

RESOLUTION NO. 16-95

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMMERCE,  
CALIFORNIA, OPPOSING THE LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY EXPENDITURE PLAN FOR THE 2016  
PROPOSED BALLOT MEASURE**

WHEREAS, the Gateway Cities Council of Governments (COG), along with other COGs in the region participated in the development of a countywide process to accumulate a listing of all sub-regional transportation projects. This process resulted in the identification of \$275 billion of transportation projects countywide; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) in response to the identified need developed an expenditure plan to address the project capital and operational needs for the County. This expenditure plan will be Metro's template for mobility for the next 40 years. The tax itself will remove the sunset provision from Measure R and continue in perpetuity or until repealed by the electorate; and

WHEREAS, instead of giving the Measure R project initiatives first priority for new tax revenues, assuring that 2<sup>nd</sup> and 3<sup>rd</sup> decade Measure R projects are completed, Metro initiated a modeling process utilizing performance metrics that places well-defined projects with analysis in competition with new projects with assigned attributes. This modeling exercise has resulted in a reordering or resequencing of projects that benefited new projects from the City of Los Angeles and placed projects from the Gateway Cities COG and other regions behind them; and

WHEREAS, the I-5 Freeway Improvement Project (I-605 to I-710) was categorized by Metro as a "sub-regional" project regardless of its regional, statewide, and national significance; and

WHEREAS, this project runs through the City of Commerce, which is home to some of the most important intermodal facilities for goods-movement in the country. Commerce is home to both BNSF Hobart facility and the Union Pacific East Los Angeles Intermodal Yard, which together form the fourth largest intermodal port in the United States; and

WHEREAS, Metro's adopted Expenditure Plan and Ordinance fail to take into account the vital economic role this section of the I-5 freeway plays for the region, the state, and the nation.

WHEREAS, multi-modal projects that would benefit cities in the Gateway Cities are being leapfrogged by higher profile projects in more affluent areas, which are also being given priority access to federal funding. That is simply not geographically equitable, nor is it fair to our residents who will be funding these projects for decades before they truly benefit; and

WHEREAS, Metro's potential ballot measure includes a 3% local contribution requirement mandates cities to pay 3% of the cost of major transit projects within their jurisdiction or implement mutually agreed-upon active transportation or first/last mile improvements as whole or part of the 3% requirement; and

WHEREAS, if a city fails to pay the 3% contribution or does not implement acceptable improvements, Metro would be allowed to withhold up to 15 years of local return funds from this new transportation measure; and

WHEREAS, this 3% local contribution requirement would have a severe negative impact not only Commerce, but the entire Gateway Cities region.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMMERCE HEREBY DETERMINES, FINDS, AND RESOLVES AS FOLLOWS:

Section 1. The resolution to oppose the Los Angeles County Metropolitan Transportation Authority Expenditure Plan for the 2016 Proposed Ballot Measure is hereby APPROVED.

Section 2. The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Commerce and the City Clerk, or her duly appointed assistant, is directed to attest thereto and assign it the next number in order.

PASSED and APPROVED this 19 day of July, 2016.

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Ivan Altamirano  
Mayor

**ATTEST:**

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Lena Shumway  
City Clerk