

**GATEWAY CITIES COUNCIL OF GOVERNMENTS
JOINT MEETING OF THE BOARD OF DIRECTORS and
EXECUTIVE COMMITTEE**

Wednesday, February 6, 2008

5:30 p. m. Buffet

6:00 p. m. Meeting

Gateway Cities Council of Governments

16401 Paramount Boulevard

Paramount, California

AGENDA

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 Board of Directors will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The Board of Directors 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 Board of Directors, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the Board of Directors at the following times:

- A. **AGENDA ITEM:** at this time the Board of Directors 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 Board of Directors agenda; and
- C. **PUBLIC HEARINGS:** at the time for public hearings.

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

- 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 Board of Directors.

- A. Approval of Minutes – Minutes of the Board of Directors Meeting of February 6, 2008, are presented for approval. Approval receives and files the minutes of February 6th, Board of Directors meeting.
- B. Approval of Warrant Register - Request for Approval of Warrant Register dated February 6, 2008
- C. December 2007 Local Agency Investment Fund Statement
- D. Status Report on Gateway Cities Clean Air Program
- E. Status Report from Lobbyist, Government Relations Consultants
- F. Annual Financial Report for Fiscal Year 2006-2007

CONSENT CALENDAR ACTION:

A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS A THROUGH F

VIII. REPORTS

- A. Water Challenges for 2008 – Presentation by Jeff Kightlinger, General Manager, MWD

15 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

- B. Gateway Cities COG Comments on 2008 Draft SCAG RTP

5 Min SUGGESTED ACTION: A MOTION TO APPROVE RECOMMENDATION AND RECEIVE AND FILE/GIVE DIRECTION TO STAFF

- C. Report on Orangeline Prioritization

5 Min SUGGESTED ACTION: A MOTION TO APPROVE RECOMMENDATION AND RECEIVE AND FILE/GIVE DIRECTION TO STAFF

- D. Discussion Regarding Stipend for Board of Directors

10 Min SUGGESTED ACTION: DISCUSSION AND POSSIBLE ACTION

E. Election to Fill Vacancy on MTA Gateway Cities Service Sector Council

10 Min

SUGGESTED ACTION: CONDUCT ELECTION

F. Update Regarding the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority – Oral Report

10 Min

SUGGESTED ACTION: A MOTION TO APPROVE RECOMMENDATION AND RECEIVE AND FILE/GIVE DIRECTION TO STAFF

IX. REPORTS – COMMITTEES/ AGENCIES – ALL COMMITTEE / AGENCY REPORTS ARE LIMITED TO 3 MINUTES UNLESS ADDITIONAL TIME IS GRANTED BY THE BOARD PRESIDENT

A. Matters from Southern California Association of Governments (SCAG) – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

B. Matters from the League of California Cities – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

C. Matters from California Contract Cities Association – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

D. Matters from The I-5 Consortium Cities Joint Powers Authority – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

E. Matters from the Orangeline Development Authority-Maglev – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

F. Matters from the South Coast Air Quality Management District (AQMD) – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

G. Matters from the Metro Gateway Cities Service Sector – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

X. REPORTS FROM COMMITTEES

A. Report from the Conservancy Committee

3 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

B. Report from the I-710 EIR/EIS Project Committee – Oral Report

3 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

C. Report from the SR-91/I-605/I-405 Corridor Cities Committee – Oral Report

3 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

D. Report from the Transportation Committee – Oral Report
1. MTA Long Range Transportation Plan (LRTP) Update – Subregional Priorities

3 Min SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE/GIVE DIRECTION TO STAFF

XI. MATTERS FROM THE BOARD OF DIRECTORS

XII. MATTERS FROM PRESIDENT

XIII. ADJOURNMENT

NOTICE: New items will not be considered after 9:00 p.m. unless the Board of Directors votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Board of Directors meeting scheduled for Wednesday, March 5, 2008, 6:00 p.m.

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 MEETING
OF THE JOINT MEETING OF THE
BOARD OF DIRECTORS OF THE
GATEWAY CITIES COUNCIL OF GOVERNMENTS
AND THE EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, California
January 2, 2008**

President Guerrero called the meeting to order at 6:01 p.m.

PRESENT: President Elba Guerrero, City of Huntington Park
First Vice President Anne Bayer, City of Downey
Second Vice President Gordon Stefenhagen, City of Norwalk
Immediate Past President Larry R. Nelson, City of Artesia
Member Raymond Dunton, City of Bellflower
Member Frank Gurule, City of Cudahy
Member Victor Farfan, City of Hawaiian Gardens
Member Stan Carroll, City of La Habra Heights
Member Pete Dames, City of La Mirada
Member Diane DuBois, City of Lakewood
Member Bonnie Lowenthal, City of Long Beach
Member Felipe Aguirre, City of Maywood
Member Ron Beilke, City of Pico Rivera
Member Edward H. J. Wilson, City of Signal Hill
Member Greg Nordbak, City of Whittier

ABSENT: Member Bob Kennedy, City of Avalon
Member Oscar Hernandez, City of Bell
Member Mario Beltran, City of Bell Gardens
Member Laura Lee, City of Cerritos
Member Joe Aguilar, City of Commerce
Member Lillie Dobson, City of Compton
Member Patrick O'Donnell, City of Long Beach
Member Ramon Rodriguez, City of Lynwood
Member Robert Urteaga, City of Montebello
Member Gene Daniels, City of Paramount
Member Betty Putnam, City of Santa Fe Springs
Member Gil Hurtado, City of South Gate
Member William Davis, City of Vernon
Member Don Knabe, Los Angeles County Board of Supervisors
Ex Officio Member, Port of Long Beach

ALSO PRESENT: Norwalk Councilmember Cherie Kelley; Connie Sziebl, Field Deputy for Supervisor Don Knabe; Signal Hill City Manager Ken Farfsing; La

Mirada Director of Public Works Steve Forster; Lakewood Director of Community Development Jack Gonsalves; Long Beach Government Affairs Manager Tom Modica; David Tokofsky, City of Bell; Darin Chidsey, Member Relations Officer, SCAG; Alex Clifford, General Manager, Metro Gateway Cities Sector; Kristine Guerrero, Public Affairs Manager, League of California Cities; Luis Cetina, Senior Regional Affairs Representative, Metropolitan Water District of Southern California; Yvette Kirrin, Executive Director/Authority Engineer, I-5 Joint Powers Authority; Frank Osgood, Author, Region Aroused; GCCOG General Counsel Richard D. Jones; GCCOG Deputy Executive Director Jack Joseph; GCCOG Transportation Deputy Karen Heit; GCCOG Director of Program Development Nancy Pfeffer; GCCOG Consultant Engineer Jerry R. Wood.

Roll was taken through self-introductions.

President Guerrero led the Pledge of Allegiance.

It was moved by Member DuBois, seconded by First Vice President Bayer, to accept the agenda as posted. The motion was approved unanimously.

No one wished to speak during public comments.

The Executive Director announced that there is a current vacancy on the Metro Gateway Cities Service Sector Council for an elected official representative and that letters had been sent to all cities seeking nominations. He also reported that, to date, thirteen cities had adopted the amended Joint Exercise of Powers Agreement, which permits the County to have as many as three representatives on the COG Board of Directors. Once fifteen cities have adopted the amended JPA, it will become effective.

Connie Sziebl requested that the minutes of the Board of Directors meeting of December 5, 2007, be amended to show that she was in attendance. It was moved by Member Gurule, seconded by Member DuBois, to approve the consent calendar as presented with the amendment to the minutes of December 5, 2007, as requested by Connie Sziebl. The motion was approved unanimously.

Darin Chidsey, SCAG Member Relations Officer, reported that all of the SCAG committee monthly meetings would be held tomorrow and that the meeting of the Energy, Environment, and Communications Committee was particularly important because the Committee will be asked to approve the release of the environmental impact report for the draft Regional Transportation Plan. He said the EIR would be available for viewing on the SCAG website. It was moved by Member Aguirre, seconded by Member DuBois, to receive and file the report. The motion was approved unanimously.

League of California Cities Public Affairs Manager Kristine Guerrero reported that the Governor has declared a fiscal emergency, given that the State is facing a \$3.3 billion deficit in the current fiscal year. She said that this means that the Legislature will need to convene and address the deficit or it will not be able to move on any legislation. She said

that there is a projected deficit of \$14 billion in fiscal year 08-09 and that many cities will be affected. She said the League will be watching these developments. Finally, she said that Proposition 1B local road bonds should be available January 15th. It was moved by Member Gurule, seconded by President Guerrero, to receive and file the report. The motion was approved unanimously.

Member Bielke announced that the California Contract Cities Association's annual Legislative Tour will be held later this month in Sacramento.

Yvette Kirrin, Executive Director of the I-5 Consortium Cities Joint Powers Authority, presented a report on the I-5 project. She said that the Record of Decision on the I-5 project was approved on December 31, and that right-of-way acquisition can now proceed. It was moved by Member Gurule, seconded by Immediate Past President Nelson, to receive and file the report. The motion was approved unanimously.

There was no report from the Orangeline Development Authority.

There was no report from the South Coast Air Quality Management District.

Alex Clifford, General Manager of the Metro Gateway Cities Service Sector, presented an update on MTA Line 60, which travels from Downtown Los Angeles to the Long Beach Transit Mall, and on Line 760, which goes from Downtown Los Angeles to the Artesia Blvd. Blue Line station. He said that Line 60 carries 20,000 riders weekly on its 25 mile route. It was moved by Member DuBois, seconded by Member Gurule, to receive and file the report. The motion was approved unanimously.

Member Wilson presented a report from the Conservancy Committee. He said the Board did not meet in December. He said that RMC staff is currently evaluating the grant applications that have been received. It was moved by Immediate Past President Nelson, seconded by Member DuBois, to receive and file the report. The motion was approved unanimously.

The Executive Director presented a report from the I-710 EIR/EIS Project Committee. He said that all state and federal approvals have been received to initiate the EIR/EIS phase of the project. He said the EIR/EIS phase will be a \$30 million effort involving forty-three months of work. He said community participation will be a big part of the process. It was moved by Member Gurule, seconded by Member DuBois, to receive and file the report. The motion was approved unanimously.

The Executive Director presented a report from the SR-91/I-605/I-405 Corridor Cities Committee. He said that the study process was evolving in light of the Guiding Principles recently adopted by the Corridor Cities Committee and the Board of Directors. It was moved by Member Aguirre, seconded by Member Gurule, to approve the SR-91/I-606/I-405 Major Corridor Study Guiding Principles. The motion was approved unanimously.

There was no report from the Transportation Committee.

Immediate Past President Nelson asked that staff place an item on the agenda for next month's meeting for a discussion regarding Board of Directors meeting stipends and that staff report on changes in the Consumer Price Index since the establishment of the stipend.

President Guerrero wished everyone a Happy New Year.

Adjournment: There being no further business, the meeting was adjourned by President Guerrero at 6:22 p.m.

Respectfully submitted,

Richard Powers, Secretary

VII. CONSENT CALENDAR
ITEM B
Approval of Warrant Register

**VII. CONSENT CALENDAR
ITEM C**

**December 2007 Local Agency Investment
Fund Statement**

STATE OF CALIFORNIA

BILL LOCKYER, *Treasurer*

OFFICE OF THE TREASURER
SACRAMENTO

Local Agency Investment Fund
PO Box 942809
Sacramento, CA 94209-0001
(916) 653-3001
www.treasurer.ca.gov/pmia-laif



December, 2007 Statement

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Attn: TREASURER
16401 PARAMOUNT BOULEVARD
PARAMOUNT CA 90723

Account Number : 40-19-045

Transactions

<u>Effective Date</u>	<u>Transaction Date</u>	<u>Tran Type</u>	<u>Confirm Number</u>	<u>Authorized Caller</u>	<u>Amount</u>
12-10-2007	12-10-2007	RW	1149835	JACK JOSEPH	- 25,000.00

Account Summary

Total Deposit :	0.00	Beginning Balance :	1,807,427.00
Total Withdrawal :	- 25,000.00	Ending Balance :	1,782,427.00

**VII. CONSENT CALENDAR
ITEM D
Status Report on Gateway Cities
Clean Air Program**

TO: Board of Directors
FROM: Richard Powers
SUBJECT: Status Report on Gateway Cities Clean Air Program

This report provides a status update on the Clean Air Program for the period of December 22, 2007 through January 29, 2008.

Status of Existing Fleet Modernization Program

As previously reported, the program has expended all currently available incentive funds (\$24.544 million) to replace 643 older in-use heavy-duty trucks. Table 1 provides a breakout of these incentive awards and funding allocations since program inception, by specific agencies.

Table 1. Total Amount of Funds Spent to Date for Fleet Modernization Incentive Awards

Funding Agency	Funds Spent to Date for Fleet Modernization Awards*	Total Number of Replaced Trucks	Status as Active Component of Program
CARB / EPA	\$2,178,175	86	Completed late 2003
MSRC (First Allocation)	\$900,000	34	Completed mid 2004
MSRC (Second Allocation)	\$1,193,851	33	Completed mid 2007
Port of Los Angeles	\$19,032,212**	473**	Funding exhausted 12/07
Port of Long Beach	\$1,240,532	17	Funding exhausted 12/07
TOTAL PROGRAM	\$24,544,770	643	

*Refers to funds actually spent and does not include funds allowed for program administration. **Final tally for POLA trucks is preliminary, pending adjustments for late award cancellations.

As the above table shows, the Port of Los Angeles (POLA) has provided 78% (\$19.0 million) of the funding for fleet modernization awards since program inception. A combined \$4.3 million in award funds have been provided by CARB, EPA, and the MSRC (AB 2766 funding). The Port of Long Beach (POLB), which became a program funder in 2007, has now contributed \$1.24 million in grant funding to replace port trucks. (POLB also funds the “pilot” port truck retrofit program, as described below.) Until further funds are provided by

these five (or other) sources, no new awards can be made under the fleet modernization program.

Although the program is currently closed to new awards, the 643 lower-emitting replacement trucks funded through the program are making major contributions towards improved air quality and human health in the South Coast Air Basin. Perhaps the most valuable benefit – reduced human exposure to emissions of harmful diesel particulate matter – is especially being realized throughout the Gateway Cities sub-region, including within and around the Ports and along key goods movement corridors.

Status of Pilot Port Truck Retrofit Program

Funded by POLB, the Port Truck Retrofit Program is a COG-administered “pilot” effort to retrofit 50 port trucks with CARB-approved diesel emissions control devices. As of January 30, 13 trucks have completed retrofit installation, and five are in the process of being prepped for retrofit. We continue to monitor participant activities and assist them with any issues they encounter. The first few awardees are now being scheduled to return for a 90-day post-installation inspection of the retrofit device on their trucks.

Currently there are 31 retrofit applications in progress which, if approved, will likely exhaust program funds. However, the Port of Long Beach has indicated that the program may need to “pause” in mid February pending new potential announcements about the Clean Trucks Program. At that time, the relative costs and benefits of replacing versus retrofitting trucks will be assessed by the ports.

Other Recent Accomplishments

Other accomplishments by the COG team since the last monthly update include the following:

- Continued to work with fleet modernization participants having problems or issues, or failing to meet program requirements. This included responding to stolen trucks, driver illnesses, and one driver’s loss of license; and reviewing requests by several port truckers to pursue work outside of the port drayage vocation, due to their perception that work at the ports has significantly slowed.
- Completed our response to a Freedom of Information Act request regarding program and participant information, per direction of COG legal certain.

Update on the San Pedro Bay Ports Clean Trucks Program

As described in previous reports, the San Pedro Bay Ports are embarking on a landmark “Clean Truck Program” to replace or retrofit nearly 17,000 port trucks. Building on the five-year legacy of running the very successful Gateway Cities fleet modernization program, the COG team has submitted a preliminary proposal to develop and implement a large-scale program for the Ports that can help achieve this very aggressive goal. Following the Port of

Long Beach vote, the Port of Los Angeles voted to approve a \$35 charge on TEUs. During a joint meeting on January 14, Los Angeles and Long Beach Boards approved an infrastructure fee that would generate \$1.4 billion for transportation projects to improve traffic flow and air quality in the harbor area. By mid to late February, the Ports are expected to make new public announcements about how the Clean Trucks Program will be implemented, and what they intend to do regarding an employee/concessionaire plan.

Anticipated Activities for February 2008

During February 2008, we anticipate working on the following:

- Continue to implement the day-to-day management of the fleet modernization program
- Continue retrofitting port trucks for the 50 truck “pilot” demonstration program, as directed by POLB staff
- Collect and review 90-day retrofit device data from early awardees under the retrofit program
- Continue to attend meetings with major truck manufacturers to discuss costs and logistics of supplying trucks for the CTP
- Continue to provide the ports with needed information to understand how the Gateway Cities program can meet the needs of the Clean Trucks Program
- Process “exit” paperwork for additional program awardees (those awarded in February 2003) who are now completing their five-year contractual obligations
- Continue working with any participants of both program elements who may have problems or issues
- Continue working with the COG legal team to help resolve issues involving program participants (if any)

**VII. CONSENT CALENDAR
ITEM E**

**Status Report from Lobbyist,
Government Relations Consultants**

G O V E R N M E N T R E L A T I O N S C O N S U L T A N T S

To: Richard Powers
Executive Director Gateway Cities Council of Governments

From: Allynn Howe
Government Relations Consultants

January 29, 2008

January Report

Gateway Cities COG meets with Congressional Delegation.

Our office participated in discussing the process and the priorities of the Gateway Cities COG with Reps. Dana Rohrabacher, Linda Sanchez, and Laura Richardson. All offices were strongly supportive of the efforts of the Gateway Cities COG to relieve congestion, reduce pollution and improve the movement of goods through the region. Follow up communications are ongoing, but everyone anticipates a series of meetings in Washington, DC with DOT and Congressional leaders early this year.

TRANSPORTATION

The National Surface Transportation Policy and Revenue Study Commission this week released its final report to Congress detailing its recommendations for the nation's future transportation policy. The 12-member, bipartisan commission was mandated in the enactment of the 2005 SAFETEA-LU law and was tasked with recommending ways to address deteriorating conditions among the nation's roads, bridges and highways, passenger and freight rail systems, and public transit networks.

A key finding of the report is that at least \$225 billion must be invested annually, and possibly as much as \$340 billion, over the next 50 years to bring the current transportation network into a "good state of repair." The White House Office of Management and Budget released projections last year indicating that the Highway Trust Fund faces a \$4 billion shortfall in fiscal year 2009, despite the current surplus, unless new sources of revenue are found or spending is reduced.

The aspect of the long-anticipated report that received the most attention is a recommendation by the commissioners to increase the current federal excise tax on gasoline from 18.4 cents per gallon by as much as 40 cents a gallon over the next five years. This major investment, the commission argues, is the best short-term solution to the nation's transportation infrastructure problems.

The commission stated that the motor fuel tax will continue to be a viable source of revenue for surface transportation at least through 2025, but indicates that a shift will have to occur to a fee system based on vehicle miles traveled (VMT), "provided that substantial privacy and collection cost issues can be addressed." Also listed among the recommendations of the commission were: a paring down of the 108 existing federal surface transportation programs into 10 new programs; departing from the "block grant model" of project funding to a system of increased accountability; implementing user-based fees to raise revenues; and lifting the ban on tolling on the national interstate system.

Three of the four White House appointees to the commission, including Transportation Secretary Mary Peters, dissented on some of the final recommendations, citing concerns that raising taxes and increasing the level of bureaucracy is not "the answer...to find[ing] a better way to invest in, manage, and operate our transportation system." Although the Democratic Congress is unlikely to suggest increased gasoline taxes in an election year -- particularly in the face of Republican opposition and a probable White House veto -- the report does lay the foundation for debate for a new highway authorization bill in 2009.

The House Transportation and Infrastructure Committee held a hearing on Thursday regarding the Commission's recommendation to increase substantially the federal motor fuels tax. The commissioners who testified attempted to make it clear that increasing the gas tax is not the centerpiece of their report, but rather one key component of a complete overhaul of the surface transportation system. Additional hearings to discuss the commission's recommendations will likely be held throughout the rest of the year.

The entire 258-page report can be viewed online at:
http://www.transportationfortomorrow.org/final_report/

The President

The President gave his State of the Union Speech last night and reiterated his strong opposition to the earmarks that were supported by the not so new Democratic leadership in the FY 08 bills. The President withdrew his threat to block spending on the already approved earmarks but vowed to veto any bills that did not reduce new earmarks by half. The President's budget for FY 2009 will be released on Monday and many anticipate significant reductions to be proposed. House and Senate will take up the budget in February and apportion to the Appropriations Committees.

**VII. CONSENT CALENDAR
ITEM F**

**Annual Financial Report for Fiscal Year
2006-2007
(enclosed)**

VIII. REPORTS

ITEM A

Water Challenges for 2008

**Presentation by Jeff Kighlinger, General
Manager, MWD**

**Presentation Synopsis for Jeff Kightlinger, MWD General Manager
Governing Board of the Gateway Cities Council of Governments
Wednesday, February 6 – 6:15 pm**

Water supply is a growing concern for the state. Record dry conditions and the reduction of Northern California supplies per a federal court order to protect endangered species have impacted our main drinking water sources. The Metropolitan Water District of Southern California is already using its reserves to augment everyday water supply needs. Southern California's water situation is serious, but its residents, business, community and elected leaders can help. As part of our ongoing efforts to keep you well informed, we have asked Jeff Kightlinger, General Manager for the Metropolitan Water District to join us and speak before our monthly Governing Board meeting on Wednesday, February 6th.

“Water Challenges for 2008” will provide you with an overview of both state and Southern California water picture including a summary on storage and investments in regional supplies. The presentation will address the Colorado River system, along with projected storage and runoff for 2008. In his presentation Mr. Kightlinger will describe a broken California Bay-Delta that has become a less-than-reliable source of supply for 25 million Californians, including Bay Area, Central Valley and Southern California. The presentation will identify Delta vulnerabilities associated with seismic activity, flooding due to natural subsidence and/or climate change as well as setbacks associated with fishery declines and federal court orders. In closing, Mr. Kightlinger will provide a list of possible alternatives needed to implement long-term, comprehensive solutions. Metropolitan has stressed that California requires long-term supply reliability and improved water quality coupled with restored Delta habitat.

The Metropolitan Water District of Southern California is a consortium of 26 cities and water districts delivering an average of 1.7 billion gallons of water per day to nearly 18 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino and Ventura counties. Metropolitan's mission (mwdh2o.com) is to provide its service area with adequate and reliable supplies of high-quality water to meet present and future needs in an environmentally and economically responsible way.

VIII. REPORTS

ITEM B

Gateway Cities COG Comments on 2008 Draft SCAG RTP

TO: Board of Directors

FROM: Richard Powers, Executive Director

SUBJECT: Gateway Cities COG Comments on 2008 Draft SCAG RTP

Background

The Southern California Association of Governments (SCAG) has prepared a draft of the 2008 Regional Transportation Plan and requests comments from the public no later than February 19, 2008. COG staff have reviewed the draft document and prepared the attached comment letter.

Issue

The highlights of the COG's comments to SCAG on the draft plan are as follows:

- 1) The status and nature of the I-710 project between Long Beach and SR-60 are not clearly defined in the draft RTP. It is not clear whether the project is included as a toll facility or an alternative technology corridor.
- 2) The draft RTP includes a region-wide high-speed transportation system that would carry both passengers and freight. It is not clear how the freight portion, which would "parallel" the I-710 corridor, would relate to that project or how the inclusion of this system in the RTP might affect the analysis of alternatives in the I-710 EIS/EIR. It is also premature to specify a container volume that could be carried by such a system.
- 3) For the plan horizon year of 2035, SCAG staff developed both a "baseline" growth forecast, based on local jurisdictions' input, and a "policy" growth forecast that reflects a denser development pattern with more growth near the coast and less inland. It is the policy forecast that is the basis for the draft RTP, but since cities have not reviewed or agreed to the redistributions in the policy forecast, SCAG should use the baseline forecast in its plan analysis. Some parts of the Gateway Cities subregion are projected by SCAG to have far denser growth than is envisioned by local jurisdictions.
- 4) Several freight rail grade separation projects within the Gateway Cities are missing from the RTP and are recommended for addition.

Since the comment letter is due to SCAG by February 19, and the COG Transportation Committee and Board will not meet again before then, staff is requesting approval of the foregoing general policy comments. The actual comment letter may be modified per the Committee and Board's direction to provide SCAG with the relevant details to support each comment, or additional issues may arise with the document.

Attachments

Proposed draft comment letter to SCAG.

Recommended Action

Review proposed comment letter; provide direction to staff and approve submittal of comment letter by the February 19, 2008 deadline.

DRAFT FOR DISCUSSION

Hasan Ikhata, Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: 2008 Draft Regional Transportation Plan (RTP)

Dear Mr. Ikhata:

The Gateway Cities Council of Governments (GCCOG) appreciates the opportunity to comment on the 2008 Regional Transportation Plan being prepared by the Southern California Association of Governments. The 2008 RTP process has been an open and inclusive process with many opportunities for participation by regional jurisdictions and the public.

GCCOG has the following specific comments and concerns about the RTP.

- The I-710 project between the San Pedro Bay Ports (SPBP) and State Route 60 does not appear to be clearly and consistently represented and included in the draft 2008 RTP. It is shown in Table 3.2 and on Exhibit 3.3 as a mixed flow highway project with a completion date of 2020. However, page 117 of the Draft RTP refers to “the first phase of a dedicated, toll clean technology truck lane system,” and page 118 and Exhibit 3.9 clearly describe “the I-710 as the first phase of a comprehensive system.” The Supplemental Goods Movement Report (page 23) also identifies I-710 as a “specific corridor under consideration for” a dedicated clean technology truck lane, but it does not mention the possibility of tolling. SCAG staff have indicated that I-710 was modeled as a tolled truck lane. Yet Table 3.3, HOT Lanes and Toll Facilities, does not list the I-710 as a toll facility project.

The RTP project description for I-710 should note that there is a current effort to evaluate the feasibility of alternative technologies in the I-710 corridor, but that no decision on the use of that type of technology to move freight has been made as of the date of the RTP.

The RTP should also include the I-710 early action projects in the constrained plan (Shoemaker Bridge/Anaheim St and PCH interchanges, Firestone Blvd. interchange and Northbound Atlantic Blvd./Bandini Blvd. ramp/interchange). Los Angeles County RTIP project No. LAE3773 (page 7 of the Project Listing Report) refers to “reconstruct[ing] I-710 interchanges as part [of] I-710 corridor improvement program,” but does not identify which specific projects are programmed or planned for the identified funding of \$7.4 million.

There is an I-710 project, titled "freeway corridor improvements," in the strategic plan, but the lead agency is shown as the City of Los Angeles, which is not the case for the I-710 project. It is unclear why this listing is included.

- We are concerned that the inclusion of a 9.2-million-TEU High Speed Rail Transport system for cargo in the RTP could adversely affect the evaluation of alternatives, including alternative cargo movement technologies, for the I-710 corridor EIR/EIS, by effectively prejudging the outcome of this critical local planning process. For example, Table 3.9 and the text on page 121 describe a system that would run from the ports to some inland facility in San Bernardino. The system would carry only freight from the ports north to a junction with the east-west initial operating segment of a combined passenger-freight high-speed system. The port segment is described as running "parallel to the I-710/Alameda Corridor."

It is not clear how or whether it might be necessary to alter the I-710 EIR/EIS process to analyze the alternative technologies in the context of this regional system envisioned in the RTP. It is not clear how SCAG determined that the HSRT will handle 9.2 million TEUs, or how this capacity compares to the actual corridor need. Further, it is unclear whether the alternative technology scenario to be investigated in the I-710 EIR/EIS may (or may not) be part of a regional system. The RTP should be clarified to explain the status of the EIR/EIS and how alternative technology is being evaluated and what role it might play in the ultimate outcome for freight movement in that corridor. The COG is supporting the "idea" of a freight movement corridor that would handle large volumes of freight, but it is very presumptuous to assume a container volume and technology at this time.

- A related point is that it is unclear where in San Bernardino an inland port facility for freight might be developed. Other areas (e.g., North Los Angeles County) are also vying to be a location for an inland port should the concept prove feasible.
- It is also unclear just what plan for high-speed regional transportation is included or recommended in the RTP. Appendix F of the Transportation Finance Supplemental Report includes one report on "HSRT/Alternative Technology Systems for Passenger and Freight" and another on "Orangeline High Speed Maglev." It is not clear how these two systems or segments might coordinate or relate to each other when built. Also, the former report contains a section at the end on "Environmental Mitigation and Mobility Initiative," but again it is unclear how this system might relate to the system described in the balance of the document or which system SCAG is envisioning for implementation in the RTP. Supplemental Report No. 9 ("High Speed Regional Transport System") presents much of the same information as does the similarly titled report in Appendix F, but does not include any mention of the "Environmental Mitigation and Mobility Initiative." Clarification of how these two systems relate (if they do) should be included in the plan.

- SCAG developed a baseline population, housing, and employment growth forecast out to 2035 based on local input from cities and counties. However, SCAG has based the proposed draft 2008 RTP on a policy forecast that differs from the baseline in significant ways at the local (city) level as well as at the subregional and county levels. The policy growth forecast raises some questions about the underlying assumptions. For example, some older, built-out areas where SCAG predicts greatly increased residential density are unlikely to shift from industrial uses even as they may redevelop.

Unless SCAG can assure cities that having a planned or actual growth pattern different from that in the 2035 RTP forecast will have no undesirable consequences – for example, a reprioritization of transportation project funds – SCAG should use the cities' own baseline forecast as the basis for the analysis in the 2008 plan recommended for adoption. COG staff will provide SCAG staff with a list of the specific discrepancies between city forecasts and the SCAG policy forecast for the Gateway Cities in advance of the RTP comment deadline.

This is a major concern for Gateway Cities as the forecast being assumed by SCAG appears likely to result in higher density developments in Gateway Cities for areas that are already densely developed. This decision by SCAG could “skew” the regional traffic model (2035 projections) and make those projections unreliable or inaccurate for Gateway Cities. We believe that the baseline forecast should be adopted as the official forecast for the RTP as it reflects local input and is the most likely and therefore the most accurate growth scenario.

- It appears that several freight rail grade separation projects of concern in the Gateway Cities subregion are omitted from the RTP and should be included in this long-range plan. (These comments assume that the LA County grade separation projects shown in Exhibit 3.11 are listed in numerical order as in the other county exhibits.) The requested projects are identified as follows:
 - Lakeland Road crossing (BNSF) – Santa Fe Springs
 - Pioneer Boulevard crossing (BNSF) – Santa Fe Springs
 - Rosemead Boulevard (UP) – Pico Rivera
 - Paramount Boulevard (UP) – Pico Rivera
 - Garfield Avenue (UP) – City of Commerce
 - Valley View/Stage Road (BNSF) – Santa Fe Springs and La Mirada
- On page 67 of the Draft RTP appears a statement that “More than 60 percent of the containers processed by the ports will involve a truck trip within the SCAG region.” The Multi-County Goods Movement Action Plan places this figure at close to 80%. This and other discrepancies between the RTP and the Multi-County Goods Movement Action Plan should be addressed and resolved.
- Table 2.6, Daily Truck Volumes by Corridor, omits two of the corridors most heavily used by trucks: I-605, and State Route 91. The 2002 and 2025 counts for these

freeways should also be included and considered in SCAG's analyses of regional and subregional goods movement impacts. Gateway's recent study of the 91 and 605 freeways projects that in 2030, the 91 freeway will carry 41,800 trucks daily and I-605 will carry 38,050 (north of 91).

- The observation on page 120 that passenger train volumes are expected to experience growth similar to that in freight train volumes seems irrelevant to the freight discussion.

VIII. REPORTS
ITEM C

Report on Orangeline Prioritization

TO: Board of Directors
FROM: Richard Powers, Executive Director
SUBJECT: Report on Orangeline Prioritization

Background

At your November 7, 2008 Board Meeting, a report was given by Board President Guerrero on behalf of the COG executive officers, of the overall priorities of the COG. The prioritization of the Transportation category was recommended as follows:

I-5 Corridor

I-710 Corridor

SR 91/ I-605/ I-405 Corridor

Intelligent Transportation Systems (ITS)

SCAG Regional Transportation Plan (RTP)

Truck Inspection and Enforcement Study

Orangeline High Speed MAGLEV

Following discussion by the Board, a motion carried to “approve the COG priorities as outlined by the executive officers and presented by President Guerrero, with the exception of the priority placement of the Orangeline Maglev project, which will be assigned a priority order by the Board of Directors after the Board has completed its consideration of the request of support by the Orangeline Development Authority of its application to the California Transportation Commission”.

Additionally, at the November 7, 2008 COG Board of Directors meeting, a motion carried “that the City Managers Steering Committee be directed to meet with the Executive Director of the Orangeline Development Authority in order to give him the opportunity to explain why the Orangeline Development Authority’s proposal would not compete with the COG’s other priority projects”.

Additionally, a motion carried that the COG executive officers and Executive Director confer with the COG’s Sacramento lobbyist to determine what impact placing the Orangeline Development Authority’s request would have on funding other COG priority

projects and how the project would be viewed by the California Transportation Commission and CTC staff.

Follow Up from November 7, 2008 Board of Directors Meeting

1. The City Managers Steering Committee met with the Executive Director of the Orangeline Development Authority per Board direction. Subsequently, the Steering Committee recommended to the COG Transportation Committee and the COG Board of Directors the following motion:

City Managers Steering Committee Motion on Orangeline Support

The City Manager's Steering Committee recommended taking the following position of support for the Orangeline to the GCCOG Transportation Committee and GCCOG Board.

City Manager's Steering Committee recommends the COG support a high-speed, environmentally friendly, grade separated transit project that will also allow pedestrian and bicycle uses on the Pacific Electric West Santa Ana Branch right-of-way.

COG support of any transit project will not conflict with COG established transportation project priorities or funding. The Orangeline transit corridor project is the fourth priority behind I-5, I-710, SR-91/I-605/I-405.

Furthermore, the City Manager's Steering Committee recommends that a Los Angeles/Orange County Transit Task Force be established as a follow on to the Orange County/Los Angeles County cross border initiative. The Task Force would be made up of Los Angeles County/Orange County elected and appointed officials with representatives from MTA, OCTA, Gateway Cities Council of Governments, Orange County Council of Governments, Orangeline Development Authority and the City of Los Angeles. The Task Force would be charged to investigate the feasibility of a high-speed, environmentally friendly, grade separated, transit project between Los Angeles and Orange counties.

Additionally, it is recommended that, in the course of studying high-speed rail transit alternatives, OCTA and MTA provide funding to the Gateway Cities Council of Governments, the Orange County Council of Governments, the Orangeline Development Authority and the City of Los Angeles to fully participate in the study, and that OCTA and MTA staff the Task Force.

2. Pursuant to Board direction, the COG's Sacramento lobbyist filed a report with the COG relating to the funding impact from the Orangeline request on other COG priority projects. That correspondence is attached.

Recommended Action

This is a policy matter for Board determination



CALIFORNIA STRATEGIES
& ADVOCACY, LLC

TO: Mr. Richard Powers
FROM: Mark Watts
DATE: December 18, 2007
SUBJECT: Orangeline Project

Thank you for the excellent orientation session last Thursday regarding the issues of concern to Gateway Cities COG. In addition to the project level briefings provided by you, Jerry Wood, and Nancy Pfeffer, I also had the opportunity to attend the LA/Orange County work group session studying trans-border transportation issues.

One of the initial key assignments you directed me to undertake was to review and consider the state level funding sources that may be available for the Orangeline.

The possible emergence of the Orangeline Maglev project comes at a pivotal point in the funding availability for state transportation programs. On the positive side, in 2006 voters approved both Proposition 1A and 1B, which taken together, promise to stabilize state transportation funding and provide a "funding bridge" to the future.

However, the promise of this more stabilized funding environment was weakened by the 2007 Budget Act and related trailer bills which redirected more than \$1 billion in state transit funding and altered the proportion of State Transportation Improvement Program (STIP) funds for transit capital investments in favor of increasing the share of state subventions directly to local transit agencies for operational funding.

Within this backdrop, the COG board has requested an assessment of the availability of public funds for the Orangeline project and the implications for previously established COG priorities.

I have reviewed recent CTC documents regarding the status of the STIP as well as the various Proposition 1B categories. These would be the logical sources of state funding for a project such as the Orangeline, and as well, are the principal sources of state funding for the COG's project priorities: I-5 Widening and I-710 Improvements. I was also able to validate the following analysis with the CTC staff.

The STIP benefits from the adoption of Prop 1A. The STIP is the state's New Capacity program and is funded in its entirety by the Prop 42 funding formula, further protected by Prop 1B, which dedicates 40% of the state's sales tax on gas, or roughly, \$600 million annually.

The I-5 Widening project has a firm funding component from the STIP; without this and the local commitment by LA Metro of local sales tax funds, the substantial amount of Prop 1B funds awarded to this project last spring would be in jeopardy and this project would be delayed indefinitely.

The CTC is presently bringing into alignment the reduced STIP resources mentioned above with programming and project approval fund levels. If the Orangeline were to be programmed with STIP funds in the declining STIP allocation capacity environment, it would clearly have a detrimental effect on the I-5 Widening project, putting at risk the nearly \$380 M in Prop 1B funds.

Please don't hesitate to contact me if you have any further questions or concerns.

VIII. REPORTS

ITEM D

Discussion Regarding Stipend for Board of Directors

TO: Board of Directors

FROM: Richard Powers, Executive Director

SUBJECT: Discussion Regarding Stipend for Board of Directors

Background

At the meeting of January 2, 2008, the Board asked staff to place an item on the agenda for tonight's meeting for a discussion regarding Board of Directors meeting stipends and to report on changes in the Consumer Price Index since the establishment of the stipend.

In Fiscal Year 1998-99, the Board of Directors established a stipend of \$100, based on attendance, for Executive Committee members who attended the monthly meeting of the Executive Committee. At that time, the Executive Committee met on a monthly basis, while the full Board of Directors met once a year. On June 30, 2004, the Board of Directors approved a recommendation to increase the participation by all member cities by having the full Board meet on a monthly basis and to extend the monthly \$100 stipend to the full Board, again based on attendance.

Consumer Price Index

Since the establishment of the monthly Executive Committee stipend in July 1998, the Consumer Price Index for the Los Angeles-Orange-Riverside County area has increased by 36.2% through December 2007.

Recommended Action

Hold a discussion and consider possible action.

VIII. REPORTS

ITEM E

Election to Fill Vacancy on MTA Gateway Cities Service Sector Council

TO: Board of Directors

FROM: Richard Powers, Executive Director

SUBJECT: Election to Fill Vacancy on MTA Gateway Cities Service Sector Council

Background

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

At this time the seat for an unexpired term will be filled by an elected official.

Issue

In accordance with the policy and procedures, applications were solicited by direct notification of all mayors and councilmembers as well as municipal transit providers.

Timely applications were received from two elected officials. The elected officials are:
Anne Marie Bayer, Downey
Ana Rosa Rizo, Maywood

The applicants responses to the applications questions are attached.

Attachments

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

Recommended Action

It is recommended that the Board of Directors select one of the two applicants for the unexpired seat on the Gateway Cities MTA Service Sector Governance Council.

Attachment 1

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

I. Council composition

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

II. Nomination procedure

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

III. Outreach

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

X. REPORTS FROM COMMITTEES
ITEM A
Conservancy Committee

TO: Board of Directors

FROM: Councilmember Patrick O'Donnell
Councilmember Edward Wilson

SUBJECT: San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy Update

Background

The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) was established by State Legislation in which the COG was an active participant. The COG is represented on the RMC Board by two members listed above.

Issue

The Board of Directors of the RMC met on January 28, 2008 in Rosemead. Grant applications to the RMC were due November 21, 2007, and most of the January meeting time was devoted to the review and discussion of the initial evaluation results.

The staff received 239 "Step 1" applications, totaling \$587 million in requests. A total of \$51 million is currently available. In mid-January, RMC staff notified applicants of their status: Tier 1 applications (ready for immediate implementation), Tier 2 applications (not ready yet, but still eligible for funding), and Ineligible. Eleven projects were deemed ineligible, including one in the City of Bellflower.

Fifteen projects fall into the Tier 1 category and will be asked to submit "Step 2" applications, which will be more detailed, including funding plans. The current total of the Tier 1 applications is \$45 million, though this number could change as the Step 2 applications are submitted. (For example, a single project, Wildwood Preserve Acquisition by the Cities of Glendora and San Dimas, currently requests \$25 million.)

RMC staff intend to review the Tier 2 projects to identify any that might be eligible for "promotion" to Tier 1 by the target funding date in June 2008. In March they will return to the Board with recommendations for "target areas" to help identify such Tier 2 projects. For urban areas, target areas would be low-income areas with high population density, high concentrations of youth, and few parks.

One of the projects proposed by the City of Bellflower was deemed ineligible because the current land tenure is 10 years rather than the 25-year requirement. However, the City submitted a letter to the RMC from the City Manager indicating that they are working with Caltrans to meet this requirement. A last-minute amendment to the Board action allowed the staff to reconsider eligibility for Tier 2 for those projects initially deemed ineligible.

Staff also analyzed the distribution of applications by COG area. Of the 239 received, 75 came from the Gateway COG area (31%), while more than half (129, or 54%) came from the San Gabriel Valley.

Attachments

RMC Board Report for Review of Grant Program (Item 8E on Jan. 28 agenda), exclusive of Exhibits listing individual projects. The full board report with project lists can be viewed at

http://rmc.ca.gov/board/2008_01_28%20meeting/RMC_BdRpt_012808.pdf, beginning on page 69.

Recommended Action

Receive and file this report.

**X. REPORTS FROM COMMITTEES
ITEM D**

**Report from the Transportation
Committee**

**1. MTA Long Range Transportation
Plan (LRTP) Update – Subregional
Priorities**

TO: Board of Directors
FROM: Bonnie Lowenthal
BY: Karen Heit, Transportation Deputy
SUBJECT: MTA Long Range Transportation Plan (LRTP) Subregional Priorities

Background

The 2008 revision is a minor update to the 2001 LRTP. The MTA started work on revising the LRTP in 2006. The effort was halted pending the status of Proposition 1B. The majority of Prop.1B funds that would impact the Plan have been allocated and the MTA is resuming revision of the LRTP.

At the January MTA Board Meeting, the MTA Board approved the Constrained and Strategic Plan Recommendations (Attachment "C") for inclusion into the Draft LRTP for public review. The schedule for the Plan will be as follows:

March 12 – April 28	Draft Plan released for 45-day public review
June	MTA Board adopts Final Plan
August	Submit final Plan to SCAG for incorporation into the 2006 Regional Transportation Plan (RTP)

An LRTP presentation will be made to the Transportation Committee at either the March or April committee meetings.

Issue

The MTA is in the process of developing the 2008 Long Range Transportation Plan (LRTP). As part of the revision, the MTA has circulated the Subregional Descriptions and requested that the COGs review the subregional descriptions, transportation priorities, and perspectives (Attachment "A"). Attachment "B" is an unfunded list of subregional priorities. MTA staff has asked that corrections be made to both Attachments and that they be returned to the MTA for inclusion in the Draft LRTP by February 21, 2008. Underlined changes are suggested made by GCCOG staff.

Attachments

- A- GCCOG Subregional Description
- B- Unfunded list of subregional priorities
- C- Constrained and Strategic Plan Recommendations

Recommended Action

Approve the Subregional Description and forward to the GCCOG Board for approval to submit to the MTA for inclusion in the 2008 LRTP.

Circulate the Attachment "B" to GCCOG Cities for addition/corrections and forward the results to the MTA for inclusion in the LRTP.

Attachment “A”

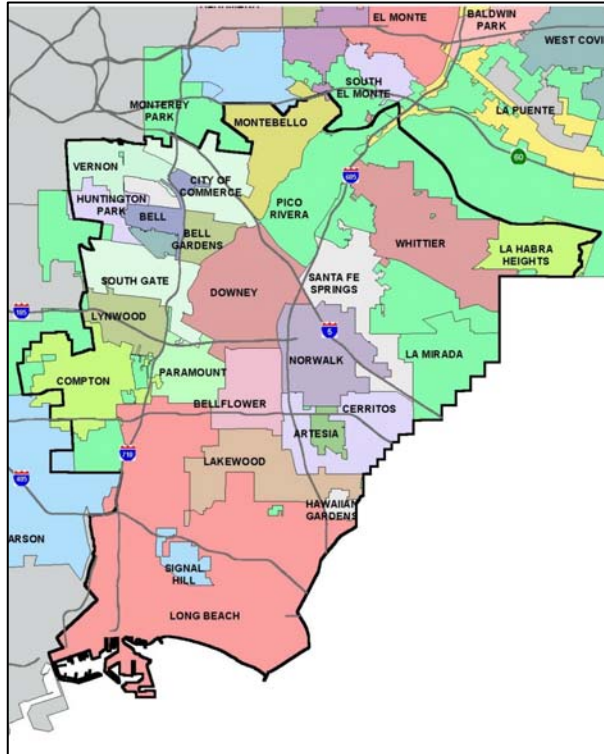
THE SUBREGIONS

The following section looks at the county’s transportation issues through a more local perspective—that of the nine subregions that range from 60 to 2,503 square miles in area.

Since each subregion has unique characteristics, needs, and opportunities, the following section expands on the discussion in the Long Range Transportation Plan by laying out the physical setting, major transportation facilities, and mobility challenges. It also identifies major projects that will be implemented by 2030, other projects that have been funded by Metro’s Call for Projects that are slated to proceed as well, provided adequate funding is available. Finally, this section identifies some additional transportation solutions that are candidates for funding if additional funding became available.

The following nine subregions are analyzed:

- Arroyo Verdugo
- Gateway Cities
- Las Virgenes/Malibu
- North Los Angeles County
- Central Los Angeles
- San Fernando Valley
- San Gabriel Valley
- South Bay Cities
- Westside Cities



GATEWAY CITIES

Artesia, Avalon, Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, La Habra Heights, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, and Whittier. Gateway Cities also includes the following unincorporated communities of Los Angeles County: East Los Angeles, Florence, Rancho Dominguez, East Rancho Dominguez, Rosewood (portion), South Whittier, Walnut Park and Willowbrook (portion)

SETTING

The Gateway Cities form the southeastern boundary of Los Angeles County. This subregion is bounded to the south by the Pacific Ocean and Ports of Long Beach and Los Angeles; the Orange County Line on the east; the I-110 (Harbor Freeway) on the west; and SR-60 (Pomona Freeway) on the north.

This subregion has an approximate resident population of 2.5 million people. The Gateway Cities have a highly diverse population that has formed and retained a unique identity throughout various cities. The subregion is home to highly urbanized areas including Long Beach, the County's second largest city, and industrial oriented cities such as Vernon and Commerce, traditional residential suburbs such as La Habra Heights and a broad spectrum of balanced communities that fall between. The Port of Long Beach is located within this subregion and serves as an important industrial center and economic driver for all of Southern California.

MAJOR TRANSPORTATION FACILITIES

The SR-60 (Pomona Freeway), SR-91 (Artesia Freeway), and I-105 (Glenn Anderson Freeway) serve as major east-west freeway corridors in this subregion. The I-5 (Santa Ana Freeway), I-405 (San Diego Freeway), I-710 (Long Beach Freeway), and I-605 (San Gabriel River Freeway) freeways serve as the major north-south corridors. An airport located in the City of Long Beach serves as a hub of corporate activity as well as being one of the busiest airports in the world. The subregion is home to the Port of Long

Beach. The port of Long Beach combined with the adjacent Port of Los Angeles constitutes the fifth busiest port in the world and the largest container port in the United States. The ports are served by the Alameda Corridor, a 20-mile railway designed to speed cargo and containers from the Ports to the rest of the country. The Ports are also served by the freeway network described above.

The subregion is served by the Metro Blue and Green Light Rail Lines as well as the Harbor Transitway running along the I-110 to the subregion's western boundary. These major transit infrastructure improvements help move people to the ports and other employment areas within the subregion. The subregional bus system consists of: Metro Gateway Cities Service Sector, Long Beach Transit, Norwalk Transit, Commerce, and Montebello Municipal Bus Lines. . In addition, many cities operate transit and dial-a-ride services, such as La Mirada Dial-a-Ride, within their cities. Metrolink's Orange County Line provides commuter service with stops in Norwalk/Santa Fe Springs and the City of Commerce.

MOBILITY CHALLENGES

The Gateway Cities subregion has one of the largest all weather ports in the world. As the 13th busiest cargo container port in the world, the Port of Long Beach moved \$140 billion worth of cargo in 2007. When the Port of Long Beach is combined with the Port of Los Angeles, they comprise the fifth largest port in the world, making goods movement the greatest mobility challenge for the subregion. About 60% of all goods imported to the United States from Asia arrive via the two Ports and travel on to their final destinations on gateway freeways and rail.

Currently, goods movement-related traffic is growing at a faster rate than that of automobiles. Daily truck traffic on the I-710 alone is expected to dramatically increase from 30,000 to approximately 100,000 trucks a day by the year 2025. The trucks transporting cargo to and from the Port of Long Beach use Ocean Boulevard, I-710, SR-47/103 (Terminal Island Freeway), and I-110. Truck traffic on SR-91 east of the I-710 is expected to go from 13,000 daily trips to 42,000 daily trips in 2030. The heavy congestion generated by this truck traffic also has a significant impact on the traffic flow of I-710, I-405, SR-60, SR-91 and I-605 freeways.

Air quality degradation is a critical issue as maritime and port-related truck traffic results in significant diesel emissions, including diesel particulate matter pollution. This condition is exacerbated by trucks idling in traffic congestion. Numerous health impact studies have been done and the subregion is characterized by pollution related health risks attributable to port and freeway related diesel usage. Reducing and mitigating air quality impacts is one of the subregions' leading goals.

Safety is also an issue due to aging and inadequate design of transportation infrastructure that requires trucks to weave across multiple lanes in short distances, especially at major freeway interchanges. Railroad and arterial grade crossings cause

traffic queues, delays and accidents in this subregion. Identification, prioritization of such locations, and providing funding for improvement at regionally significant railroad/arterial grade crossings remain a very important element in improving the transportation infrastructure.

WHAT THE FUTURE HOLDS

To address the subregion's mobility challenges, the Gateway Cities and Metro have undertaken many transportation improvement projects that are expected to be operational by 2030. These include:

- Implementation of a major congestion relief strategy as the outcome of the Major Corridor Study along I-710 freeway, along with an air quality plan;
- Rail/Highway grade separations in Commerce and Santa Fe Springs Pico Rivera and LA Mirada;
- Implementation of seven new Metro Rapid bus lines;
- I-5 carpool and mixed-flow lanes from I-605 to Route 91 construction to begin in 2010.
- Construction of the Carmenita Road interchange improvements;
- I-5 carpool and mixed-flow lanes from I-605 to I-710 (Currently in the environmental phase)
- I-710 freeway improvements from PCH to Downtown Long Beach;
- Metrolink locomotive and passenger coach purchases;
- Metrolink rolling stock maintenance facility in San Bernardino phase 1A (phase 1B is subject to future funding availability);
- Traffic signal timing projects on numerous arterials; and
- High Speed Rail Transit Service – The privately funded Orangeline Corridor Development Project, which would provide high-speed rail service utilizing freeway and unused railroad corridors to Orange County.
- Multi-modal transportation improvements expected to be generated from the OCTA/MTA cross- county study.

Metro has also awarded funding through the Call for Projects process for several additional local priorities that are expected to proceed, subject to funding availability:

- Freeways – Interchange improvement and carpool lane construction on I-5 (Santa Ana Freeway), including the Carmenita and Valley View interchanges; I-710 Major Corridor Study (completed 2004);
- Arterials – Projects designed to increase capacity and improve mobility by reducing traffic congestion and problematic conditions at major arterials and intersections are currently underway. Examples are the Terminal Island Freeway interchange improvement at Ocean Blvd., and arterial carpool projects in Long Beach and northbound I-710 off-ramp reconstruction at Firestone Blvd. in South Gate;
- Signal Synchronization – In order to improve traffic flow throughout the subregion, major arterial corridor signals have been or will be synchronized in cities such as

South Gate, Compton, Downey and Lakewood. Additionally, the subregion will be among the first in the county to be equipped with the Information Exchange Network (IEN), which allows for the sharing of traffic signal data across jurisdictional boundaries to allow for improved traffic management;

- Transportation Demand Management –The capacity and inter-modal efficiency of transportation systems are improved through projects that involve change or improvement in policies or actions with focus on modification of travel behavior. Such projects have already been implemented or are in the planning stages. Examples are Parking Demand Management in Bellflower and a Southeast Regional Transit Information Network in Long Beach;
- Bikeway and Pedestrian Improvement Projects – In an effort to encourage use of alternate forms of transportation, a number of bikeway and pedestrian transportation projects have been funded through the Call for Projects. Such projects include Buena Vista Pedestrian Trail project in Avalon, the Artesia Metro Blue Line Station Pedestrian Access Improvement in Compton and the Class I Bike Path in the old Santa Ana Branch rail right-of-way. ;
- Transportation Enhancements – Transportation Enhancement Activities projects often involve rail corridor and streetscape improvements and station rehabilitation. Currently, some Transportation Enhancement projects are underway in the cities of Compton, Whittier, and Downey; and
- Transit – In an effort to improve transit facilities and services, Metro and the municipal transit operators are providing transit centers, bus stop improvements and utilizing new transit technologies. Several projects such as a Transit Center Expansion/Multi-modal Transportation Blvd. in Compton, Long Beach Transit Center Improvement at Pine Avenue and 1st Street, Santa Fe Springs Transit Center and a Bus Stop Improvement Project in Long Beach. In addition, Metro's Gateway Sector office located in Downey has carried out day-to-day operational functions since its inception in July of 2002.

STAKEHOLDER RECOMMENDATIONS

During the development of the Long Range Transportation Plan, Metro met with cities and the Gateway Cities Council of Government to gather input on additional subregional needs and priorities. These represent potential strategies that could be explored should additional funds become available through 2030. These strategies include, but are not limited to:

- Arterial and traffic signal improvements;
- Ramp widening and extended carpool lanes;
- More efficient, environmentally friendly goods movement strategies including utilization of alternative technologies;
- Strategies to mitigate port traffic congestion on the SR -91, I- 605 and I-405 Freeways
- Improving safety, increasing capacity enhancement on the Metro Blue Line;
- More timed connections and circular routes between municipal operators, including

- designating regionally significant “transit hubs”;
- Implementation of advanced ITS technology to maximize capacity on arterial streets and freeways with emphasis on goods movement.
- Seek opportunities for public/private partnerships, user fees and other non-traditional sources to fund nationally and regionally significant goods movement projects.

The Long Range Transportation Plan is a living document that will be continually updated. Metro will work with the Gateway Cities on an on-going basis to ensure that their priorities are taken into consideration during each annual update.

