

**AMENDING MOTION** to Agenda Item #43  
by Directors Molina, Antonovich, Fasana and Najarian

- M. Addition of \$150,000 for Countywide Planning to support ridership modeling on the Metro Gold Line Foothill Extension, for which MTA is required by the Public Utilities Code to assume responsibility for operation upon completion of the line
- N. Addition of \$150,000 for Countywide Planning to implement a regional connector through Glendale and Burbank that links the Red Line and/or Orange Line in North Hollywood with the Gold Line in Pasadena.
- O. Addition of \$250,000 for Countywide Planning to initiate a feasibility study of the use of DMU technology (a self-propelled rail car for commuter rail or intercity rail service) on existing MTA-owned rail.
- P. Addition of up to \$50,000 for Countywide Planning / Caltrans to modify the project study report (PSR) on the I-10/I-605 interchange to determine if possible integration of the project into the existing I-10 carpool lane project, currently funded by Metro, would generate cost savings.
- Q. Addition of two full-time equivalent (FTE's) regular positions and \$4.7 million (grant funded) for Communications to implement a grant-funded countywide public vanpool program; and for staff to report back in 2 months with quantifiable goals for increasing vanpool ridership.
- R. Addition of \$200,000 for a study of the Eastside extension to the southern San Gabriel Valley.

The movement of goods into, out of and through the South Bay has significant impacts, not only on the subregion's transportation network, but also on public health and the quality of the air we breathe. What is needed is a holistic strategy that does the due diligence needed to understand the true magnitude and distribution of the impacts that goods movement has in terms of mobility, air quality and public health; and, develops a coordinated and comprehensive strategy, and specific actions, to address those impacts.

The South Bay Cities Council of Governments has secured partial funding from the Southern California Association of Governments to develop a better understanding of where, how and when freight moves in and through the South Bay. In turn, this study will help the SBCCOG to understand how *goods movement* impacts our freeway and arterial network, and will also provide important input to the Clean Air effort.

Working with the Ports of Long Beach and Los Angeles, Los Angeles World Airports and other groups such as the multi-county Goods Movement Advisory Committee, the SBCCOG plans to do traffic pattern analyses that review the impacts of growth at the ports and the planned improvements on the Harbor and San Diego Freeways to address that growth. Arterials adjacent to the freeway will also be analyzed.

This study would seek to:

- Confirm the growth of truck traffic and impacts on the I-110, I-405 and local arterials;
- Assess the impact on local air quality of goods movement in the South Bay;
- Look at arterials in the area and what growth is projected from development and how they might need to be improved;
- Identify the mitigations that can be implemented in the short, medium and long term; and,
- Gain an understanding of truck traffic patterns sufficient to identify critically impacted facilities and potential mitigations

**We, therefore, Move** that the MTA, amend its FY07 budget by adding \$250,000 to partner with the South Bay Cities Council of Governments to develop such a strategy.

## **Knabe/Lowenthal Motion**

The MTA has partnered with the Gateway Cities Council of Governments on many studies over the past years, most notably the I-710 Major Corridor Study. The inclusion of the following planning studies will help move the subregional agenda forward, help define project alternatives and prepare these projects for future funding.

**We, therefore, Move** that the MTA, amend its FY07 budget by adding \$225,000 to partner with the Gateway Cities Council of Governments to pursue the following studies.

1. \$150,000 - Feasibility/planning study (PSR Equivalent) for truck inspection facility; potential sites – Commerce, South Gate, and Compton.
2. \$50,000 – ITS Integration Plan, matching funds for a federal grant
3. \$25,000 - Regional system integration planning; how the line would function within the county-wide transportation system for the West Santa Ana Branch Mainline Mag.-Lev.