

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Bonnie Lowenthal, Director, MTA

April 5, 2006, 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 March 1, 2006	Approval
IV.	Reports:	
1.	Supvr. Antonovich Letter to City Managers Metro Red Line Extension	Discussion
2.	Multi-County Goods Movement Plan – Survey	Discussion/Action
3.	California Legislative Bond Initiatives - Update	Receive & File
4.	New Southeast LA County Transit Guide Brynn Kernaghan – Long Beach Transit	Receive & File
5.	Gateway Sector Report Alex Clifford – Gateway Service Sector General Manager	Receive & File
6.	Update – I-5 JPA	Receive & File
7.	Update – I-710 Major Corridor Study	Receive & File
8.	Update – SR 91/I-605 Needs Assessment	Receive & File
9.	New Business/Date of Next Meeting	
10.	Public Comments	
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 Meeting of March 1, 2006

**Transportation Committee Minutes of
March 1, 2006**

**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
March 1, 2006**

Call to order and roll call. The meeting was called to order by Councilmember Gene Daniels at 4:38 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal, Gene Daniels, Ray Harris, James Parker, Stan Carroll, Elba Guerrero, Gary Milliman, Ken Farsing, Don Knabe

COMMITTEE MEMBERS ABSENT: Don Knabe, Greg Nordback, Elba Guerrero, Fred Latham, Bill Pagett, Max Withrow.

OTHERS PRESENT: Richard Powers, Gateway Cities COG Executive Director; Jack Joseph, Gateway Cities COG, Karen Heit, Gateway Cities COG; David Hershenson, MTA; Sharad Mulchand, MTA, Alex Clifford, MTA, Wally Shidler, MTA.

A quorum was reached and the Minutes of the February 1, 2006 meeting were approved.

Katherine Guerrero from the League of California Cities gave the League's position on the bond initiatives. The League has a specific slate of recommendations they will be asking the COG Board to approve. The League is interested in closing the loopholes that allow for funding to be diverted from Prop. 42. The League is looking for legislative solution. The Transportation Committee moved to recommend approval of the League position to the COG Board.

Richard Powers, COG Executive Director, gave a report on the COG delegation's (COG President Nordbak, Councilmember Joseph Serrano – Santa Fe Springs, Councilmember Nancy Ramos – Commerce, Councilmember Bonnie Lowenthal – Long Beach, Ernie Garcia - City Manager Norwalk, Jerry Wood COG Consulting Engineer/I-5 JPA.), Sacramento trip. The delegation teamed with a lobbyists Gonzalves and Watts to present Legislative offices and state officials with the status and needs for the Gateway Subregion's three corridors; I-5, I-710 and SR – 91/605. Meetings were held with the following state legislators or legislative offices: Senators; Dutton, Torlakson, Lowenthal, and Ackerman Assembly members or offices: Oropeza, Khouri, Nunez and Bermudez, Business Housing and Transportation; Will Kempton, Barry Sedlik, Curt Augustine.

Transportation Committee Minutes of

March 1, 2006

The CTC awarded the COG \$750,000 in matching funds for the COG's Truck Replacement Program.

Karen Heit, Transportation Deputy to Director Lowenthal, gave an update of the bond initiatives overview of the three infrastructure bond initiatives going through the adoption process. The committee process is underway and there is an expectation that the bond initiatives will make the June ballot. The initiatives need to be completed by March 10 to qualify for the June ballot.

Alex Clifford, Gateway Sector General Manager, gave a brief presentation on an upcoming March 6 Transit Providers Workshop. Topics included route coordination, the Universal Fare System, and Metro Connection.

Karen Heit gave a report on the status of the Municipal Operators Service Improvement Program (MOSIP). The program has been extended for six months while the transit operations subsidy process is rationalized. Gateway Cities transit representatives from Long Beach Transit and Montebello will be part of the working group to help form solutions.

Richard Powers - Gateway COG Executive Director, gave the I-5 JPA report. The City of Commerce finished its review of the I-5/710 Mini-study, Caltrans has approved the freeway geometrics and Carmenita right of way acquisition is due to begin.

Mr. Powers continued to provide an update on the I-710 Major Corridor effort: The funding plan is nearly complete, the near-term air quality strategy is partially drafted, the City of Commerce has finished review of the Mini-study, East LA is still reviewing the report, the Governance structure is completed.

Mr. Powers last report was on the status of the SR-91/I-605 Needs Assessment; the next step will be looking for funding. Mayor Stefenhagen of Norwalk is leading the effort to obtain the \$2-3 million required for the next project phase.

The meeting was adjourned at 5:30 p.m.

IV. Reports
**1. Supvr. Antonovich Letter to
City Managers
Metro Red Line Extension**

Transportation Committee Agenda

April 5, 2006

TO: Transportation Committee

FROM: Bonnie Lowenthal, Transportation Committee Chair

SUBJECT: Supervisor Antonovich Letter Regarding Metro Red Line Extension

Background

Los Angeles County Supervisor Mike Antonovich sent the attached letter to Los Angeles County City Managers urging them to have their City Councils adopt resolutions opposing further Metro Red Line (MRL) subway construction.

Issue

The Supervisor raises an important issue as to the cost of the Metro Red Line Extension. In October of 2005, a panel of experts reviewed the conditions for constructing a subway through the gas impacted areas of the Wilshire district of Los Angeles. The study determined that the gas problems that halted subway construction in the mid-1980s were no longer a deterrent to construction.

In February of this year at the request of the MTA Board of Directors, MTA staff did a rough order of magnitude cost estimate of \$5 billion to complete the MRL to Santa Monica Bay. There is a possibility that as much as fifty percent of the cost could be paid for by federal new starts funding for rail lines. That would leave the remainder to come from state and local sources as matching funds limiting distribution of these scarce capital dollars.

The MRL is not currently in the planning queue for funding. The project is not in the 2003 Short Range Transportation Plan. The MRL Extension is in the 2001 Long Range Transportation Plan in the Strategic Element of the Plan. The Strategic Element is defined as high priority projects that would be funded if additional funds become available. This differs from projects in the Baseline Plan; projects and funding commitments already approved by the MTA Board, and the Constrained Element, where projects are in line for the \$11.2 billion of uncommitted funds available over the next 25 years.

The MTA is in the process of updating the LRTP. The last version of the financial plan included no new revenues other than those that would occur as a result of the 5-year extension of the Plan's time-frame. The last Plan financial estimate (October 2005) did not include potential additional funding from the recent state infrastructure bond efforts. The Plan update recommends maintaining the funding priorities of the 2001 LRTP including funding the approximately \$4 billion of cost increases associated with highway project and transit guideway costs. The financial update assumed \$6 billion for new projects to be available primarily after 2020. This funding could be used for projects such as the MRL Extension.

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Recommend Action

It is recommended that the Transportation Committee work with through the City Manager's and public works/transportation staff to push the Gateway COG projects in the LRTP process, keeping the existing funding priorities intact from the previous planning efforts. This means funding cost increase from baseline projects (I-5 for example), then drawing from the constrained element before the strategic element projects are considered.

The MTA will present performance analysis and updated financial assumptions in April; preliminary LRTP recommendation and the actual draft plan in July.

Transportation Committee Agenda
April 5, 2006



Board of Supervisors
County of Los Angeles

MICHAEL D. ANTONOVICH
MAYOR

February 23, 2006

Dear City Manager:

As you know, Los Angeles City Mayor Antonio Villaraigosa wants to raid the County's local, state and federal resources to add a \$5 billion dollar Wishire extension to the MTA Red Line subway -- money that was to be used for our regional transportation system.

This drain to the sea will cost more than the Gold Line, the Blue Line, the Green Line and the Orange Line combined.

If the cities of Los Angeles and Beverly Hills desire a subway, they should use their own communities' resources - rather than draining vital transit dollars from a regional transportation program which will alleviate regional traffic congestion.

Your future transit dollars are at stake if the subway is extended. Please show your opposition to further subway construction by passing a City Resolution and sending a City letter to Governor Schwarzenegger and MTA Chairman Villaraigosa expressing your opposition to using your City's money to build more subways in Los Angeles County,

Sincerely,

A handwritten signature in cursive script that reads "Mike Antonovich".

MICHAEL D. ANTONOVICH
Mayor, Los Angeles County
Director, MTA

ROOM 500 HENRY HARRIS HALL OF ADMINISTRATION, 500 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012
TELEPHONE (213) 974-5000 • FAX (213) 974-5141 • WEBSITE www.metro.net • E-MAIL mayor@lancounty.org



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
MAYOR

February 17, 2006

RECEIVED

FEB 17 2006

ADMINISTRATION

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

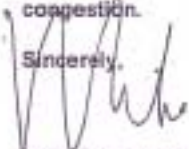
Dear Governor Schwarzenegger:

I urge you to reject Los Angeles City Mayor Antonio Villaraigosa's request for funding for any extension of the Red Line subway in any infrastructure bond proposal that comes before the voters of California.

To address our regional traffic congestion crisis, a regional solution is required. Spending \$5 billion dollars for just 13 miles is reckless, irresponsible, and not a prudent use of tax dollars. The 17 miles of Red Line subway took decades to complete, cost over \$5 billion dollars, suffered massive fraud, delays, and cost overruns, and drained the County's local, state and federal resources that were supposed to be used for a truly regional transportation system.

If the cities of Los Angeles and Beverly Hills desire a subway, they should use their own communities' resources -- rather than draining vital transit dollars away from a regional transportation program which will alleviate regional traffic congestion.

Sincerely,


MICHAEL D. ANTONOVICH
Mayor, Los Angeles County

DAILY NEWS

Subway to sea viable?

Mayor still behind idea despite \$4.8 billion cost

By Lisa Mascaro, Staff Writer
LA Daily News

February 15, 2006

Mayor Antonio Villaraigosa's dream of a "subway to the sea" would cost roughly \$4.8 billion - more than it took to build the Blue, Gold, Green and Orange lines combined - according to a report being released today to the MTA.

Even if funds were available, it would take 10 years to open just the first three-mile leg of a 13-mile Metro Red Line extension under Wilshire Boulevard. Building the rest would take another decade.

Critics say the subway's high price would take an enormous chunk of Los Angeles County's resources for the benefit of one area when entire swaths of the county - including the San Fernando Valley - are starved for mass-transit alternatives.

At \$300 million per mile, one mile of subway could pay for nearly the entire 14-mile Metro Orange Line busway that opened last fall in the Valley. And the \$900 million needed for a three-mile leg between Koreatown and Fairfax is almost equal to the cost of the entire 14-mile Gold Line train to Pasadena.

Still, Villaraigosa stands "100 percent" behind the subway, his spokesman says.

"Clearly the project is not inexpensive, but any major public-works project will have a substantial cost. The benefits in the long term far outweigh the costs," Deputy Mayor Jamie de la Vega said. "The mayor's optimistic that funding can be put together to get this project started."

Metropolitan Transportation Authority board committees will begin discussing the report today, with the full board slated to take it up next week.

The report outlines the costs of construction - about \$300 million per mile - totaling \$3.9 billion in today's dollars. Adjusted for inflation, the cost would soar to \$4.8 billion in 2015.

The report is the latest step in Villaraigosa's efforts to revive Los Angeles' faded hope for a subway system to move people along the city's busiest corridor. Slowly but surely,

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the mayor has been pushing the subway to center stage.

He started by assembling a panel of experts, who determined last year that technological developments would allow workers to tunnel safely through the area, where an explosion of methane gas 20 years ago derailed subway construction.

That report persuaded Rep. Henry Waxman, D-Los Angeles, to reverse his long-standing opposition to tunneling in the Wilshire corridor. He's now trying to persuade Congress to reverse the law he spearheaded that bans the use of federal funds to build a subway in that area.

Experts say federal money would be needed to help fund a project of this magnitude.

Villaraigosa also is trying to jump-start work by including the subway in the state's massive \$222 billion infrastructure program Gov. Arnold Schwarzenegger wants to put before voters this year.

Even residents of the Westside communities that 20 years ago fought the idea of public transit through their tony neighborhoods now hope for an alternative to traffic-choked streets.

Beverly Hills Mayor Linda J. Briskman said her city is in the process of hiring a transportation lobbyist to work on the issue.

"It's essential. We've got to get this traffic to move through our region," she said. "I don't think it's very much money. Every great city does have to spend billions in order to get their transit needs met. For anyone to think less is naive."

But some members of the MTA board are skeptical of supporting another subway project after the construction problems and cost overruns that plagued the \$4.5 billion, 17-mile Red Line.

And voters were so fed up that in 1998, they banned the MTA from spending any of the countywide one-percent sales-tax revenue on subway construction - a prohibition still in effect today.

Critics also point out that the high cost of tunneling makes subways one of the most expensive mass-transit systems possible, and they tout light rail and busways that could be constructed at a fraction of the time and cost.

Supervisor Michael D. Antonovich said Los Angeles County taxpayers should not have to bear the cost of a system that would benefit only one of its 88 cities.

"If they're so committed to that, let them put it on the ballot. Let people vote for it," said Antonovich, who with the four other supervisors sits on the MTA board.

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"We should be learning from the mistakes of the past and not repeat it for the future."

But county Supervisors Yvonne Braithwaite Burke and Zev Yaroslavsky, whose districts are divided by Wilshire Boulevard, agree that the area is one place where a subway would make sense.

"We should pursue the (subway) simply because you're talking about the street that has the highest density across Los Angeles, across the county," Burke said. "No one wants to pay for it, but everyone's upset at being caught on the freeway and not being able to move, and it's going to get worse."

The MTA's acting chief planner, Carol Inge, said it's difficult to fit an above-ground train or busway in an already developed corridor like Wilshire.

The city already has shelved its plans to convert regular lanes to a bus-only lane on Wilshire, which studies show would quickly move people between downtown and Santa Monica at a fraction of the cost of other proposals.

"You can't even get an Orange Line in there, so why even compare it?" Inge said. "You really have to start looking underground."

MTA officials refuse to estimate how many people would ride the subway. Original plans said 300,000 people would ride a 23-mile Red Line when it included Wilshire Boulevard.

Today, the Red Line carries about 115,000 weekday riders, while the Rapid bus that runs along Wilshire carries 57,000 between downtown and Santa Monica.

That compares with 135,000 weekday passengers on the Blue, Gold, Green and Orange lines.

Yaroslavsky said pursuing a subway is fine, but not at the expense of the other mass-transit projects - such as extending the Orange Line north through Van Nuys and Canoga Park and the Exposition light rail.

"Those kinds of projects can't be suspended or halted to fund the extension of the subway," he said. "I think we need to be able to walk and chew gum at the same time."

Lisa Mascaro, (818) 713-3761

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Daily News — 02/16/06

OUR OPINIONS

Pricey pipe dream

JUST months ago, the idea of building a subway from downtown to the beach fell into the category of cockamamie ideas from the past that were discarded once they were exposed to the harsh light of reality.

Besides the pockets of explosive methane gas under the land, residents of the adjacent neighborhoods just didn't want Wilshire Boulevard tied up for so long. And after all the waste building the subway to nowhere, the taxpayers of Los Angeles County drove a stake into the heart of this fantasy by banning any more underground tunnels.

Astonishingly, the subway Dracula has found a new life, ready to suck the blood of our public treasury once again. Thanks to the political friendships and commitments Mayor Antonio Villaraigosa has developed along the way to his fame and position, the specter of wasting billions on a subway for the few rather than public transit that serves the many looms again.

One such friend, longtime Rep. Henry Waxman, who once cared so much for the public safety he got a federal law passed banning subway construction through the Fairfax District, is ready to flip-flop on the basis of a flimsy report.

The political power structure of Los Angeles that does such a good job of looking after itself and not the city is ready to derail Gov. Arnold Schwarzenegger's massive infrastructure bond issue intended for economic development by grabbing a huge chunk for this boondoggle.

That's unfortunate, because supporting the subway plan essentially

Subway isn't best use of transportation funds

means supporting no public transportation projects in any other part of the city for a very long time.

Best estimates for the extension of the Metro Red Line put the price

tag at nearly \$5 billion by the time it's finished, a figure equal to what it cost for all the light rail lines and the Valley burway put together. Prior experience with Los Angeles' public works project finances, however, would suggest that the actual cost once the subway is completed would be much, much higher.

Nor would the horrendous congestion of the Westside be immediately relieved. The Metropolitan Transportation Authority estimates that the earliest the first three-mile leg to Fairfax would open would be in a decade.

There's a better way. It's called a busway, as those commuters riding the Orange Line every day can attest. Problem is busways aren't sexy. They are workhorses. But the success of the Orange Line shows that they get the job done — quickly and cheaply.

There are 10 million people in Los Angeles County and they are all desperate for public transportation improvements. Dedicating so much to one project that panders to the wealthy Westside interest is unfair, and plain bad budgeting.

Sure, a "subway to the sea" sounds nice, something the Chamber of Commerce could sell to tourists and to justify the public subsidy of a downtown convention hotel.

The time, energy and money being devoted to this pricey pipe dream ought to be put to better use.

IV. Reports
2. Multi-County Goods
Movement Plan
Survey

Transportation Committee Agenda

April 5, 2006

TO: Transportation Committee

FROM: Bonnie Lowenthal, Transportation Committee Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: Multi-County Goods Movement Action Plan & Survey

Background

In May of 2004, officials from the County Transportation Commissions of Ventura, Los Angeles, Orange, San Bernardino, and Riverside Counties, Caltrans Districts 7,11 and 12 and SCAG requested the MTA take the lead in developing a plan that would address the multi-county goods movement challenges. The result is the Southern California Multi-County Goods Movement Action Plan (MCGMAP). The attached Fact Sheet outlines the Plan objectives, timing, process and consultant team.

Issue

As part of this effort, the attached survey has been developed. This survey is one of the initial outreach efforts used to gather information for the Action Plan. The Task Force is seeking opinions as individuals or representatives of organizations or public/private agencies on specific goods movement issues. It is important that this survey adequately document transportation problems and issues related to the movement of goods and its impact on local communities and the environment. The various subregions have been asked to facilitate the dissemination of this survey. The survey is available on-line at http://www.metro.net/projects_programs/mcgmap/survey.htm#TopOfPage. Or the attached survey can be filled out and returned to Gateway Cities COG, 16401 Paramount Blvd., Paramount, CA, 90723.

It is imperative that the Gateway COG goods movement mobility, safety and health issues be heard and addressed in the course of this study. Therefore, COG staff will be emailing the Fact Sheet, Survey and Link to the MCGMAP site to all City Managers, Public Works Directors, and Transportation Planners in COG cities as well as emailing and sending a hard copy to elected officials and community organizations. COG staff will also participate and monitor the development of the MCGMAP.

The MCGMAP task force has had two meetings; the first to present the study structure and consultant team, the next to present the results of data compilation on goods movement.

Attachments

MCGMAP Survey

Fact Sheet