a Locally Preferred Alternative (LPA). He discussed the process for implementing the study; meetings structure and participants. Lastly, he reviewed the project schedule. Bill Pagett discussed a grant that removed tracks from the grade separation [29 crossings] and the need to stay separate for 20 years (five years into that period). Consideration will be given for non-motorized uses in the AA.

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Gerry Alvarez, MTA project manager, gave an overview of the Metro Gold Line Eastern Extension Phase II, noting that he gave a similar report a few months earlier. The results of the Alternative Analysis recommended the SR-60 and the Whittier alignments move forward through the environmental process. He reviewed the benefits and shortcomings of both alignments. He discussed the toxic soils and utility issues with the SR-60 alignment. He discussed the schedule for moving the process forward. The committee moved to recommend a Resolution supporting the selection of the Whittier alignment.

Director DuBois discussed the 30/10 Initiative and what the COG was seeking in order to enable Gateway Cities to support the 30/10 Initiative. At present, the Initiative does not include highways and may impact future financing of highway projects. There was a Motion approved to support the COG submitting the draft letter to Mayor Villaraigosa requesting the addition of highway projects to the acceleration plan.

David Hershenson, MTA Government Relations discussed the work of the Blue Ribbon committee in discussing the in resolving some of the issues with the elimination of the Sectors.

Yvette Kirrin, I-5 JPA Executive Director, discussed the I-5 progress and the introduction of the project to the new Caltrans District 7 Director Michael Myles. There are properties under condemnation for the Carmenita Project and design development on the I-605 – OC segment. She mentioned that both Congressmembers Roybal – Allard and Napolitano requesting earmark funding for the environmental documentation from the I-605 –I-710.

Jerry Wood, COG Transportation Engineer, discussed the I-710 Corridor project and that there may be a schedule impact because of actions taken by the City of Commerce. There is a need to get information from the utility study to move the project forward, the designs are nearing completion. He went on to discuss the SR-91/I-605/I-405 project and the identification of projects that will become the foundation for the Gateway Cities Strategic Transportation Plan.

Wood discussed the High Speed Rail project (HSR) and the fact that they are now working with the Gateway Cities Consulting team involving the project going through the Gateway Cities + Buena Park, Through the efforts of Fred Latham and Richard Powers, there is a collaborative effort underway to review the cities' concerns about design and impacts of the CHSRA project going through southern POC and Gateway Cities. The cities are engaged and there is information being provided.

Michael Kodama, OLDA Executive Director, gave an overview if the OLDA project status. He discussed the City of Palmdale leaving OLDA to concentrate on HRS project and the Burbank Airport coming in to have OLDA examine an airport connection.

The meeting adjourned at 5:38 pm.

IV. Reports

2. City of Los Angeles 30/10 Plan

**Transportation Committee Agenda of
May 5, 2010**

TO: Transportation Committee

FROM: Diane Dubois, MTA Director

BY: Karen Heit, Transportation Deputy

SUBJECT: City of Los Angeles 30/10 Plan

Background

Measure R contains twelve transit projects with opening dates ranging from 2013 through 2039. The 30/10 Initiative compresses the schedules; from 2039 to 2018. The two transit projects in the Gateway Cities subregion are; the Metro Gold Line Eastern Extension Phase II (EE II), with a Measure R opening date of 2035, and the West Santa Ana Branch (OLDA project), with a Measure R opening date of 2027. Under the 30/10 Initiative the projects opening dates accelerate to 2018 and 2017 respectively.

The 30/10 Initiative is single-mode, transit only, highway projects are not part of this Initiative. Therefore, there is no direct benefit for the I-5 corridor projects, the I-710 corridor, or the SR-91/I-605/I-405 corridor.

Part of the Initiative is contingent upon obtaining loans or financing from the federal government. There are three loan/financing programs currently under discussion in Washington. If there is a federal loan/financing mechanism created under new legislation, the only mode that the MTA would seek financing for would be transit if this Initiative had been adopted as MTA policy without significant clarification.

The 30/10 Initiative was promoted in Washington DC for several months as a City of Los Angeles Initiative; however it was not part of the MTA legislative program. The Initiative was introduced for inclusion into the MTA legislative program as part of the April MTA Committee cycle where it was a discussion item in all of the MTA Committees beginning with Planning & Programming and Finance & Budget. I sit on both committees and introduced the attached Motion authored by myself and Director Pam O'Connor. This Motion amended the staff recommendation to include accelerating highway projects as part of MTA policy and refocused attention on working with the federal government to create funding mechanisms that favor self-help agencies. Inclusion of highway projects makes seeking funds whether loans, grants or guarantees an equal priority to funding transit projects.

The addition of the following language allowed all Board members to support the inclusion of the 30/10 Initiative into the MTA legislative policy.

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May 5, 2010**

That the MTA Board of Directors present a request to our Los Angeles County Congressional delegation to work with President Obama, Congress, and federal agencies to develop a financing/funding mechanism that will allow Los Angeles County to accelerate its Measure R transit and highway projects to make our region more sustainable and livable, create jobs and stimulate our economy, and pursue our mobility goals

Issue

At the April Gateway Cities Transportation Committee Meeting, a report was presented on the benefits and disadvantages of Los Angeles Mayor Antonio Villaraigosa's 30/10 Initiative, the acceleration of the 12 transit projects included in voter-approved Measure R in 2008.

Recommended Action

The COG along with other regional highway proponents will work with our lobbyist and federal legislative representatives to advocate for increased highway funding.

Attachment

DuBois – O'Connor Motion

**Transportation Committee Agenda of
May 5, 2010**

Motion by Directors Dubois and O'Connor

April 14, 2010

The concept this Board should pursue is to coalesce our Congressional delegation to ensure Washington develops a funding/finance/loan mechanism that rewards self-help regions like ours with low cost funding to make the County of Los Angeles more sustainable and livable, create jobs and stimulate our economy, and pursue our mobility goals.

In this April cycle, the Board is entertaining a Report and set of Recommendations by staff regarding what has become known as the "30-10 Initiative" for Measure R project acceleration. This "scenario" advocated by Mayor Villaraigosa is predicated on creating circumstances by which the MTA could access zero to very low interest financing to accelerate projects listed in Measure R within the next ten years.

We agree that given the broad array of opportunities and advantages such a scenario could offer that, from a pragmatic viewpoint, one would expect little opposition. The concept of accelerating and advancing our Mobility Goals into a compressed schedule is creative and laudable.

However, staff has presented the Board with a Report and Recommendations, that while containing some very preliminary analysis and potential recommendations, fails to address the salient core issues the Board should be discussing at this juncture.

Specifically, we believe that the *a priori* foundation of such an Initiative should be a list of goals and needs that should be reflected in such a ground-breaking scenario.

As a Board, we must provide a unanimous front to make sure that Washington recognizes that this region is solidly behind moving forward with its Mobility Goals.

These Goals must reflect both Transit and Highway projects collectively interwoven to not only accomplish the stated aspirations of Measure R but also address the issues of "sustainability" and the reduction of green house gasses as reflected in the SB 375 legislation.

In terms of "Needs" the 30-10 Initiative must list and describe what the MTA seeks and needs in the way of federal assistance to accomplish those goals. Essentially, a 30-10 Initiative should contain various alternatives for consideration by the Congressional partners that form a package of resources MTA can apply in resolving the variety of problems inherent in the Initiative. For instance, the necessary inclusion of Highway projects, the assurance that all Measure R projects and geographic subregions will receive the necessary resources

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promised in the Initiative and recommendations to resolve ambitious operational issues.

We, Therefore, move that:

- the MTA Board of Directors present a request to our Los Angeles County Congressional delegation to work with President Obama, Congress, and federal agencies to develop a financing/funding mechanism that will allow Los Angeles County to accelerate its Measure R transit and highway projects to make our region more sustainable and livable, create jobs and stimulate our economy, and pursue our mobility goals.

IV. Reports

9. Communications

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SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

April 9, 2010

The Honorable Antonio Villaraigosa, Mayor
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Dear Mayor Villaraigosa:

30/10 Initiative

The 27 cities of the Gateway Cities Council of Governments (COG) have watched the roll-out of the 30/10 Initiative with some interest. The COG believes the approach to accelerating Measure R projects has merit and is an innovative and creative approach to maximizing the financial force of Measure R that may fulfill the promise to voters decades sooner than anticipated. We do, however, have issues with the Initiative as it is currently articulated:

- The 30/10 Initiative is single-mode, transit only, highway projects are not part of this Initiative. Therefore, there is no direct benefit for the I-5 corridor projects, the I-710 corridor, nor to the SR-91/I-605/I-405 corridor.
- Part of the Initiative is contingent upon obtaining loans or financing from the federal government. There are three loan/financing programs currently under discussion in Washington. If there is a federal loan/financing mechanism created under new legislation, the only mode that the MTA would seek financing for would be transit if this Initiative is adopted. Under 30/10, funding for highway projects takes a back seat to transit. There is MTA Board action that has already committed the Crenshaw Corridor and the Foothill Extension as top priorities for non-New Starts federal funding. Does 30/10 push highway priorities back 20 years?

Goods movement is an economic recovery priority, highway congestion stymies deliveries and the growth of both large and small businesses. The fastest growing industrial sector within the Gateway Cities subregion is logistics. The COG encourages this growth as well as encourages the growth of green manufacturing that potentially depends upon easy access to the San Pedro Bay Ports for imports and exports.

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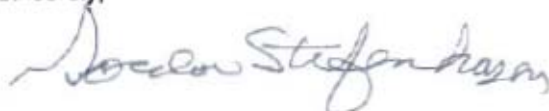
The Honorable Antonio Villaraigosa, Mayor
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The COG encourages you to consider adding an element to the 30/10 Initiative that accelerates highway improvement projects that utilize and deploy zero-emission vehicle technology as a central component of their project. We also believe that projects on highways of national significance that promote economic recovery in a sustainable manner be featured for funding in any federal program.

- The 30/10 Initiative is being shopped in Washington without MTA Board discussion, input, or approval. There are legitimate concerns about this plan and they should be vetted at the Board. The Gateway Cities COG is well represented by Director Diane DuBois as well as Supervisors Don Knabe, Gloria Molina and Mark Ridley-Thomas all of whom should have input on this Initiative.
- Should the Initiative be implemented, how will operational expenses be covered?
- Should the Initiative be implemented and transit projects accelerated, how will the accelerated risk be managed (legal issues, unknown soils issues, other risk). Will cumulative risk from transit projects impact funding programmed for highways?

This COG would like very much like to wholeheartedly support an effort that would truly achieve greater mobility for all of Los Angeles County. We feel that including significant highway improvements that provide construction jobs and facilitate economic recovery are necessary to make this Initiative a win for all of LA County. Your Board colleague, Diane DuBois, and Gateway COG staff are available to work with you and your staff in revising this Initiative. Until the 30/10 Initiative addresses the above concerns and issues, the Gateway Cities Council of Governments will be unable to recommend support of this initiative to our Congressional delegation.

Sincerely,



Gordon Stefenhagen
President, Board of Directors
Gateway Cities Council of Governments and
Mayor City of Norwalk

cc:

GCCOG Board of Directors
MTA Board of Directors