

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Transportation Committee

AGENDA

Wednesday, January 6, 2016
4:30 p. m

Gateway Cities Council of Governments
16401 Paramount Boulevard, 2nd Floor Conference Room
Paramount, California

STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.

FOR YOUR INFORMATION: The Transportation Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The Transportation Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the Transportation Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the Transportation Committee at the following times:

- A. AGENDA ITEM: at this time the Transportation Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the Transportation Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

Please keep your comments brief and complete a speaker card for the Chair.

- I. **CALL TO ORDER**
- II. **ROLL CALL – BY SELF INTRODUCTIONS**
- III. **PLEDGE OF ALLEGIANCE**

IV. AMENDMENTS TO THE AGENDA - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

V. PUBLIC COMMENTS - Three minutes for each speaker.

VI. MATTERS FROM STAFF

VII. CONSENT CALENDAR: All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Transportation Committee.

A. Approval of Minutes – Minutes of the Transportation Committee Meeting of November 4, 2015, are presented for approval.

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEM.

VIII. REPORTS

A. MTA Board Recap – December Metro Board Meeting - Oral Report by Director Diane DuBois

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Strategic Transportation Plan (STP) Update by Yvette Kirrin, Gateway Cities COG Transportation Engineer – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. MTA Long Range Transportation/Ballot Measure Project Prioritization

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Cap and Trade Update Report – Nancy Pfeffer, Gateway Cities, Director of Regional Planning

IX. REPORTS – COMMITTEES/AGENCIES

A. Matters from Gateway Cities Service Council by David Hershenson, MTA – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. LOSSAN Update – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Matters from I-5 JPA – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Matters from I-710 EIR/EIS Corridor Project – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. Matters from SR-91/I-605/I-405 Major Corridor Project – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

F. Matters from Eco-Rapid Transit – Oral Report

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

G. Communications

- MTA Approved Highway Project Summary

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT,
POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

X. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS

XI. ADJOURNMENT

NOTICE: New items will not be considered after 5:30 p.m. unless the Transportation Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Transportation Committee meeting scheduled for Wednesday, February 3, 2016 4:30 PM.

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.

VII. CONSENT CALENDAR
Item A
Approval of Minutes

**MINUTES OF THE JOINT MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE**

Chair – MTA Director Diane DuBois

Gateway Cities COG Office, 16401 Paramount Boulevard, Paramount, CA 90723

November 4, 2015

The meeting was called to order at 4:14 p.m. Roll call was taken by self-introductions.

COG Members Present: Diane DuBois – MTA Director – City of Lakewood, Owen Newcomer – City of Whittier, Cinde Cassidy – City of Avalon, Gene Daniels – Supervisor Knabe – City of Paramount, KeAndra Dodds – Supervisor Solis, Dana Pynn – Long Beach Transit, Jose Pulido – City Manager – City of Cudahy, Bill Pagett – City Engineer – City of Paramount, Mohammad Mosahkami – Public Works Director – City of Downey.

COG Members Absent: Ali Saleh – COG President, City of Bell, Al Austin – COG 1st Vice President, City of Long Beach, Sal Alatorre, City of Lynwood, Mike Egan – City Manager, City of Norwalk, Arturo Sanchez, City of Long Beach.

Others Present: Kekoa Anderson, Yvette Kirrin, Jack Joseph – Gateway Cities COG staff, Lara Laramendi – Congressmember Hahn, David Hershenson – MTA, Michael Kodama – Eco Rapid Transit, Norm Emerson.

Director DuBois recommended changing the starting time of the Transportation Committee meetings to 4:30 p.m. in order to better assure that a quorum is present at the start of the meeting. She said if more time is needed for any particular meetings they could be held beginning at 4:00 as special meetings. It was the consensus of the Transportation Committee to approve this change beginning with the January 2016 meeting of the Committee.

Lara Laramendi reported on the status of transportation funding in Congress and referred the Committee to two amendments offered by Congress member Hahn to the highway bill: one to allow federal freight funding to go to roads connecting ports to major highways, and one to allow more young people to receive job training in the transportation industry.

It was moved by Owen Newcomer, seconded by Bill Pagett, to approve the consent calendar. The motion was approved unanimously.

MTA Director Diane DuBois gave as recap of the October Metro Board Meeting. She announced that MTA received Cap and Trade money as well as a state Active Transportation Grant to fill out the funding plan for the redevelopment of the Rosa Parks/Green and Blue Line station. This funding will be used to make the station area better lit more active and allow for a greater police presence. The total project value is

almost \$67 million most of it grant money from various sources. MTA awarded a design contact at the October meeting

She went on to discuss the award of Low-Carbon fuel credits in the amount of \$28 million to the MTA. The Board approved using the finding for operations for the Foothill Extension and Expo Phase II.

Lastly she reported on the approval of the contract modification to the I-710 environmental consultant contract to get the document through the recirculation next year. Supervisor Hilda Solis negotiated a set of inclusions, changes, and parallel studies to the project that go a long way towards meeting the elements of CA-7. The Board report and the Solis Motion are attached under Communications. Director DuBois acknowledged the important role Supervisor Solis played in keeping the project on track.

Director DuBois reported on the draft potential ballot measure that would increase the countywide sales tax to further transportation project implementation. She said the outreach to subregions by MTA staff resulted in over 2,300 projects totaling over \$273 billion. Gateway Cities submitted a project slate of \$23 billion. Director DuBois commented that there would not be enough money to fund everything. In addition, MTA created a regional facilities category which includes the San Pedro Bay ports, Los Angeles County airports, and Los Angeles Union Station, but does not include freeways as regional facilities.

Director DuBois said she would like to schedule a study session on the potential ballot measure and reminded the Committee that the COG's previous action was to affirm that Measure R projects be completed first. She referred the Committee to three questions that she recommended be answered before the COG considers supporting a new tax measure: how does MTA intend to address completing the Measure R commitments through the new tax revenue and the allocation of other transportation funds; how does not specifically mentioning traffic congestion benefit or support a new sales tax initiative; and how will MTA address transportation issues in areas where the need far outweighs the local determinants (population, jobs)?

Mohammad Mostahkami recommended that an additional criterion be that there is a local return of 25% from the new tax measure.

KeAndra Dodds said the report did not include active transportation. Director DuBois said it should be included as a priority project.

It was moved by Mohammad Mostahkami, seconded by Gene Daniels, to recommend that the Board of Directors ask the three questions recommended in the report, recommend a minimum of a 25% local return in the new tax measure, and include active transportation as a priority project in the Gateway Cities region. The motion was approved unanimously.

Yvette Kirrin provided a brief update regarding the Strategic Transportation Plan and the current activities. She noted that as of October 30 that all technical presentations,

including all modes of transportation, had been presented with the exception of air quality, which would be presented in November. She noted that the STP Oversight Committee had convened earlier that day, summarizing the major topics, including the final approval process and how to maintain the STP as a living document as the project/contract closes out.

Dave Hershenson, Metro Service Council Manager, reported that there is a vacancy on the Service Council as the result of a resignation. He reported that he had briefed the deputies of MTA directors Solis, Knabe, and DuBois on the Metro Gold Line Phase II project. He said the SR-60 route coalition is focusing on the environmental issues raised by that alignment and that the Washington Blvd. coalition is tasked with finding a new north-south route to substitute for Garfield Ave. said this study is supported by Supervisor Knabe, who has offered to fully fund the cost of the consultant study. He said the recommendation was to authorize the Executive Director to work with Supervisor Knabe on the selection and retention of a consultant.

Jack Joseph referred the Committee to a summary report from Nancy Pfeffer on the Committee on Sustainability. Gene Daniels said that COG staff had submitted written comments to the Strategic Growth Council on the updated guidelines for the Affordable Housing and Sustainable Communities grant program. Norm Emerson said the legislature has yet to appropriate up to \$1.5 billion in Cap and Trade funds and that key legislators would be Speaker Anthony Rendon and Senate Majority Leader Kevin DeLeon, both of whom represent Gateway Cities.

Yvette Kirrin reported that all five funded segments of the I-5 project are ahead of schedule for construction and that the JPA is currently working with Caltrans to develop a scope of work for the gap from I-605 north to I-710.

Yvette Kirrin provided a brief update regarding the I-710 project, noting that many meetings took place during October, including the Technical Advisory Committee, Corridor Advisory Committee, and Project Committee. She noted they were positive meetings, specifically due to the positive momentum with regard to Supervisor Solis' motion which appears to have bridged the gap of trust between the environmental community and the project, including Caltrans and Metro. She said this is in concert with the I-710 Livability Initiative and I-710 EIR/EIS all forming a holistic project moving forward together.

Yvette Kirrin provided a brief update on the SR-91/I-605/I-405 project, noting that a meeting of the Technical Advisory Committee took place during the month of October and would take place again in November. It was also noted that several contracts were awarded at MTA with regard to interchanges throughout the Gateway Cities.

It was moved by Mohammad Mostahkami, seconded by Gene Daniels, to receive and file the freeway project reports. The motion was approved unanimously.

Michael Kodama, Executive Director, Eco Rapid Transit, reported that a Transportation Summit is scheduled for November 18 in the City of Artesia. He also reported that he is

working with Metro on a scope of work for the environmental study for the Eco Rapid Transit project.

Mohammad Mostahkami thanked Director DuBois for raising the issue of the homeless encampments underneath overpasses and in the river beds at the last COG Board meeting.

The meeting was adjourned at 5:13 p.m.

VIII. REPORTS
ITEM A
MTA Long Range Transportation/Ballot
Measure Project Prioritization

TO: Transportation Committee
FROM: Diane Dubois, MTA Director
BY: Karen Heit, Transportation Deputy
SUBJECT: MTA Long Range Transportation/Ballot Measure Project Prioritization

Issue

What's happened to date:

- Working with Los Angeles County subregions, MTA identified over ***\$273 billion in transportation needs*** for Los Angeles County.
- This need, along with the identified financial demand from Measure R initiatives, has resulted in MTA seeking to augment (extend Measure R) as well as layer an additional ½ cent sales tax, bringing the transportation sales tax levy in Los Angeles County to 2 cents.
- The anticipated tax package to be sent to the voters will most likely be an extension of Measure R, extending the tax beyond 2039 through 2057, yielding an additional 18 years' worth of tax for a total of \$46 billion. On top of this MTA is thinking about layering an additional ½ cent sales tax for 40 years to accumulate an additional \$74 billion in revenue.
- Total new and augmented sales tax revenue is estimated to be \$120 billion.
- For planning purposes the \$120 billion was divided into halves - \$60 billion major capital and \$60 billion state of good repair, transit operations, local return, etc. Using a formula based upon population and employment the major capital funding was divided by subregion, Gateway Cities is estimated to receive \$4.1 billion (2014 \$) in support of major subregional transportation priorities.
- Gateway Cities, along with the other subregional councils of governments submitted a list of transportation priorities. These lists were submitted to the MTA on September 1, 2015; these lists comprise the \$273 billion in identified need.
- On September 15th, the governor signed SB 767 (De Leon) into law that allows the MTA to seek additional taxation. This Bill requires the MTA to submit an expenditure plan for the new tax revenues as well as completion dates for some of the existing Measure R initiatives.
- At the December MTA Board Meeting, the Board was presented with the subregional lists and the Board adopted Performance Measures for Major projects that will be used to prioritize major transportation projects.

Gateway Cities' priorities:

Gateway Cities submitted the following projects as priorities for the subregional major project funding anticipated with the new tax measure.

Target (2015\$)	Project		Cost Assumption	Draft Subregional	Difference
Gateway Cities					
	Gold Line Eastside Extension Phase II - Washington Blvd.	f, j	\$ 1,500,000	\$ 543,000	\$ 957,000
	Green Line Eastern Extension (Norwalk)	j	\$ 500,000	\$ 500,000	\$ -
	Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
	I-605 Corridor "Hot Spot" Interchange Improvements	j	\$ 850,000	\$ 300,000	\$ 550,000
	I-710 South Corridor Project	g, j	\$ 4,000,000	\$ 500,000	\$ 3,500,000
	SR 60/I-605 Interchange HOV Direct Connectors	h	\$ 260,000	\$ 200,000	\$ 60,000
	West Santa Ana Branch (Eco Rapid Transit Project)	j	\$ 2,000,000	\$ 1,035,000	\$ 965,000
	Active Transportation Program	j	TBD		
	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000

The projects highlighted in yellow are “new” initiatives not included in Measure R although they are included in the financially constrained element of the MTA 2009 Long Range Transportation Plan (LRTP). In addition to these major project nominations, the COG made the following recommendations:

- Given the financial uncertainties and challenges facing the MTA and the funding gaps identified for major COG Measure R transportation initiatives, the Gateway Cities COG Board recommends that the transportation projects identified in the Measure R Expenditure Plan be given first priority for any new tax revenue – making the completion of Measure R the highest priority.
- The COG Board also unanimously voted to make a policy recommendation for the Local Return Element of any new Measure be a minimum of 25% and that active transportation be a priority.

The first policy recommendation recognizes that of all of the Measure R initiatives in the Gateway Cities subregional only the I-5 is under construction – and this project was funded before the passage of Measure R. In the six years since the passage of Measure R, the other two Gateway Cities highway initiatives are still undergoing the necessary planning and development studies. This is not unexpected as the lead time for highway projects is longer than transit projects. Furthermore there is an acknowledgement that mega-projects such as the I-710 Corridor cannot be funded from a single source and that a collaboration of funds and agency participants will be required to make this multi-billion project work.

The two Gateway Cities transit initiatives; West Santa Ana Branch (Eco-Rapid) and the Metro Gold Line Eastern Extension Phase II (Gold Line II) have made significant progress and are in the technical refinement and environmental clearance phase. Both projects cannot proceed much further until there are funding plans. Any funding plans for either alignment is largely contingent upon new revenues generated from the augmented and enhanced sales tax.

Looking at the bottom line, the Gateway Cities subregional transportation priorities exceeds the amount determined to be due the subregion out of the new tax; Cost Assumption (\$10.2 billion) compared with Draft Subregional Target (\$4.1 billion). This leaves a delta of over \$6 billion. Other subregions ran into this dilemma as well although not to the extreme estimated by Gateway Cities. Project costs were determined along the following funding assumptions as specified in attachment “A”. The funding assumptions for the I-5 Corridor differ from the I-710 in that the I-5 is assumed to be wholly funded from the Gateway Cities subregional allocation. Given the state and national importance of the I-5, this project’s assumptions should include state and federal allocations in addition to some subregional funds.

The STP has identified between \$34 and \$51 billion worth of transportation infrastructure needs divided into the following modes:

Mode	Total Projects	Cost Estimate
Arterial Improvements	328	\$1.1- \$2 billion
Goods Movement	23	\$7 – 11. billion
Highway	102	\$14.6 – 22.5 billion
Active Transportation	109	\$225 – 471 million
Transit	55	\$8.6 - \$13.1 billion
Other	32	\$2.3 – 3.6 billion
TOTAL	649	\$33.9 - \$51.5 billion

If the GCCOG assigns a dollar amount to active transportation programs it will be setting a funding priority for these projects over the other modes assuming alternative funds can be identified for meeting subregional priorities for the new sales tax. The above needs assessment includes the major subregional and regional initiatives.

A more viable approach is to work with the MTA to assign project funding for interstate projects such as the I-5 Corridor (I-605 to I-710) as a regional project fitting the I-710 role in establishing the Interstate projects. Applying the formula to the I-5 Corridor Project would free up \$825 million in subregional funds to support STP projects. Gateway Cities may also wish to assume that some portion (\$250 million) of the Metro Green Line Norwalk Extension is covered by other agencies. Reducing the commitment of the Gateway Cities capital allocation will provide funding for active transportation and other modes as identified in the STP.

The MTA Board adopted the modified Performance Metrics (Attachment “B”) These were modified by the Motion included as Attachment “C”). The performance metrics will be used to evaluate projects for inclusion in the ballot measure and will be used to sequence projects in the Long Range Transportation Plan.

NEXT STEPS

Work with the MTA to revise the funding scenarios to accommodate additional capital for financing additional STP projects from all modes.

Attachment

Attachment A - Gateway Cities Major Capital Funding Assumptions

Attachment B – Performance Metrics Framework

Attachment C – Motion by: Ridley – Thomas, Garcetti, Butts and DuBois

Attachment "A"

Gateway Cities Major Capital Funding Assumptions

1. The Gold Line Eastside Extension Phase II - Washington Blvd. is assumed to be funded partially from Measure R and other LRTP resources and split between the San Gabriel Valley and Gateway Cities based upon a Board decision to adopt both Washington Blvd and SR-60 alignments.
2. The Green Line Eastern Extension (to Norwalk) is assumed to be funded from the subregional allocation.
3. The I-5 Corridor improvements (I-605 to I-710) are assumed to be funded entirely from the subregional allocation unlike other major highway initiatives. This consumes over \$1 billion of the \$4.1 billion.
4. I-605 Corridor "Hot Spot" Interchange Improvements are assumed to require \$300 million from the subregional allocation.
5. The I-710 project is assumed to be divided into four funding areas:
 - 12.5% from existing resources,
 - 12.5% from the State, 12.5% from federal resources,
 - 12.5% from the subregional target (\$500 million as part of the \$4.1 billion)
 - 50% from tolls or fees levied on freight
6. The SR 60/I-605 Interchange HOV Direct Connectors is assumed to be split into thirds with 1/3 being charged to the SGVCOG and 2/3rds charged to GCCOG
7. The West Santa Ana Branch (Eco Rapid Transit Project) Light Rail Project is assumed to be funded with ½ from the subregional allocation and ½ from other sources (presumably state and federal funds)
8. Active Transportation is treated as a subregional priority although no dollar amount has been designated to specifically allocate to this program. The Gateway Cities AT program needs total between \$225 and \$471 million per the Gateway Cities Strategic Transportation Plan (STP).

2017 LRTP Update
Proposed Performance Metrics Framework for Major Projects

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Mobility	<ul style="list-style-type: none"> • Relieve Ease congestion • Increase travel by transit, bicycle, and pedestrians • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders • <u>Address operating & life cycle costs</u> • <u>Extend life of facility & equipment</u> 	<ul style="list-style-type: none"> • Reduced person hours of delay • Increased person throughput • Reduced single-occupant vehicle mode share • Increased annual boardings per mile • Increased annual hours of delay savings/mile • <u>Improve roadway condition rating</u> • <u>Reduced portion of transit assets past useful life</u> 	<p align="center">35% 45%</p>	<ul style="list-style-type: none"> • Increased person throughput • Reduced person hours of delay² 	<ul style="list-style-type: none"> • Increased transit ridership • Increased person throughput • Improved system <u>travel time</u> reliability • Improved service frequency
Economy	<ul style="list-style-type: none"> • Increase economic output • Support job creation & retention • Support goods movement • Invest in disadvantaged communities 	<ul style="list-style-type: none"> • Improved linkages to major employment/activity centers¹ • Increased number of jobs • Improved REMI Model economic benefit results • Reduced vehicle hours of delay for trucks • Dollars invested in <u>transportation projects in</u> disadvantaged communities 	<p align="center">15% 12.5%</p>	<ul style="list-style-type: none"> • Reduced truck vehicle hours of delay² • Improved job access • Dollars invested in <u>transportation projects in</u> disadvantaged communities 	<ul style="list-style-type: none"> • Increased transit oriented development • Improved job access • Dollars invested in <u>transportation projects in</u> disadvantaged communities

¹ Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

² Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
Accessibility	<ul style="list-style-type: none"> • Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections • <u>Utilize technology</u> 	<ul style="list-style-type: none"> • Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen) • Increased number of households with access to transit • Increased number of households with access to bicycle infrastructure • Increased number of households with disabled persons with access to transit • <u>Increased access to parks and open space areas</u> 	<p>20% <u>17.5%</u></p>	<ul style="list-style-type: none"> • Increased number of disadvantaged population served • Improved access or system connectivity • <u>Improved access to parks and open space</u> • <u>See note 3</u> 	<ul style="list-style-type: none"> • Increased number of <u>households population served by frequent transit</u> • Increased number of transit dependent households served • Improved system connectivity • <u>Improved access to parks and open space</u> • <u>See note 3</u>
Safety	<ul style="list-style-type: none"> • Reduce incidents • Improve personal safety 	<ul style="list-style-type: none"> • Fatalities by mode • Injuries by mode • Fatalities per capita 	<p>45% <u>12.5%</u></p>	<ul style="list-style-type: none"> • High <u>fatal and severe injury</u> collision area addressed • Reduced safety conflicts 	<ul style="list-style-type: none"> • Improved transit system safety • High collision area addressed ⁴

³ Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

⁴ The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
<p>Sustainability & Quality of Life</p>	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduce greenhouse gas (GHG) emissions • Reduce urban heat island effect • Reduce storm water runoff impacts • Reduce biological and habitat impact <p>Improve public health</p> <p>Improve quality of life</p> <ul style="list-style-type: none"> • Improve access to parks and recreation • Reduce noise impacts 	<p>Improve environmental quality</p> <ul style="list-style-type: none"> • Reduced VMT per capita • Reduced GHG per capita • Reduced impact on habitat preservation and open space areas <p>Improve public health</p> <ul style="list-style-type: none"> • Reduced EPA air quality conformity criteria pollutants • Increased bike, pedestrian, and transit trips <p>Improve quality of life</p> <ul style="list-style-type: none"> • Increased access to parks and open space areas 	<p>15% <u>12.5%</u></p>	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space 	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> • Reduced GHG emissions • Reduced VMT • Reduced urban heat island effect • Reduced storm water runoff impact • Reduced impact on habitat preservation and open space areas <p>Improved public health</p> <ul style="list-style-type: none"> • Support for active transportation • Improved access to healthcare facilities <p>Improve quality of life</p> <ul style="list-style-type: none"> • Reduced noise impacts • Improved access to parks and open space

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #:2015-1704, **File Type:**Motion / Motion
Response

Agenda Number:17.1

**REGULAR BOARD MEETING
DECEMBER 3, 2015**

Motion by:

Ridley-Thomas, Garcetti, Butts and DuBois

December 3, 2015

**Relating to Item 17, File ID 2015-1608
Prioritizing Mobility through the Long Range Transportation Plan Performance Metrics
Framework**

The next step in developing an updated Long Range Transportation Plan (Plan) will be an analysis of all the major highway and transit projects that have been identified by sub-regional stakeholders following a comprehensive planning process.

The proposed Performance Metrics provide a framework for evaluating these major projects, and incorporates a diverse range of criteria, including mobility, economy, accessibility, safety and sustainability. All of these criteria are critical to consider when designing a balanced transportation system.

However, Metro's primary mission must be to improve commute times, increase public transit options, and enhance the connectivity of our entire transit system. Therefore, the most significant criteria in assessing future regional transportation investments throughout Los Angeles County should be mobility.

AMENDING MOTION by Ridley-Thomas, Garcetti, Butts and DuBois that the Board of Directors revise the Performance Metrics Framework for Major Projects to allocate a 45% weight to the Mobility category and proportionally reduce all other categories equally.

VIII. REPORTS
ITEM G
Communications

ATTACHMENT A

I-605/SR-91/I-405 Corridors "Hot Spots"											
Measure R Highway Operational Improvements Project List											
Proposed Project List and Ten-Year Allocation (Fiscal Years subject to MTA priority settings & budget processes)											
(Programmed Dollars in Thousands)											
(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 605/STATE ROUTE 91/INTERSTATE 405 CORRIDOR "HOT SPOTS"				110,159	48,756	33,350	11,546	5,100	7,698	0	3,710
10 Year Forecasted Funds In Long Range Plan (Cumulative)				164,800							
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	300	200	100					
	GCCOG	TBD	Gateway Cities Third Party Support	100	100						
TOTAL GCCOG				400	300	100					
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	100	100					
D	Metro	PS4720-3252	Santa Fe Springs Whittier Intersection Improvements	0							
D	Metro	PS4720-3252	Painter Ave - Whittier Intersection Improvements	0							
D	Metro	PS4720-3252	Colima Ave - Whittier Intersection Improvements	0							
C	Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements	680	680						
D	Metro	PS4720-3250	Lakewood - Alondra Intersection Improvements	0							
D	Metro	PS4720-3250	Lakewood - Spring Intersction Improvements	0							
D	Metro	PS4720-3250	Bellflower - Spring Intersection Improvements	0							
C	Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements	573	473	100					
D	Metro	PS4720-3251	Valley View - Rosecrans Intersection Improvements	0							
D	Metro	PS4720-3251	Valley View - Alondra Intersection Improvements	0							
D	Metro	PS4720-3251	Carmenita - South Intersection Improvements	0							
D	Metro	PS4720-3251	Bloomfield - Artesia Intersection Improvements	0							
C	Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements	561	561						
C	Metro	TBD	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements	100		100					
C	Metro	TBD	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements	100		100					
	Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)	6,170	6,170						
	Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)	3,121	3,121						
	Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS	3,040	3,040						
	Metro	TBD	Professional Services for 605/60 PA/ED	2,000		2,000					
	Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan	10,430	9,339		1,091				
C	Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED	20,698		3,000	5,000	5,000	7,698		
	Metro	TBD	Professional Services for the I-605/I-91 PA/ED	1,000	1,000						
C	Metro	AE322940011372	Professional Services for 710/91 PSR/PDS	2,340		1,590	750				
	Metro	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)	300	200	100					
TOTAL METRO				51,312	24,683	7,090	6,841	5,000	7,698	0	0
	Caltrans	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, SR60/I-605 PSR-PDS	260	260						
	Caltrans		Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED	150	150						
	Caltrans		Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED	100	100						
	Caltrans	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements	60	60						
C	Caltrans	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS	234		159	75				
TOTAL CALTRANS				804	570	159	75	0	0	0	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Previous Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	LA County	MR315.07	Painter - Mulberry Intersection Improvements	2,410	585	175	1,650				
	LA County	MR315.11	Valley View - Imperial Intersection Improvements	1,640	475	1,165					
	LA County	MR315.15	Norwalk-Whittier Intersection Improvements	2,830	750	300	1,780				
	LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	800	325	475					
	LA County	MR315.22	Norwalk-Washington Intersection Improvements	550	250	300					
	LA County	TBD	South Whittier Bikeway Access Improvements (Call Match)	800							800
	LA County	TBD	Whittier Blvd - Indiana St to Paramount Blvd (Call Match)	700							700
			TOTAL LA COUNTY	9,730	2,385	2,415	3,430	0	0	0	1,500
	Downey	MR315.03	Lakewood - Telegraph Intersection Improvements	2,120	2,120						
	Downey	MR315.14	Lakewood - Imperial Intersection Improvements	2,760	2,760						
	Downey	MR315.27	Lakewood - Florence Intersection Improvements	1,310	1,310						
	Downey	MR31518	Bellflower - Imperial Highway Intersection Improvements	1,900	1,900						
			TOTAL DOWNEY	8,090	8,090	0	0	0	0	0	0
	Lakewood	TBD	Lakewood Blvd Regional Capacity Enhancement	3,600	1,000	2,600					
	Lakewood	MR315.04	Lakewood -Del Amo Intersection Improvements	3,320	3,320						
			TOTAL LAKEWOOD	6,920	4,320	2,600	0	0	0	0	0
	Long Beach	TBD	2015 CFP - Artesia Complete Blvd (Call Match)	900							900
	Long Beach	TBD	2015 CFP - Atherton Bridge & Campus Connection (Call Match)	800							800
	Long Beach	TBD	Park or Ride (Call Match)	150							150
A	Long Beach	TBD	Soundwall on I-605 near Spring Street, PAED and PSE	250		50	100	100			
C	Long Beach	TBD	Lakewood - Spring Intersection Improvements, PSE and Construction	454		454					
C	Long Beach	TBD	Bellflower - Spring Intersection Improvements, PSE and Construction	493		493					
			TOTAL LONG BEACH	3,047	0	997	100	100	0	0	1,850
	Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements	1,670	1,670						
	Norwalk	MR31.10	Bloomfield - Imperial Intersection Improvements	920	920						
	Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	1,509	308	1,201					
	Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements	480	100	380					
			TOTAL NORWALK	4,579	2,998	1,581	0	0	0	0	0
	Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	4,040	3,000	1,040					
	Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	600	600						
	Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	40	40						
	Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements	1,770	1,770						
			TOTAL PICO RIVERA	6,450	5,410	1,040	0	0	0	0	0
C	Bellflower	MR315.16	Bellflower Blvd -Artesia Blvd Intersection Improvement Project	7,310		6,210	1,100				
C	Bellflower	TBD	Lakewood - Alondra Intersection Improvements: Construction	644		644					
			TOTAL BELLFLOWER	7,954	0	6,854	1,100	0	0	0	0
	Artesia	TBD	2015 CFP- Norwalk Blvd Bicycle and Pedestrian Improvement Project (Call Match)	360							360
			TOTAL ARTESIA	360	0	0	0	0	0	0	360
C	Cerritos	TBD	Carmenita - South Intersection Improvements, Construction	292		292					
C	Cerritos	TBD	Bloomfield - Artesia Intersection Improvements, ROW & Construction	1,756		1,756					
			TOTAL CERRITOS	2,048	0	2,048	0	0	0	0	0
C	Santa Fe Springs	TBD	Valley View - Rosecrans Intersection Improvements, Construction	524		524					
C	Santa Fe Springs	TBD	Valley View - Alondra Intersection Improvements, ROW & Construction	2,967		2,967					
			TOTAL SANTA FE SPRINGS	3,491	0	3,491	0	0	0	0	0
C	Whittier	TBD	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	1,568		1,568					
C	Whittier	TBD	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,760		1,760					
C	Whittier	TBD	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,646		1,646					
			TOTAL WHITTIER	4,974	0	4,974	0	0	0	0	0
			TOTAL I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"	110,159	48,756	33,350	11,546	5,100	7,698	0	3,710

5 Year Allocation

ATTACHMENT A

I-710 South and/or Early Action Project List											
Measure R Highway Operational Improvements Project List					(Programmed Dollars in Thousands)						
Proposed Project List and Ten-Year Program (Fiscal Years subject to MTA priority settings & budget processes)											
(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
INTERSTATE 710 SOUTH EARLY ACTION PROJECT				120,906	67,095	30,672	20,050	0	0	0	3,073
10 Year Forecasted Funds In Long Range Plan (Cumulative)				101,900							
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	1,600	1,300	300					
TOTAL GCCOG				1,700	1,300	300	100				
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	100	100					
	Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development	600	600						
	Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)	22,237	14,497	1,740	6,000				
	Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS	23,750	15,442	3,308	5,000				
	Metro	PS4710-2744	Professional Services contract for I-710 Soundwall Project Development	10,878	6,424	2,254	2,200				
	Metro	MOU.Calstart 2010	Professional Services contract for development of zero emission technology report	150	150						
TOTAL METRO				57,815	37,213	7,402	13,200				
	Metro	USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)	100	100						
TOTAL USACE				100	100						
	Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)	1,623	1,023	200	400				
TOTAL SCE				1,623	1,023	200	400				
	Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	1,450	250	1,200					
C	Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA	3,500	600	1,900	1,000				
	Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only	100	100						
D	Caltrans	MR306.29	Third Party Support for I-710 Early Action Project - Soundwall PS&E Phase	0							
TOTAL CALTRANS				5,050	950	3,100	1,000				
	LA County	TBD	Whittier Blvd (Indiana to Paramount) Corridor Project (Call Match)	700							700
	LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS	98	98						
TOTAL LA COUNTY				798	98						700

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	Project/Location	Total Allocation	Prior Years	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021
	Bell	TBD	Eastern at Bandini Rickenbacker Project (Call Match)	155							155
	Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS	150	150						
TOTAL BELL				305	150						155
	Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS	154	154						
	Bell Gardens	TBD	Florence/Jaboneria Intersection Project (Call Match)	258							258
C	Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening	348			17	331			
TOTAL BELL GARDENS				412	154						258
	Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project	13,500	3,500	7,000	3,000				
	Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75						
TOTAL COMMERCE				13,575	3,575	7,000	3,000				
	Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS	35	35						
TOTAL COMPTON				35	35						
	Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130						
	Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements	3,390	3,390						
	Downey	MR306.31	Lakewood Blvd Improvement Project	5,000	1,500	3,500					
TOTAL DOWNEY				8,520	5,020	3,500					
	Huntington Park	TBD	Staff Support for the Review of the Draft I-710 South EIR/EIS	15	15						
TOTAL HUNTINGTON PARK				15							
	Long Beach	MR306.19	Shoemaker Bridge Replacement Project	5,500	1,000	3,000	1,500				
	Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200						
	Long Beach	TBD	2015 CFP - Great 7th St - Connectivity (Call Match)	1,200							1,200
	Long Beach	TBD	2015 CFP - LA River Gap Closures (Call Match)	160							160
	Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements	300	300						
TOTAL LONG BEACH				7,360	1,500	3,000	1,500				1,360
	Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS	65	65						
TOTAL MAYWOOD				65	65						
	Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130						
	Paramount	MR306.32	Garfield Ave Improvements	2,075	1,625	450					
TOTAL PARAMOUNT				2,205	1,755	450					
	South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200						
	South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements	12,400	12,400						
	South Gate	TBD	South Gate Regional Bikeway Connectivity Program (Call Match)	600							600
	South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project	6,000	1,500	4,500					
TOTAL SOUTH GATE				19,200	14,100	4,500					600
	Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS	57	57						
	Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation	2,070		1,220	850				
TOTAL VERNON				2,127	57	1,220	850				
TOTAL I-710 SOUTH AND EARLY ACTION PROJECTS				120,906	67,095	30,672	20,050	0			3,073
5 Year Allocation											