

# Agenda

Los Angeles County  
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

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Windsor Conference Room, 15, Floor

1. Call to Order Action (*Sharon Perlstein*)  
*1 min*
  
2. Approval of Minutes Action (*Subcommittee*)  
Attachment 1: Draft April 19, 2007 Minutes  
*1 min*
  
3. Chairperson Report Information (*Sharon Perlstein*)  
*5 min*
  
4. Metro Report Information (*Randy Lamm*)  
*5 min*
  
5. Caltrans Report Information (*Kirk Cessna*)  
*5 min*
  
6. Status Reports on Extended Lapsing projects: Update (*Agency Staff*)  
I-710 Firestone, South Gate, ESGV SOM, LACDPW,  
Sepulveda – Lincoln to Centinela, City of LA  
*15 min*
  
7. Discussion, Review and Comment on: Discussion (*Heather Hills, Modal Leads*)  
Draft 2007 Call for Projects Rainbow Report  
*60 min*
  
8. New Business Discussion (*Subcommittee*)  
*5 min*
  
9. Adjournment Action (*Subcommittee*)  
*1 min*



Los Angeles County  
Metropolitan Transportation Authority

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The next meeting of the Streets and Freeways Subcommittee will be held on June 21, 2007 at **9:30 AM** in the Windsor Conference Room, 15<sup>th</sup> Floor. Please contact Randy Lamm at (213) 922-3035 or Daniel Wong at (213) 922-2398 should you have any questions or comments regarding this or future agendas.

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# Meeting Minutes

Los Angeles County  
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

Windsor Room 15<sup>th</sup> Floor

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**Members & Alternates:** Kirk Cessna, Joseph Alcock, Maged El-Rabaa, Abdollah Ansari, Sharon Perlstein, Fred Zohrehvand, Bahman Janka, Randy Lamm, Haripal Vir, Steve Huang, Michelle Mowery, Ken Johnson, Leon Swain, Mohammad Mostahkami, Mike Uyeno, Tom Gdala.

1. **Call to Order: Sharon Perlstein (Chair)**

The meeting was called to order at 9:45 AM.

2. **Approval of the March 15, 2007 Minutes (Subcommittee)**

Bahman Janka (League of Cities – San Gabriel Valley COG) motioned to approve the March 15, 2007 minutes, seconded by Tom Gdala (League of Cities - Las Virgenes Malibu COG). The minutes were approved.

3. **Chairperson Report (Sharon Perlstein, Chair)**

No Report.

4. **Metro Report: (Randy Lamm, Metro)**

Randy Lamm made the following announcements:

- Steve Finnegan will replace Dan Beal as the alternate for the Automobile Club;
- The vacancy on Streets and Freeways for the Arterial ITS alternate needs to be filled due to the retirement of Charng Chen from the City of Inglewood;
- The Westside Cities COG alternate is also vacant;
- Krishnial N. Murthy, previously a Senior Vice President from Parsons Brinckerhoff has been named Metro's new Deputy Chief Capital Management Officer. Mr. Murthy will join Metro on May 7<sup>th</sup> and will report to Rick Thorpe, Chief Capital Management Officer;
- Gerald Francis, Metro's General Manager for Rail Operations left Metro for a position at Washington Metro. Carolyn Flowers will temporarily assume his duties;
- Jack Eckles has been appointed the new Deputy Executive Officer for Safety and Security. He comes from the Los Angeles County Office of Education in Downey, where he was Security Services Manager;
- Edward Del Genio is Metro's new Deputy Executive Officer of Labor Relations. He was formerly with the United Airlines Law Division and Labor section;

- Renee Berlin and Diego Cardoso have been promoted to Executive Officers of Transportation Development and Implementation;
- Heather Hills has been promoted to Director of Long Range Planning;
- The next Streets and Freeways meeting is on May 17<sup>th</sup> and will be dedicated to reviewing the Call for Projects Modal Scores in the “Rainbow Report”. The meeting will start early at 9 A.M.;
- The special TAC meeting to review the Metro Budget scheduled for the afternoon of May 2<sup>nd</sup> will be rescheduled as the budget will be going to the Metro Board in June instead of May. The regular TAC meeting on the morning of May 2<sup>nd</sup> is still on;
- A status report on System Preservation will be given at the May 17<sup>th</sup> Streets and Freeways meeting. A System Preservation Steering Committee Meeting is scheduled for May 17<sup>th</sup> at 1:30 P.M.;
- At the June TAC, Call sponsors whose funds are subject to lapse on June 30<sup>th</sup> will be given an opportunity to appeal recommended funding deobligation;
- The FY 07 second quarter financial performance report shows that for the six months ending December 31, 2006, Prop A and C and TDA sales tax revenues are projected to be \$22.7 million or 2.8% more than the budgeted amount. STA revenues totaled \$96.4 million, which is \$62.5 million or 184% more than budgeted. STA was ahead of budget due to high gasoline prices during the past 12 months which created a windfall during FY 06.

5. **Caltrans Report (Kirk Cessna, Caltrans)**

Mr. Cessna did not have a report and he introduced Ron Kosinski, who is the Caltrans District 7 Deputy Director for Environmental Planning.

6. **Delegation of Environmental Approval to Caltrans (Ron Kosinski, Caltrans) Handouts**

Mr. Kosinski explained that FHWA has assigned to Caltrans the responsibility and authority for compliance with NEPA and other environmental laws. He introduced Dawn Kukla, NEPA Delegation Coordinator for District 7. Caltrans is interested in cooperating with local agencies in expediting the environmental approval process. Obtaining project approval is important because of California’s commitment to improving the environment by reducing carbon emissions from stalled traffic and congestion.

Ms. Kukla stated that the NEPA delegation to Caltrans is a pilot program that involves a learning period. Local agencies should anticipate additional paperwork because FHWA will be conducting performance audits. She informed the Subcommittee that the NEPA Delegation Program consist of two parts; Sections 6004 and 6005.

Section 6004 covers projects that are under Categorical Exclusions (CEs). CEs are relatively straight forward and do not require FHWA signatures on the Preliminary Environmental Study (PES) and CE forms. The draft Pilot Program Delegation MOU will be available for public review until May 29<sup>th</sup>. Between June and July, FHWA and the Council on Environmental Quality (CEQ) will review and approve the final MOU.

Section 6005 involves EIS and Environmental Assessments (EA) projects that have received comments during the public review period. Caltrans will review the documents and send them to FHWA for their review. Delegation for Section 6005 will likely occur in August

2007. A new Preliminary Environmental Scoping (PES) form will be created along with a new CE.

Ken Johnson (AITS) asked if the pilot program will eventually apply to state funding. Ms. Kukla replied that it is for federal funds only. Magan Champaneria (LADOT) asked Ms. Kukla what the additional paperwork will entail. She replied that it will involve primarily the Section 6005 projects requiring local agencies and their consultants to adopt a higher level of quality control for the documentation. Mr. Lamm asked how the NEPA delegation affects approval of E-76s. Mr. Cessna replied that the E-76 process will remain the same where Caltrans reviews the package from the local agencies and sends it to FHWA.

Mr. Kosinski reminded the Subcommittee that the local agencies need NEPA approval before proceeding to project final design. Mike Uyeno (City of Los Angeles) commented that many small cities start design once they get their funding, assuming that Caltrans would not stop them. Mr. Cessna stated it was alright to start design, but NEPA clearance is required before the local agency signs off on the final design.

Mohammad Mostahkami (League of Cities - Gateway Cities) inquired if a workshop will be held to inform local agencies and their consultants about the NEPA delegation process. Ms. Kukla replied that her staff will arrange workshops when the PES form and the MOU are finalized. California is one of five states that are involved in the NEPA pilot program. Documents and procedures are being put together, so the process is still in the preliminary stages. Mr. Kosinski commented that Ohio dropped out of the program because they lack the personnel to keep track of the paperwork.

Mr. Uyeno asked if the NEPA delegation will have performance benchmarks to determine the effectiveness of the program in streamlining the environmental review process. Ms. Kukla replied that FHWA will audit Caltrans twice a year for the first two years.

Mr. Uyeno asked if the Safe Routes to Schools application will be out at the end of April. Mr. Cessna replied that he does not have an application release date. Mr. Cessna introduced Monica Rebaddo, who is the new Senior Transportation Engineer, replacing Dale Benson. She will be responsible for North Los Angeles County and Ventura County.

#### **7. Goods Movement Efforts (Shahrzad Amiri, Metro)**

Ms. Amiri provided a recap and update on the Goods Movement Efforts Board report that was presented at the April 18<sup>th</sup> Planning and Programming Committee. She stated that the January 29<sup>th</sup> Board workshop on Goods Movement had generated interest among Board members. At its February meeting, the Board adopted two motions in connection with Metro's Goods Movement efforts. One motion requested recommendations on how the State Goods Movement Action Plan can be further enhanced to meet Los Angeles County's needs and what additional policy statements can be incorporated into Metro's goods movement policies. The second motion requested an analysis to determine the feasibility of placing an inland port in Los Angeles County.

The Planning and Programming Committee made the following recommendations related to those motions, which is included in Attachment 2 of the agenda packet:

- The State Goods Movement Action plan recommends an allocation of \$783 million of the \$2 billion State Infrastructure Bond to fund goods movement efforts in Los Angeles

County. Metro should ask for additional levels of funding and to use recommendations from the Multi-County Goods Movement Action Plan to advocate for additional projects;

- Approve the addition of two policy statements to Metro’s adopted Goods Movement Policies. The policy statements are in the Revised Goods Movement Policies in Part A of Attachment 2 in the agenda packet;
- Incorporate evaluation of the feasibility of a Los Angeles County Inland Port into the Goods Movement Strategic Plan for Los Angeles County to be initiated in FY 08;
- Direct staff to monitor the final report of the 1909 Commission and develop recommendations for Board Advocacy for Federal Funding in support of priority projects and process improvements to streamline environmental clearance of projects with federal funding;

Abdollah Ansari (City of Long Beach) commented that the Multi-County Goods Movement Action Plan should designate an east-west truck corridor in Southern California. It is critical that the County designate an East-West Corridor for goods movement. Without a designated corridor, other freeway improvement projects could claim to be goods movement related and compete for funding. Ms. Amiri replied that the Action Plan has considered various east-west corridors using the SCAG model. This would be the first step in identifying a potential east west freight corridor for further study and will be done in close collaboration and consultation with local agencies regarding the corridors and the next steps.

**8. 2007 Call for Projects (Heather Hills, Metro)**

Ms. Hills announced that Staff’s Preliminary Project Recommendations (aka “Rainbow Report”) is scheduled to be mailed on May 4<sup>th</sup>. It will be also be available Metro’s Call for Projects website by 8:00 am on Monday, May 7<sup>th</sup>. Project expenses totaled \$3.4 billion, with a request for funding in the amount of \$1.7 billion. Preliminary Call fund estimates and modal marks for the 2007 Call for Projects were presented to the Planning and Programming Committee on April 18<sup>th</sup>, with final adoption by the Board on April 30<sup>th</sup>.

**9. CMP Nexus Update (Robert Calix, Metro) Handout**

Mr. Calix informed the Subcommittee that the Planning & Programming Committee has adopted the guiding principles to Metro’s Congestion Mitigation Fee Feasibility Study. Before the next Board meeting, some of the language in the Guiding Principles may be modified where it relates to transit-oriented development. A copy of the draft Guiding Principles and the responses to comments is attached to the Board Report in Attachment 3 of the agenda packet. Mr. Calix stated that the guiding principles will help draft program guidelines over the summer. In turn, the program guidelines will allow for project identification and initiate the Nexus Study phase.

Mr. Mostahkami asked when do cities have to adopt a local ordinance for identifying CMP projects. Mr. Calix replied that cities normally act after a Nexus analysis is conducted. Leon Swain (League of Cities - North County Transportation Coalition) asked how much time will be needed for the Nexus analysis. Mr. Calix replied that the analysis should take about three to six months. Mr. Mostahkami asked if the mitigation fees that are collected will be reported to Metro. Mr. Calix replied that the details are being worked on, but Metro would have an auditing function to make sure that cities are using the mitigation fees on identified projects within the legally mandated five-year window. Tom Gdala asked how mitigation fee projects are determined to have regional significance. Mr. Calix replied that the

classification will be determined by the countywide stakeholders. The Arterial Master Plan will act as a starting point for the mitigation fee transportation network.

#### 10. CTC Update (Tim Papandreou, Metro)

Mr. Papandreou provided a recap of the following items from the March CTC meeting in Sacramento:

- Los Angeles County received a Traffic Congestion Relief Program (TCRP) allocation of \$16.7 million and a TCRP Amendment allocation of \$1.9 million for Metro's Expo Light Rail;
- Two locally administered projects were approved for a STIP-TE allocation: the Alondra Blvd Corridor Enhancement in Compton and the Long Beach Transit bus stop improvements;
- Environmental Enhancement and Mitigation funds were allocated for the following locally administered projects:
  - Hollywood Beautification Team Native Habitat Restoration;
  - Koreatown Youth and Community Center Greening;
  - Audubon Nature Trail;
  - City of Los Angeles Growing Livable Neighborhoods;
  - City of Pasadena Arroyo Seco South Entrance Planning Restoration;
  - City of South Gate Urban Reforestation Project;
- The California Bicycle Coalition gave a presentation on the Complete Streets program. Complete Streets looks at making corridors and the surrounding landscape accessible to all users including motorists, buses, transit, pedestrians, goods movement and the disabled. The CTC had a discussion after the presentation and expressed interest in incorporating Complete Streets into future requirements;
- Next month, the CTC will hear the request to extend the contract award deadline from six to nine months. Agencies statewide have expressed concern about the lengthy FHWA approval process that makes it difficult to meet the current deadline. The Subcommittee was encouraged to provide the CTC with feedback about their experience in meeting the current contract award deadline;
- Metro submitted its STIP Augmentation application for a maximum target of \$477 million that will fund highway cost increases and transit capital projects. CTC staff will make its recommendations by May 17<sup>th</sup> and the STIP will be adopted June 7<sup>th</sup>. Mr. Papandreou stated he is fairly confident in Metro's application; the portion of the request that is at risk is the \$123 million in PTA funds that is contingent on the State budget;
- Caltrans submitted its ITIP for \$469 million. Most of the request was for cost increases. Los Angeles County has \$74 million at stake in the ITIP;
- The CMIA application was submitted in January and approved in March, but the CTC is requesting the resubmission of the Fact and Fund sheets with updated project schedules. The CTC wants to make sure that Caltrans and the RTPAs will meet project schedules and milestones;
- Los Angeles County is well below its Obligation Authority (OA) Funding Limit. Los Angeles County will lose unused OA as the State and Federal government will reallocate unused OA to regions who have already used their allotment;

Mr. Uyeno asked Mr. Papandreou to talk about the President's \$3 billion rescission in the Federal 2007 Appropriations Bill. Mr. Papandreou remarked that the rescission might affect the local portion of the \$308 million for California. Currently, 60% of the apportionment

goes to Caltrans and 40% goes to local agencies. Mr. Papandreou expressed concern that the HBR program cannot be counted on to absorb the rescission. In the past, it was possible to delay seismic retrofitting of bridges, but now the work is critically needed. Different funding scenarios will be discussed at the next CTC meeting. Mr. Mostahkami commented that the County needs to use its OA or the federal government would use it as a pretext to divert more funding.

Mr. Uyeno asked if the agencies receiving STIP funding are comfortable that they can meet the 6 month CTC contract deadline. He stated that the lengthy process experienced by the City of Los Angeles with Caltrans for obtaining E-76 approval will put them past the deadline.

Mr. Papandreou informed the Subcommittee that the following 2007 Call for Project Transit Capital projects were submitted for STIP augmentation:

- Baldwin Park Metrolink transit center;
- North Santa Fe Springs transit center;
- Monterey Park CNG bus replacement;
- Glendale B Line CNG bus procurement;
- LADOT DASH fleet capacity expansion program;

**11. 57/60 Interchange Improvement Feasibility Study (Ben Jong, Metro)**

Mr. Jong stated that the feasibility study is funded by Metro, City of Diamond Bar, and the City of Industry. It is being conducted by the Consultant CH2M Hill. The study looks at eight to nine alternatives for improving the 57/60 Interchange. However, three alternatives will be analyzed in detail (pre-PSR level) for cost, right-of-way impacts and cost effectiveness. The study's schedule was delayed as Caltrans had to complete the current construction project for a direct HOV connector and distributor road prior to obtaining traffic counts. Completion is expected in five months after review and comments are received by all the stakeholders.

**12. New Business (Subcommittee)**

No new business.

**13. Adjournment (Subcommittee)**

The meeting was adjourned at 11:00 AM. The next meeting of the Streets and Freeways Subcommittee will be held on April 17, 2007 at 9:00 AM. in the Windsor Conference Room, 15<sup>th</sup> Floor. Please contact Randy Lamm at (213) 922-2470 or by email should you have any questions or comments regarding this or future agendas.