

Gateway Cities Connections



Working Together to Improve the Quality of Life for More Than 2 Million People in Southeast Los Angeles County

MEASURE R SALES TAX PROJECT IN THE GATEWAY CITIES

Measure R has been one of many topics for conversation since before the November 2008 election. The Los Angeles County Metropolitan Transportation Authority (MTA) sponsored the 30-year half-cent sales tax measure, which was approved by the voters and certified by the LA County Board of Supervisors. The measure passed with 67.93% of the County Vote.

Table 1 contains Gateway Cities' Highway projects and Transit projects that will be funded by Measure R proceeds.

Measure R includes a 15% local return portion that will be made available, by formula, to each city (table 2 on page two provides an estimated allocation of 15% local return by city). Administrative guidelines for the use of these funds will be developed over the coming months.

Note (1) The estimates are based upon a Countywide sales tax estimate of \$40 billion, more recent estimates have been expressed in a range of \$30-40 billion.

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Table 1	Estimated Funding (in millions)
Gateway Cities Projects	
Highway Projects	
BNSF grade separations	35
I-605 Hot Spot Interchanges	590
I-710 Early Action Projects	590
Project Escalation	750
I-5 Improvement I-605-OC Line	265
I-5 Carmenita Interchange	138
Total - Gateway Cities Highway Projects	\$2,368 (30% of total hwy. allocation)
Transit Projects	
Metro Gold Line Eastern Extension Phase II (Whittier Terminus) (half assigned to Gateway Cities)	635.5
West Santa Ana Branch Transit Corridor	240
Portion of Regional Connector (downtown LA) assigned to Gateway Cities	32 % benefit of \$160 million
Project Escalation	224
Total - Gateway Cities Transit Projects	\$1,100 (8% of total transit allocation)
Gateway Cities Local Return (30-years)	962
Gateway Cities Bus Operations Subsidy (30-years)	654
Total Measure R Sales Tax Returned to Gateway Cities (30-years)	5,116 Billion
Total Measure R Sales Tax Contribution by Gateway Cities	6,800 Billion
Gateway Cities Percent of Return	75%*

MEASURE R (CONTINUED)

Measure R Estimated Allocation of 15% Local Return

(Based on 2008 Population)

Based on 15% of total sales tax yield of \$40 billion

Table 2

City	2008 Population	30-Year Estimate 15% Local Return	Annual Estimate
Artesia	17,552	10,009,952	333,665
Avalon	3,532	2,014,128	67,138
Bell	38,762	22,104,083	736,803
Bell Gardens	46,766	26,658,375	888,613
Bellflower	77,110	43,972,081	1,465,736
Cerritos	54,870	31,289,691	1,042,990
Commerce	13,536	7,718,922	257,298
Compton	99,242	56,592,684	1,886,423
Cudahy	25,879	14,757,535	491,918
Downey	113,379	64,654,528	2,155,151
Hawaiian Gardens	15,900	9,066,996	302,233
Huntington Park	64,747	36,922,064	1,230,735
La Habra Heights	6,140	3,501,343	116,711
La Mirada	50,092	28,565,031	952,168
Lakewood	83,486	47,608,004	1,586,933
Long Beach	492,642	280,929,764	9,364,225
Lynwood	73,147	41,712,175	1,390,406
Maywood	29,971	17,091,003	569,700
Montebello	65,668	37,447,266	1,248,242
Norwalk	109,695	62,553,722	2,085,124
Paramount	57,969	33,056,900	1,101,897
Pico Rivera	66,867	38,130,997	1,271,033
Santa Fe Springs	17,790	10,144,771	338,159
Signal Hill	11,402	6,502,006	216,734
South Gate	102,816	58,630,963	1,887,700
Vernon	95	54,174	1,806
Whittier	86,945	49,580,503	1,652,683

INTERSECTION UPGRADES THROUGHOUT THE GATEWAY CITIES

The Gateway Cities Council of Governments is nearing completion of the Phase I Truck Impacted Intersection Project. Under an agreement with the COG, the County of Los Angeles has overseen the design and construction of improvements to high priority intersections identified in a report by Meyer Mohaddes; which was the culmination of one year of working with all the cities in the Gateway Cities COG area to identify intersections that were heavily impacted by truck traffic moving through the subregion. Truck traffic through the Gateway Cities area has significant impacts on local roadways, particularly the intersections and approaches. The large proportion of heavy-duty trucks result in an average vehicle delay of 10 seconds per vehicle at intersections. Phase I of the Truck Impacted Intersection Project included improvements to 20 intersections.

The COG contracted with Los Angeles County Department of Public Works to utilize \$6.2 million in federal funding, achieved by the COG, and prepare the engineering plans, and complete the construction for Phase I. Improvements

in Phase I included installation of video detection cameras, longer signal mast arms, concrete approaches and intersections, improving turning radii, replacing curbs, gutters and sidewalks, upgrading bus pads, upgrading traffic signals, and signing and striping. Phase I construction began in 2006, and the last intersection is expected to be completed in early 2009.

The COG was awarded an MTA Call for Projects grant in 2005 to complete Phase II of the Truck Impacted Intersection Project; all of the funding is local, so the cities in Phase II will be responsible for preparing the plans, and constructing the projects. Of the 17 intersection in Phase II, three have been completed or are at near completion. The remaining cities are completing their construction agreements with the COG for the remaining 14 intersections. Work on Phase II will begin in the first quarter of 2009 with the design work and construction to follow in mid 2009. Improvements in Phase II include video detection, concrete intersections and approaches, traffic signal improvements, pedestrian improvements, curbs, gutters and sidewalks, and signing and striping.

Cities and Intersections Participating in Phase I
Artesia , Artesia Boulevard and Pioneer Boulevard intersection
Bell , Bandini and Eastern and Atlantic and Florence intersections
Bellflower , Lakewood Boulevard and Artesia Boulevard intersection
Commerce , Slauson and Telegraph Road intersection (shared with Montebello)
Cudahy , Atlantic and Patata intersection (shared with South Gate)
Downey , Florence and Paramount intersection
Huntington Park , Slauson and State Street intersection
Lakewood , South Street at Woodruff and Bellflower Boulevard intersections
Long Beach , Santa Fe Avenue and Pacific Coast Highway intersection
Lynwood , Imperial Highway and Martin Luther King Boulevard intersection
Maywood , Atlantic Boulevard and Slauson Avenue intersection
Montebello , Greenwood Avenue and Washington Boulevard intersection
Norwalk , Imperial Highway @ Norwalk Boulevard and Studebaker Road
Paramount , Rosecrans Avenue and Garfield Avenue intersection
Santa Fe Springs , Norwalk Boulevard and Telegraph Road intersection
Vernon , Slauson and State Street, and Soto/37 th Street and Bandini Boulevard

INTERSECTION UPGRADES (CONTINUED)

Cities and Intersections Participating in Phase II
Bell Gardens , two intersections to be determined by the City
Commerce , Washington Boulevard and Ayres Avenue
Downey , Washington Boulevard and Whittier
Huntington Park , Bickett Street and Slauson Avenue
Lakewood , Del Amo Boulevard and Pioneer Boulevard
Long Beach , Santa Fe Avenue and Anaheim Street
Maywood , Maywood Avenue and Slauson Avenue
Montebello , to be determined by the City
Norwalk , Imperial Highway and Bloomfield Avenue
Paramount , Rosecrans Avenue and Downey Road
Pico Rivera , Rosemead and Whittier and Washington Boulevard and Rosemead
Signal Hill , Orange Avenue and Willow Street
South Gate , Firestone and Garfield, and Firestone Boulevard and Rayo Avenue
Vernon , Atlantic Boulevard and Bandini Boulevard intersection

City of South Gate Phase II Intersection Project



Intersection of Firestone and Garfield

City of Lynwood Phase I Intersection Project



Intersection of MLK and Imperial Hwy

City of Pico Rivera Phase II Intersection Project



Intersection of Washington and Rosemead

GATEWAY CITIES COG HOMELESS STRATEGY

The Gateway Cities COG Homeless Strategy effort has gained momentum. PATH Partners has been meeting and working with our cities in both small and large groups.

Gateway Cities are highly motivated to solve homelessness as evidenced by meeting attendance. An impressive 25 out of 27 cities attended the first large meeting held at the Gateway Cities COG office on October 15. The focus of the meeting was the preliminary findings of a study on the housing inventory and services available within our 27 jurisdictions. Cities were encouraged to share local experiences with the homeless population within their cities. The next topic was a review of the project's planning process and a November meeting date was set. Cities were encouraged to contact community-based organizations who work either directly or indirectly with the homeless and invite them to attend the November meeting. Cities were also encouraged to have these organizations complete an on-line survey. This on-line survey is being used to collect valuable information about homelessness within each city, existing services and unmet needs of homeless people in Gateway Cities' communities.

At the November 12, 2008, meeting 23 out of 27 cities were in attendance along with representatives from community based organizations, city staff, and the COG's most recent members of the Ad Hoc Committee on Homelessness, Councilmember Gordon Stefenhagen, City of Norwalk and Councilmember Kathy Salazar, City of Montebello. Representing the City Managers Steering Committee are Fred Latham, City Manager, City of Santa Fe Springs and Ron Arias, Director of the Department of Health & Human Services, City of Long Beach.

The purpose of the meeting was to bring local stakeholders together to identify the needs and challenges of serving the homeless and to provide leadership in planning for local approaches and solutions to address homelessness. The discussion within each group was enthusiastic and very constructive. The groups were also presented with a set of Gateway Cities Homeless Strategy Guiding Principles, which include:

- ◆ Locally-driven: solutions that are developed with local expertise, planning and oversight.
- ◆ Multi-sector: Engages stakeholders from different sectors of the community.
- ◆ Outcomes: Results-based efforts to address homelessness.
- ◆ Partnerships: Foster creative and strategic partnerships and alliances.

Another point stressed amongst all attendees was that this strategy is a group effort. Solutions cannot be found without engaging all of our cities nor is there one single solution for all 27 cities. The strategy is a work in progress and will provide each city with customized solutions that work for them.

The next Homeless Strategy meeting is scheduled for February 11, 2009, at the Gateway Cities COG office.

The focus of the February 11th "Best Practices" forum is to invite city officials and community groups to hear about successful homeless services that exist in other cities and the County. The program will include experts who will share what they are doing in their communities, including homeless prevention services, housing, community participation and street outreach. We look forward to the next meeting and the solutions this project will bring to end homelessness in our cities.

ECONOMIC DEVELOPMENT STRATEGY SESSION WITH LAEDC

On Monday, December 1, the COG hosted the Los Angeles County Economic Development Commission (LAEDC) for an Economic Development Strategy Session. The President and CEO of LAEDC, Bill Allen, gave attendees a status report entitled "Drafting a Consensus Strategic Plan for Economic Development in Los Angeles County." This first-of-its-kind strategic plan is needed to address a range of regional issues, including the fact that since 1980, Los Angeles County has added four million residents while actually losing 50,000 jobs.

The strategy involves five key elements:

- ◆ Education and workforce development
- ◆ Maintaining a business-friendly environment
- ◆ Quality of life strategies
- ◆ Aligning land use and economic development
- ◆ Infrastructure strategies

Mr. Allen discussed specific strategies in each of these areas and received input from attendees during the two-hour meeting. Attendees represented many of the Gateway Cities member cities at both the elected and staff levels, as well as Chambers of Commerce and the auto dealers' association.

The COG staff will continue to work with the LAEDC to ensure that the County strategy takes into account the unique strengths and development needs of our region.

We anticipate more productive sessions such as this one.

MESSAGE FROM THE PRESIDENT



flow. To address both of these issues, we have now embarked upon a multi-year environmental review process of the I-710 Freeway Corridor. In addition, the Gateway Cities Council of Governments has instituted a groundbreaking initiative to advance alternative technologies for transportation and goods movement in the region. The Major Corridor Study that will be undertaken for the SR-91/I-605/I405 Freeway Corridor will strongly emphasize the use of these technologies as an alternative to simply adding lanes to the freeways.

Another major effort of which I am proud that we have undertaken is the Homeless Services Needs Assessment and Strategy, funded by the County of Los Angeles, which will result in a strategic plan to address homelessness in our cities. It is my strong feeling that we can accomplish much more in this needed area by this unified effort rather than leaving it to individual cities to develop strategies and programs on their own.

These major undertakings are intended to advance our core mission of improving the region's transportation, air quality, housing and economic health.

Anne M. Bayer, President
Board of Directors

It is an honor for me to serve as President of this dynamic organization which is made up of the 27 cities of Southeast Los Angeles County, as well as the County of Los Angeles and the Port of Long Beach. The region we serve has a population of over two-million people and an economy largely supported by the trade industry through our local ports, which accounts for 45% of the value of all goods that are shipped to the United States.

The goods movement industry that is vital to our economy also presents the dual challenges of managing the resultant impacts on traffic congestion and air quality in our region, through which these goods

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- Gloria Molina, LA County Board of Supervisors
- Mark Ridley-Thomas, LA County Board of Supervisors
- Port of Long Beach, Ex-Officio Member

2009 CALENDAR

January 2009

- 7 Board of Directors Meeting 6:00 PM
- 7 Transportation Committee Meeting 4:30 PM
- 21 I-710 TAC 1:30 PM
- 22 SR-91/I-605/I-405 TAC 10:00 AM
- 29 I-710 EIR/EIS Project Committee 6:30 PM

February 2009

- 4 Board of Directors Meeting 6:00 PM
- 4 Transportation Committee Meeting 4:30 PM
- 18 I-710 TAC 1:30 PM
- 19 SR-91/I-605/I-405 TAC 10:00 AM

All meetings are open to the public



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

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2 Million People in Southeast Los Angeles County**



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