

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Bonnie Lowenthal, Director, MTA

March 7, 2007, 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 February 7, 2007	Receive & File
IV.	Reports:	
1.	Congestion Mitigation Plan Fee - Update	Receive & File
2.	2007 Call for Projects – Update	Receive & File
3.	February 22, 2007 – MTA Goods Movement Gateway Service Sector General Manager	Receive & File
4.	Gateway Sector Report-Alex Clifford Gateway Service Sector General Manager	Receive & File
5.	OCTA/MTA Activities	Receive & File
6.	Update – I-5 JPA	Receive & File
7.	Update – I-710 COG Air Quality Action Plan (AQAP)	Receive & File
8.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
9.	New Business/Date of Next Meeting	
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 February 7, 2007

**Transportation Committee Minutes of
February 7, 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
February 7, 2007**

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

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal – Long Beach, Stan Carroll – La Habra Heights, Bill Pagett,– Paramount, Ray Harris – Supervisor Knabe's Office, Brynn Kernaghan – Long Beach Transit, Mohammed Mostahkami – South Gate, Gene Daniels – Paramount, Sumi Gant – Long Beach .

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Larry Nelson – Artesia, Frank Gurule – Cudahy, Ken Farfaring – Signal Hill, Gary Milliman – South Gate, Kerry Cartwright – Port of Long Beach.

OTHERS PRESENT:Sharad Mulchand - Metro, Michael Sieckert,– Metro, Richard Powers – Gateway Cities COG, Karen Heit, Deborah Chankin – Gateway Cities COG, Jerry Wood – Gateway COG, Wally Shidler – Gateway Sector Council, Alex Clifford – Metro, Ernest Morales – Metro, David Hershenson – Metro, Jack Joseph – Gateway Cities COG, Hassan Fakhro - Metro.

A quorum was reached and the Minutes of the January 18, 2007 meeting were approved.

Karen Heit, Transportation Deputy to Director Lowenthal reported on the CMP Fee process at the MTA. In response to many of the concerns raised by the Gateway Cities, a set of Guiding Principles was developed. Earnest Morales, MTA - Gateway Cities Area Team Director further explained the Principles and how they would guide the development of the Fee program. A Motion was passed to ask that the Guiding Principles be circulated to LA County cities and the Policy Advisory Committee for review before they are approved by the MTA Planning and Programming Committee. Director Lowenthal stated she would propose a Motion at the Committee to that effect.

Heit also reported on the January 29th, MTA Board Goods Movement Workshop; explaining what the various speakers discussed and the high level of interest of the MTA Board. There was a discussion of previous Board actions on developing an LA County Plan and an anticipated plan to from Director's Lowenthal and Fasana to develop an LA County strategic goods movement plan.

Alex Clifford, Gateway Sector General Manager, reported on the various service changes proposed for June '07. He went over the need to delete poor performing service in light of the operational budget deficit. He discussed the line cancellations and

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the additional service hours on some lines. He also reviewed the Gateway sector lines that will have the .50 fare. Councilman Daniels brought up criminal activity at the Artesia Blue Station and the Artesia Transit Center.

Jerry Wood, I-5 JPA Executive Director, gave an update on the I-5 project: The I-5 /605 South EIR/EIS is in public circulation.

Jerry Wood also gave an update on the I-710 EIR/EIS process, the responses to the RFP are in and under review, a recommendation is expected to the MTA Board in April with work to commence in May. The I-710 Corridor Air Quality Action Plan (AQAP) is under early development with interviews being conducted with Tier I and II stakeholders. A draft of the results is due in March.

Lastly Mr. Wood said the SR-91/I-605/405 traffic modeling definition work began; the TAC/Board will meet next month. The project would be discussed during the next OCTA/MTA Meeting.

The next Transportation Meeting will be March 1st.

The meeting adjourned at 5:35 p.m.

IV. Reports
**1. Congestion Mitigation Fee
Update**

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TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: Congestion Mitigation Plan Fee – Update

Issue

The MTA has been working on an alternative to the existing system of debits/credits for the Congestion Management Plan. The Gateway Cities City Manager's Steering Committee has taken the lead in determining the impacts of this new program. The MTA initiated a Policy Advisory Committee to help guide the implementation of this program. Members of the City Manager's Steering Committee have attended these meetings and have raised issues with the MTA and consultant team.

Background

The MTA has responded to the GCCOG's concerns and the concerns of others by developing a set of guiding principles to provide a framework for continuing project development.

At the last Transportation Committee meeting, it was suggested that the Guiding principles needed to be reviewed by the cities and the PAC before being approved by the MTA Planning and Programming Committee. Director Lowenthal authored the attached Motion to provide for a comment period. The MTA has requested comments by March 28th; the Guiding Principles will be presented at the April Planning and programming Committee meeting.

Directors Lowenthal and Burke also instructed staff to look into the applicability of the Statewide Community Infrastructure Program (SCIP) as a possible mechanism for funding the fee.

The guiding principles are attached. At the February 28th PAC meeting there was considerable discussion concerning the guiding principles and other issues associated with the program implementation.

Issues raised were:

- Fees to mitigate new impacts will be ineffectual as there are insufficient funds for underlying transportation needs
- No agreement as to whether fees set on a subregional basis would deter economic development.

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- The CMP fee might constitute a “tipping point” for fees; there needs to be consideration for the cumulative AQMP fee proposal and the potential for a container fee.
- How will regional projects be defined? How will local mitigations be defined in a regional context?
- How would a commonality of purpose for setting a fee be determined at a subregional level?

Recommendation

The potential impact of the fee to Gateway Cities has been analyzed in a theoretical manner. In order to definitively determine whether the fee proposal will work for Gateway Cities or function as a deterrent to development, it is recommended that a survey be developed to allow each city to assess impacts of the fee proposal on development or projects.

Some suggestions for the survey questions (list not comprehensive) might include:

- Providing each City with a profile of CMP status under the existing system.
- Provide each City with a profile of CMP eligible development (from prior CMP submittals).
- Ask if City supports the implementation of the fee,
- Importance of the maintenance of effort for regional transportation funding
- Ask cities to identify local projects of regional significance
- Acceptable amount of fee (range \$2000 - \$6000 per residential unit equivalent)
- Desirability of CEQA streamlining associated with regional project/mitigation development.
- Ask cities what percentage of new development occurs in redevelopment areas and percentage of city subsidy.

The results of the survey should help define a Gateway Cities position on the CMP Fee and determine impacts.

Attachments:

Guiding Principles

Lowenthal Motion

Burke/Lowenthal Motion

DRAFT – Guiding Principles for Countywide Congestion Mitigation Fee Feasibility Study

- Fees should be structured to mitigate congestion from new development without discouraging economic development
- Fees are to augment other regional funds, not replace or redirect them
- Cities identify local projects with regional benefit consistent with agreed upon guidelines
- Cities adopt local ordinance identifying projects
- Cities collect and administer congestion mitigation fees
- Cities build projects (or if desired, contribute to regional transportation projects constructed by others)
- Cities with existing fee programs receive dollar-for-dollar credit for local projects with a regional benefit consistent with agreed upon guidelines
- Fees should be structured to support transit-oriented development, and to exclude the impact of mixed use and high density development within ¼ miles of rail stations consistent with CMP statute.

The following additional Principles were during the course of 2/28 PAC meeting:

- Develop regional projects that serve as CEQA mitigations and streamline the CEQA process.
- The fee should be predictable.

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Planning & Programming

Lowenthal Motion

The creation of the Guiding Principles is a positive step for moving the CMP Fee process forward and addressing the issues raised by Councils of Governments (COGs) and cities.

I move, that in keeping with the level of communication that has been established, staff circulate the Guiding Principles, as a draft document, to the COGs, cities, and the Policy Advisory Committee for review and comment before returning to Planning and Programming for approval.

Burke/Lowenthal Motion

The Guiding Principles to MTA's Congestion Mitigation Fee feasibility study set the framework for resolving many of the outstanding issues raised by cities during the study process. Our efforts in achieving the first principle: **"Fees should be structured to mitigate congestion from new development without discouraging economic development..."** may be facilitated by an examination of the utility of the innovative ***Statewide Community Infrastructure Program*** (SCIP) in conjunction with the payment of fees.

The Statewide Community Infrastructure Program (SCIP) is a development impact fee-financing program offered by California Communities, a joint powers authority, sponsored by the California State Association of Counties and the League of California Cities. SCIP utilizes 1913/15 Act bonds to finance impact fees for roads, water, sewer, storm drainage, parks, etc. with tax-exempt bonds. Developers can be reimbursed for fees paid to obtain a building permit, or fees can be funded directly prior to obtaining a building permit. The two SCIP programs are called the "Reimbursement Program" and the "Pre-Funding Program". SCIP can also finance public improvements directly through the Acquisition Funding Program.

SCIP can be used for commercial, industrial, retail and multi- and single-family residential projects, but can be modified for specific land uses as determined by the Local Agency. SCIP is ideal as an economic development tool, and can act as a substitute for fee deferral programs for commercial and industrial projects. SCIP works well for residential projects, where it may be too expensive to form a stand-alone district. Local agencies are free to use SCIP to fund selected fees and for different land uses, depending on local policies.

We, Therefore Move that staff be instructed to research this program, meet with the SCIP personnel and examine its applicability with the CMP Mitigation Fee and report back to this Committee after a review with the Policy Advisory Committee and other interested parties.

IV. Reports
2. 2007 Call for Projects
Update

Transportation Committee Agenda

March 7, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: 2007 Call for Projects - Update

On January 26th, the MTA closed the process for submitting project applications for the 2007 Call for Projects. A total of 402 applications were received.

Applications received by transportation modal category breakdown are as follows:

Modal Category	Total
Regional Surface Transportation Improvements *	119
Signal Synchronization	44
Transit Capital	61
Bikes	35
Pedestrian Improvements	61
Transportation Demand Management	30
Transportation Enhancement Activities	41
Supplemental Mode	11
Total	402

* Goods Movement applications are submitted through the RSTI modal category. By March, MTA staff will be able to report on the number of applications that were received for these types of projects.

As a comparison to past Call for Projects: MTA received:

- 414 applications in the 1997 Call;
- 437 in the 1999 Call, 359 in the 2001 Call; and
- 363 in the 2003 Call.

Gateway Cities submitted:

Modal Category	Total
Regional Surface Transportation Improvements * (includes Goods Movement applications)	11
Signal Synchronization	7
Transit Capital	15
Bikes	6
Pedestrian Improvements	8
Transportation Demand Management	1
Transportation Enhancement Activities	14
Supplemental Mode	3
Total	65

IV. Reports
3. February 22, 2007
MTA Goods Movement

Transportation Committee Agenda

March 7, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: February 22, 2007 MTA Goods Movement Motion

Issue

At the February Planning and Programming Committee meeting, MTA staff presented an update of the Multi-County Goods Movement Action Plan (MCGMAP). The plan, targeted for completion is March of '07, will be the subject of workshops held in five of the six participating counties to obtain feedback on the draft action plan. The plan will offer projects, plans and strategies to address goods movement in the Southern California region.

Background

The MCGMAP has been underway since 2005. Along the way the plan has expanded from the original five counties: Los Angeles, Orange, San Bernardino, Riverside and Ventura, to include San Diego County.

The draft action plan will include an assessment of community and environmental impacts associated with increased goods movement activity, policy recommendations and a multi-county list of major regional projects, programs and strategies for potential inclusion in the SCAG Regional Transportation Plan and the county transportation commissions' Long Range Transportation Plans.

The MTA CEO committed to taking a leadership position on tackling the complicated goods movement issues in LA County: The MTA has taken the lead in creating the Multi-County Goods Movement Action Plan. As an additional activity, the MTA Board held a Goods Movement Workshop, January 29th, to examine Los Angeles County issues and strategies. A Goods Movement Policy Statement was presented to the MTA Board for consideration.

The expectation from the MCGMAP is that it will offer strategies that will rationalize goods movement throughout southern California and create a common palate of projects all six counties can support and implement

Even acknowledging that the six-county effort will produce a Southern California strategy there was still an identified need to focus on Los Angeles County issues as this county is on the front line of goods movement for the region and the nation. No other county experiences the 21-25,000 trucks a day that leave the San Pedro Bay Ports, nor the hours of delay in rail crossings in the Gateway area and the San Gabriel Valley, or the thousands of trucks per day that leave LAX.

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To address the severity of the impacts of goods movement in Los Angeles County, Directors Fasana and Lowenthal crafted a motion that would require the MTA develop strategies that provide a finer focus on LA county issues, the attached Fasana/Lowenthal Motion approves or requests five specific actions:

1. Approves the Goods Movement Policy Statement
2. Requests the CEO make recommendations to the Board as to how the State Goods Movement Action Plan can be enhanced for LA County.
3. As a result of the SAFETEA-LU Commission hearing conducted in LA February 21 and 22 return with a review and recommendation of the suggested additional goods movement policy clarifications.
4. After the MCGMAP is adopted in July, return to the MTA Board with a schedule and action plan to complete the Goods Movement Strategies Plan for Los Angeles County.
5. The MTA Chair will appoint an Ad Hoc Goods Movement Committee of the MTA Board.

The Motion was amended by Supervisor Mike Antonovich to include the examination of an inland port in the North County; however, through discussion that amendment was changed to include the study of an inland port to be located within Los Angeles County.

Attachments:

Fasana/Lowenthal Motion
Antonovich Motion

Fasana/Lowenthal Motion

The January 29th MTA Board Goods Movement Workshop was very productive with excellent input from key state and local officials regarding the local, state and national impact of goods movement in Los Angeles County. There was clear consensus from the speakers that the attached MTA Goods Movement policy should be approved.

The workshop also brought forward comments regarding policy clarifications that could potentially enhance the county's community livability, mobility and economic vitality. In addition, there was discussion to build on the results from the currently underway Multi-County Goods Movement Action Plan and develop a Los Angeles County Strategic Goods Movement Plan that contains actions to seek the needed funding for programs and projects identified in the plan.

Now Therefore Be It Resolved:

- 1. The MTA Board approves the attached goods movement policy and will actively support the CEO's efforts to implement the approved policy.**
- 2. The State Goods Movement Action Plan prepared by the California Environmental Protection Agency and the Business, Transportation and Housing Agency is the first in the country that identifies a statewide action plan for goods movement capacity expansion, related public health and environmental mitigation impacts, community impact mitigation, and security and public safety enhancements. The Plan establishes four statewide corridors and includes short term, intermediate and long term projects. California's comprehensive plan to fully address the spectrum of issues associated with goods movement could serve as a framework for other freight intensive states as MTA works with other states and Congress on the need to establish a freight trust fund. The CEO will return in 60 days with recommendations on how the plan can be enhanced to further meet the needs of Los Angeles County.**
- 3. Based upon testimony received at the workshop and the upcoming SAFETEA-LU Commission hearing scheduled at MTA for February 21 and 22, the CEO will return in 60 days with a review and recommendation of the suggested additional goods movement policy clarifications.**
- 4. Upon completion of the Multi County Goods Movement Action Plan scheduled for July 2007, the CEO will return within 90 days, with a proposed schedule and action plan with recommended resources necessary to complete the Goods Movement Strategic Plan for Los Angeles County.**
- 5. The significant goods movement impacts to Los Angeles County and the need for local, state, and federal funding presented at the workshop warrant the establishment of continuing Board support and it is recommended the Chair appoint an Ad Hoc Goods Movement Committee.**

DRAFT

Policy Statement

Consistent with Metro's responsibility to enhance the County's mobility, economic viability and community livability, Metro shall act as coordinator and facilitator of programs, projects and funding to ensure a regional approach to goods movement solutions. In fulfilling this coordination role and the County's role as a national gateway, Metro should champion solutions that ensure economic vitality while maximizing improvements to the environment and quality of life.

The CEO shall engage in the following actions and shall provide adequate staffing levels to fulfill this responsibility:

Projects

- Continue to work closely with ACE, ACTA, the railroads, and others to ensure implementation of grade separations, capacity and safety improvements.
- Pursue alternatives for improving the I-710 corridor serving the Ports of Los Angeles and Long Beach that achieve the goals of improved safety and mobility by separating truck/container and auto traffic, exploring alternative technology and improving air quality, the environment and quality of life for surrounding communities.
- Continue to identify and pursue improvements along other major goods movement corridors and interchanges.
- Finalize the Multi-County Goods Movement Action Plan for Board consideration as a blueprint for further development of projects and programs.
- Support projects and programs that maximize air quality and improve the quality of life such as those that use clean fuel technologies, reduce green house emissions, and promote renewable energy.

Advocacy & Partnerships

- Pursue ongoing dialogue with public and private goods movement stakeholders to ensure that community interests are accurately communicated and properly represented.
- Communicate a message to state and federal officials and legislators that highlights Los Angeles County's critical role in getting goods to markets across the United States and the accompanying disproportional environmental costs borne by Los Angeles County residents.
- Endorse and support Mobility 21 as a strategic advocacy partner and expand its current Los Angeles County focus to a multi-county regional

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focus as part of Metro's active presence in all high level forums on goods movements.

- Support and propose legislation favorable to regional goods movement goals.
- Work in close collaboration with neighboring Counties to ensure the development of goods movement policies that are mutually beneficial and transcend geographic boundaries.

Funding

- Continue collaboration with organizations such as the Coalition for America's Gateways and Trade Corridors in developing dedicated federal and state goods movement funding sources.
- Pursue public and private partnerships, resources and investments.
- Evaluate the possibility of providing a Metro fund to match all projects that secure a portion of the Statewide Goods Movement program.

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Full Board Meeting

Metro Board of Directors

February 22, 2007

MOTION

Director Antonovich

Antelope Valley "Inland Port" Study

One key aspect to the mitigation of the growing goods movement issue in Los Angeles County is to encourage moving long-distance freight to and from the Ports of Los Angeles and Long Beach (Ports) by rail and thereby to remove trucks from our local highway network that do nothing but cripple our regional mobility, increase air pollution, and damage our highway infrastructure as they bypass local businesses on their way to destinations outside of the County.

In response to this important need, locating an "inland port" within Los Angeles County would serve as a comprehensive approach to moving freight by rail out of the Ports and directly to a regional freight facility that would allow trucks to pick up and drop off long-distance freight cargo at a facility outside of the Los Angeles Metropolitan area.

The "inland port" concept also mirrors the Airport Regionalization concept which seeks to disperse the concentration of air traffic from Los Angeles International Airport (LAX) to outlying regional facilities to increase regional mobility and decrease intensive impacts on the LAX area.

The natural location for such an "inland port" in Los Angeles County would be in the Antelope Valley. This location provides the following promising features that could make an "inland port" in North Los Angeles County very attractive:

- Metro owns the rail line into the Antelope Valley, eliminating potential conflict with the Union Pacific or Burlington Northern Santa Fe railroads.
- The Antelope Valley will be served in the future by the High Desert Corridor creating a vital highway link between the Western United States' two major truck-freight corridors—Interstate 5 and Interstate 15—as well as access to the nation's major East-West freight corridor—Interstate 10—via Interstate 215.
- Much of the Antelope Valley remains undeveloped and unincorporated, which will help in acquiring the land necessary to build such a facility and infrastructure.
- The Antelope Valley is readily accessible via State Route 138 and State Route 14, providing a diversion for trucks that would normally congest Interstate 5 through the Santa Clarita Valley on their way to and from the ports.
- LA/Palmdale Regional Airport provides an under-utilized air freight facility that will augment the viability of a multi-modal "inland port".
- The development of a logistics-based industry within Los Angeles County will also increase economic development locally and create greater jobs-housing balance opportunities for Antelope Valley residents.

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Full Board Meeting

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Additional benefits of an “inland port” in Los Angeles County include a tremendous positive impact on the Ports, increasing port capacity by “reducing the dwell time of those import and export containers it handles”, and “providing an inland location for some ancillary port services” to free up “near-port land” for “priority port needs”.¹

I, THEREFORE, MOVE that the Board direct the CEO to report back to the Board within 60 days with the identification of a source of funding and a detailed plan to perform—by in-house, consultant or combined resources—a comprehensive and expedited study for the Board that details the following subjects:

- (1) the feasibility of placing an “inland port” in the Antelope Valley;
- (2) possible and preferable locations for an “inland port” in the Antelope Valley;
- (3) the traffic congestion and environmental impacts (total and by corridor where possible) on Los Angeles County by placing an “inland port” in the Antelope Valley;
- (4) the opportunities for funding from local, state, federal and private sources for the “inland port”;
- (5) an implementation plan that details the infrastructure upgrades and construction necessary to serve the “inland port” fully, which includes opportunities for funding from local, state, federal and private sources;
- (6) an analysis of the impacts of the “inland port” on the multiple counties adjacent to Los Angeles County; and
- (7) a discussion and analysis on how an “inland port” in the Antelope Valley fits into the greater Multi-County Goods Movement Action Plan, the Governor’s California Goods Movement Action Plan and the North County Combined Highway Corridor Study.

¹ “Inland Port Feasibility Study”. [Southern California Association of Governments](#). August 4, 2006. Project No. 06-023, Task 1&2 Draft Report.

IV. Reports
5. OCTA/MTA Activities

Transportation Committee Agenda

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TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: OCTA/MTA Intercounty Transportation Study

Issue

Transportation Commissioners from Orange County and Los Angeles County Transportation Authorities (MTA Directors Knabe, Lowenthal) have been meeting quarterly to discuss cross-county transportation issues. As a result of these meetings OCTA/MTA are doing an Intercounty Transportation Study. This study will take an in-depth look at the transportation issues affecting cross-county mobility. The study will produce the following products:

- Data collection/travel demand forecasting – Defining the mobility problems within the corridor area.
- Corridor Mobility Problem; Purpose and Need Statement – Evaluating specific problems and corridors assess existing traffic conditions; look at facility needs and service requirements.
- Scoping – Develop conceptual alternatives in a range of multi-modal improvements for the study area.

Attachment:

Study Area Map

