

GATEWAY CITIES COUNCIL OF GOVERNMENTS

Transportation Committee

AGENDA

*Wednesday, May 4, 2011
4:30 p. m. Meeting*

*Gateway Cities Council of Governments
16401 Paramount Boulevard, 1st Floor Conference Room
Paramount, California*

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

- A. AGENDA ITEM: at this time the Transportation Committee 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 Transportation Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

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

- 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 Transportation Committee.

A. Approval of Minutes – Minutes of the Transportation Committee Meeting of February 2, 2011 and March 2, 2011, are presented for approval. Approval receives and files the minutes of February 2nd and March 2nd, Transportation Committee meeting.

CONSENT CALENDAR ACTION:
A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEM.

VIII. REPORTS

A. MTA Board Recap by Director DuBois , MTA Director
1. State Funding-Prop 1B
2. Bikes on Bus Policy Revision

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Green Truck Presentation by Jerry Wood, Gateway Cities COG Staff – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Gateway Cities Council of Governments Air Quality Action Plan (AQAP) Update by Jerry Wood, Gateway Cities COG Staff – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Sustainable Communities Strategy (SCS) by Nancy Pfeffer, Gateway Cities COG Staff – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. Caltrans Highway Maintenance Update - Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

IX. REPORTS – COMMITTEES/AGENCIES

A. Matters from Metro Gateway Cities Service Council by David Hershenson, MTA – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Matters from I-5 JPA – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Matters from I-710 EIR/EIS Corridor Project – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Matters from SR-91/I-605/I-405 Major Corridor Project – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. Matters from the California High Speed Rail Authority – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

F. Matters from the Orangeline Development Authority – Oral Report

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

X. MATTERS FROM TRANSPORTATION COMMITTEE MEMBERS

XI. ADJOURNMENT

NOTICE: New items will not be considered after 5:30 p.m. unless the Transportation Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Transportation Committee meeting scheduled for Wednesday, June 1, 2011 4:30 PM.

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
February 2, 2011 and March 2, 2011

**MINUTES OF THE MEETING
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Chair - MTA Director Diane DuBois**

**Gateway Cities COG Office
16401 Paramount Blvd., Paramount, CA 90723
February 2, 2011**

CALL TO ORDER: MTA Director Diane DuBois called the meeting to order at 4:40 pm. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT Diane DuBois – MTA Director, Gil Hurtado – South Gate, Gene Daniels – Paramount, Stan Carroll- La Habra Heights Gordon Stefenhagen – Norwalk, Ray Dunton – Bellflower, Dana Lee – Long Beach Transit, Mohammed Mostahkami – South Gate, Bill Pagett – Paramount.

COMMITTEE MEMBERS ABSENT: Representative – Supervisor Don Knabe's Office, Ken Farfsing, Eric Shen

OTHERS PRESENT: Niki Tennant – Assemblymember Lowenthal's Office, Richard Powers, Jerry Wood, Nancy Pfeffer, Karen Heit – COG staff, David Hershenson – MTA. Wally Shidler – Gateway Cities Service Sector, Victor Moreno – Caltrans, Yvette Kirrin – I-5 JPA, Michael Kodama – OLDA.

The January 5th meeting minutes were approved as presented.

Director DuBois gave the MTA Board highlights focusing on the Unified Project Cost Control item. She reviewed the various cost impact milestones. She reviewed the two Motions that changed the Unified Cost Control Measure to return for subregional review. She also discussed the Capital Project Contingency Escrow idea that would help to reserve funding for projects in the latter years of Measure R.

Karen Heit discussed the Light Rail Vehicle (LRV) Procurement and MTA development of a two-prong approach that would allow the MTA to proceed with the "normal" FTA procurement guidelines if the MTA requested relief from the guidelines was rejected.

Vincent Moreno, Caltrans Maintenance came to address the issue of graffiti and vandalism along the I-710. He is doing an assessment of the graffiti and vandalism on the UP and Caltrans ROW. He described the Ventura County vandalism collaborative that he hoped would be emulated here. He discussed the Ventura truss bridge and the approach used there; it has graffiti, illegal pedestrian use and homeless encampments, and other issues that require resolution. He talked about the relationship between the bridges and drug traffic and other crime. Moreno discussed the need to address the issues holistically involving the cities, Caltrans, property owners and the railroad. The Ventura model requires a

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collaborative to get things accomplished. He let the TC know that there is repair work going on bridge abutments along the I-710 and some landscape improvements, although this is hampered by the state budget. He would like to return as the assessment underway is finished.

Dave Hershenson, discussed the State of the Transportation meeting that MTA Chair, Supervisor Knabe, gave in January, the meeting featured MTA projects and activities in the Fourth District (South Bay and Gateway COGs). He then went on to discuss the service changes and the region-wide meeting that was held in downtown LA. He also announced Alex Clifford's departure from the MTA to METRA in Chicago. A specific question was asked about the elimination of Line 612 for the upcoming service changes.

Yvette Kirrin, I-5 JPA Executive Director, announced that Carmenita construction bid RFP would be out March 1 and under construction by the end of the year. She discussed the construction mitigations for the I-5 and the process that is going to occur for approval. Director DuBois asked about the submission of earmarks requests.

I-710 Project Committee Co-Chair Hurtado reviewed the PC Committee and the interest from the public with the Air Quality Action Plan, Chair Hurtado also discussed the recommendation by the PC to move forward with Early Action projects – soundwalls at various locations. Jerry Wood, COG Engineer, discussed the action taken to move the "Early Action" projects and that the AQAP was going to commence this week. He went on to discuss the Utility plans, the south contract has been awarded and the north is going out to bid. Mr. Powers discussed the soundwalls being consistent with the I-710 design standards,

Wood went on to discuss the SR-91/I-605/I-405 and the expectation that the contract be awarded sometime this month.

Mike Kodama, OLDA Executive Director, discussed the E-76 for the Bob Hope Airport ground access study that would provide planning and mobility information for the northern corridor of the OLDA alignment. He also talked about the SCAG Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis and the comments and issues raised by the OLDA Board.

The meeting adjourned at 5:35

**MINUTES OF THE MEETING
OF THE GATEWAY CTITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Chair - MTA Director Diane DuBois**

**Gateway Cities COG Office
16401 Paramount Blvd., Paramount, CA 90723
March 3, 2011**

CALL TO ORDER: MTA Director Diane DuBois called the meeting to order at 4:40 pm. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT Diane DuBois – MTA Director, Gil Hurtado – South Gate, Gene Daniels – Paramount, , Ray Dunton – Bellflower, Dana Lee – Long Beach Transit, Mohammed Mostahkami – South Gate,

COMMITTEE MEMBERS ABSENT: Representative – Supervisor Don Knabe’s Office, Ken Farfaring, Eric Shen, Bill Pagett, Gordon Stefenhagen,

OTHERS PRESENT: , Richard Powers, Jerry Wood, Nancy Pfeffer, Karen Heit – COG staff, David Hershenson, Jon Grace, Adrian Alvarez, Danielle Valentino – MTA. Wally Shidler – Gateway Cities Service Sector, Scott Broten - ICF, Chetser Britt, Susan De Santis – Arellano Associates, Michael Kodama – OLDA, Yvette Kirrin – I-5 JPA, Michael Kodama – OLDA, Juan Carlos Velsaquez – CH2MHill

The meeting was called to order, Minutes approval was delayed until a quorum could be reached. Director DuBois began with the OLDA letter to the Pacific Electric Right of Way/West Santa Ana Branch Steering Committee. Michael Kodama, OLDA Executive Director explained the requests made in the letter including the request to evaluate low-speed mag-lev. He discussed the difficulties with the SCAG project management and analysis. A question was asked about the cross-county coordination. He discussed the Santa Ana/Garden Grove street car project and how it might integrate into an LA county project.

There was a discussion about the difference between the characteristics of high-speed mag-lev running in an high speed rail configuration and studying the low-speed mag-lev.

Director DuBois gave her MTA report. She highlighted the need for the MTA to work with the municipal operators. She talked about the Rosa Parks station master plan effort being approved for station development. She went on to explain the Clean Energy Motion that will become part of the clean, renewable energy being built into all MTA projects.

Scott Broten from ICF gave a report on the AQAP. He gave a background on the AQAP and how it came about. He reviewed the components of the AQAP and its relationship to items that were proposed on behalf of the I-710 project. He went on to explain the community participation structure and how it would integrate into the COG structure and

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how the various sub-committees will work if the Transportation Commission approves the structure. A clarification was made that the AQAP was for the entire COG and the HIA and three other studies will be for the I-710 Corridor. An additional clarification was made concerning the I-710 Fwy. and the I-710 corridor. He wrapped up with a discussion of the schedule emphasizing the need to have approvals of some of the protocols.

Nancy Pfeffer, COG staff, gave an overview of the Sustainable Community Strategy (SCS) and its foundation in AB 32 and SB 375. The GCCOG chose to accept plan delegation of the SCS development along with Orange County. She pointed out that Gateway Cities is not growing as rapidly in population and job growth as other areas of the SCAG region, therefore, GHG growth would be less than the region as a whole. She reviewed the governance structure and the adoption schedule. The final SCS is due to SCAG in June for inclusion into the SCAG SCS. She reviewed a palate of sample strategies that can reduce GHG for our subregion. She showed a transportation project map with 300 projects spread around the Gateway Cities and the tons of GHG reduction that are created by these projects and a sample of land use changes that might reduce GHG. She reviewed the public participation process and the focused business, environmental group review.

Director DuBois gave a report on her conversation with Commander Patrick Jordan, of the MTA Transit Security Bureau. She related the Commander's concern about losing 57 uniformed officers and the loss of the "habitual fare evader" law. She discussed the use of the cell phone fare validators. She related the continuing coordination between Long Beach PD, LAPD and TSB. Jordan had indicated that there were fewer issues with bus lines.

Karen Heit gave a report on the I-710 graffiti and Caltrans finishing a survey of conditions along the I-710.

Yvette Kirrin, I-5 JPA, gave a report on all of the Phase I mitigation projects for the projects. There was a conversation with MTA on the \$14 million of additional mitigation projects. Carmenita Interchange will have bids advertised in March and Alondra will bid shortly after. She expressed some concern on the Prop. IB CMA funding that the state has not allocated bonds for.

David Hershenson, Metro Gateway Service Sector Meeting, he reviewed the transit providers meeting and the various service sector hearings. There is an upcoming service sector changes that will be voted on next week.

Jerry Wood, gave an update on the I-710 and the revision of the project geometrics to address the modeling changes. He discussed the Early action projects that were voted on by the project committee (sound walls) the scope of work is under development. He talked about the utility relocation plans. He discussed the development of the zero emission vehicles.

Wood went on to discuss the 91/605/405 feasibility study that has officially begun, he talked about how the SCS effort and the 91/605/405 plan works together.

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Gene Daniels indicated that Union Pacific has fenced off the Blue Line at Willowbrook and the ROW. He requested that staff write a letter thanking UP.

Meeting adjourned at 5:40.

VIII. REPORTS
ITEM A-1
MTA Board Recap
State Funding – Prop 1B

TO: Transportation Committee
FROM: Diane Dubois, MTA Director
BY: Karen Heit, Transportation Deputy
SUBJECT: MTA Board Recap A1 – State Funding-Prop 1B

Issue

The State of California cancelled the Spring 2011 State bond sale due to the uncertainty of the status of the State budget, The continuation of this uncertainty may also force the cancellation of the Fall bond sale. If there are no bond sales in 2011 funding will be delayed to Los Angeles County project sponsors including the MTA.

Background

The cancellation of the Spring bond sale has resulted in a net loss to the MTA of \$174 million. This amount is 28% of the California Transportation Commission 2010-11 allocation due to be released this Spring. The MTA estimates \$800 million is coming to Los Angeles County in FY 2011 of which half or \$400 million is likely to be impacted by the lack of a bond sale. At risk for the MTA is approximately \$575 million of which \$15 million of the funds for FY 2011 are budgeted for the I-5 Corridor.

The MTA has reevaluated project delivery in light of the funds that may not be forthcoming. One possibility is to transfer funds from other projects or sources or to shut down projects. Project construction awards may also be affected by the lack of funding. The following Attachments outline the situation if the Bond Sale is cancelled.

Attachment

1. Cancellation of Fall State Bond Sale and 2011
2. Los Angeles County TIP Priorities

Los Angeles County
Metropolitan Transportation Authority

P&P #1 & #7
F&B #3
EMAC #6

Cancellation of Fall State Bond Sale and 2011 Los Angeles County TIP Priorities



Metro

April 2011

MTA Proposition 1B Overview

Los Angeles County Share of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2008 (Proposition 1B) and High-Speed Passenger Train Bond Act of 2008 (Proposition 1A) \$ in thousands

Summary By Funding Program	LA County Share Per April 2010 Model Update	Allocated by CTO/Cabrera	Unallocated Balance	Cash Flow Needs ⁽¹⁾	
				FY11	Beyond
Prop 1A High Speed Passenger Train Bond	\$ 181,331	\$ 50,700	\$ 132,631	\$ 61,951	\$ 129,300
Prop 1B Corridor Mobility Improvement Account (CMIA)	\$ 1,150,300	\$ 614,600	\$ 486,100	\$ 200,000	\$ 900,300
Prop 1B Public Transit Mechanization, Improvement and Service Enhancement Account (PTMISEA)	\$ 1,022,800	\$ 284,957	\$ 737,843	\$ 131,000	\$ 775,800
Prop 1B State and Local Partnership (SLPP)	\$ 277,795	\$ 153,169	\$ 124,626	\$ 97,573	\$ 131,494
Prop 1B STIP Augmentation	\$ 509,837	\$ 135,670	\$ 373,967	\$ 43,190	\$ 446,345
Prop 1B Trade Conditions Improvement Fund	\$ 988,270	\$ 32,970	\$ 955,300	\$ 70,705	\$ 896,195
Prop 1B Transit System Safety, Security, and Disaster Response Account (TSSSDRA)	\$ 96,548	\$ 18,300	\$ 80,448	\$ 16,100	\$ 80,448
Total	\$ 4,176,240	\$ 1,274,716	\$ 2,990,758	\$ 626,519	\$ 2,399,853



(1) Cash flow needs include allocated but unspent and unallocated funds.
\$174 M now at risk.
\$800 M assumed in FY 2012 in LRTP,
+ 1/2 is at risk (\$400M)

Proposition 1B and Proposition 1A Summary

Project	Funding Source(s)	LA County State Per April 2010 Model Budget	Allocated by CTGJ California	Unallocated Balance	Cash Flow Needs	
					PT11	Beyond
1488 Northland HOV Lane, 148 to U.S. 101	QJWA	\$ 114,000	\$ 614,000	\$ -	\$ 200,000	\$ 414,000
15 South HOV Lanes	QJWA, SLP	\$ 484,861	\$ 14,935	\$ 469,926	\$ 14,935	\$ 484,861
San Gabriel Valley Grade Separation Program A/CZ	TCIP*	\$ 206,800	\$ -	\$ 206,800	\$ -	\$ 206,800
Grand Central Bridge Replacement (P1A) (S141PP-Grand TCR)	TCIP*	\$ 289,792	\$ -	\$ 289,792	\$ 70,000	\$ 219,792
Elgo Phase I	PT11&CA&TA, STIP, Transit	\$ 272,800	\$ 37,733	\$ 245,068	\$ 30,830	\$ 240,000
Regional Connector	PT11&CA&TA, Prop 1A-High Speed	\$ 284,874	\$ -	\$ 284,874	\$ 5,744	\$ 290,618
1-3 North Capital Lanes	SLP	\$ 294,335	\$ 25,075	\$ 269,260	\$ 25,075	\$ 290,290
Light Rail Vehicles	STIP-Transit	\$ 774,875	\$ -	\$ 774,875	\$ 645	\$ 774,230
28-47 Dapex-Schuyler Home Bridge (Proposed/Cancelled Entry & Project, ACTA)	TCIP*	\$ 188,688	\$ -	\$ 188,688	\$ -	\$ 188,688
San Fernando Valley NUT Orange Line Extension (Concept)	PT11&CA&TA, SLP	\$ 142,808	\$ 80,098	\$ 62,710	\$ 74,162	\$ 41,542
Additional Bus Capital	PT11&CA&TA	\$ 103,100	\$ -	\$ 103,100	\$ -	\$ 103,100
1-10 Capital Lanes	CA&A, STIP-Highways	\$ 131,800	\$ 60,949	\$ 48,295	\$ -	\$ 131,800
Expo LRT Project - (Final)	PT11&CA&TA	\$ 118,400	\$ 64,054	\$ 24,248	\$ 81,216	\$ 64,061
Manufacturing Transit Projects (TT&D through MTA Budget process)	PT11&CA&TA	\$ 117,700	\$ 46,157	\$ 71,543	\$ 1,698	\$ 116,014
All Other LA County Projects	Various	\$ 711,764	\$ 207,288	\$ 403,788	\$ 179,242	\$ 586,000
GRAND TOTAL (2000 PLANING)		\$4,178,240	\$3,274,218	\$1,048,767	\$20,871	\$3,299,885



Economic Downturn Priorities: FY 2011 to 2019

1.	Projects already under construction:	\$ 2.76 B	
2.	Projects with bids advertised:	\$ 2.35 B	
3.	Right-of-way activities/purchases:	\$ 0.35 B	
4.	Begin or continue all 1 st decade project development phases:	\$ 1.97 B	
5.	Projects seeking funds to begin or continue project development	\$10.65 B	
6.	Other projects/not included above	<u>\$ 2.03 B</u>	Deferred
	Total	\$20.11 B	

(All projects under \$7 million are not included here.)



VIII. REPORTS
ITEM A-2
MTA Board Recap
Bikes on Bus Policy Revision

TO: Transportation Committee

FROM: Diane Dubois, MTA Director

BY: Karen Heit, Transportation Deputy

SUBJECT: MTA Board Recap A2 – Bikes on Bus Policy Revision

Issue

The MTA proposed a change to the Bike-on-Rail Policy that allows for bicycles to be taken aboard all rail lines during peak hours. This policy will encourage transit usage for individuals who use bicycles to complete their transit trips.

Background

The current policy doesn't provide for bicycles to be taken on trains during peak hours, therefore it is difficult for bicyclists to plan their trip around the peak hour restriction without violating the policy. The existing restrictions are from 6:30 a.m. to 8:30 a.m. weekdays and 4:30 p.m. to 6:30 p.m. weekdays on all rail lines. The Policy revision would remove these restrictions.

To provide room for bicycles, seats will be removed from all light rail vehicles. Depending on the vehicle model, between 4 and 6 seats will be removed per vehicle. The Blue Line uses cars that will have 5 seats removed per car – for a net loss of 30 seats in a peak-hour, three-car train. Removal of these seats increase the number of standees from 7-20 per car per a.m. peak hour to 12-25. P.m peak-hour standees will increase from 24-32 to 20-37 per car. A change in the Customer Code of Conduct coupled with enforcement will manage the bicycles and standees.

Director Knabe and I were concerned over the removal of seats to accommodate bicycles as well as concerned over the enforcement of vending and other activities that are occur on the Blue Line. That Motion is attached.

Attachment

Motion by Chair Knabe and Director DuBois

Operations Committee #7

Motion by Chair Knabe and Director DuBois

The proposed changes to the Bikes-on-Rail Policy provides for full access to all rail lines for bicycles during all hours of rail system operation.

This Policy change removes the peak-hour and rail line segment bicycle restrictions from the Metro Blue/Gold/Green Lines.

The Policy change advocates the removal of seats on all classes of LRT vehicles to accommodate the storage of bicycles during peak-hours and relies upon an amendment to the Customer Code of Conduct to assure safe usage.

While the recommended Policy revision accommodates bicycles, further analysis is required to assure that ridership, passenger comfort and safety **NOT** be negatively impacted by the removal of seats particularly with anticipated increases in ridership associated with higher gas prices. Before this Policy is considered for approval we require the following information for all LRT Lines to be brought before the Operations Committee and the Board for discussion:

1. Segments and number of standees per peak-hour: including average length of trip for standees, amount of time currently standing and the potential impact created by the removal of 4-6 additional seats per LRT vehicle.
2. A plan for the mitigation of vendors/recycling and other activities currently present on the Metro Blue Line
3. Bicycle demand on each rail line.
4. Presentation of alternatives such as "station bikes" or other rental or shared use bikes.

**VIII. REPORTS
ITEM C**

**Gateway Cities Council of Governments
Air Quality Action Plan (AQAP)**



April 2011

Q: What is The Gateway Cities Air Quality Action Plan (AQAP)?

A: The Gateway Cities AQAP is a long term plan intended to improve air quality and public health through identifying additional measures to reduce emissions. The AQAP was requested by the I-710 Oversight Policy Committee (OPC) and subsequently authorized by the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors to evaluate air quality and health impacts. In addition, the AQAP will evaluate the effectiveness of emission reduction measures on the future air quality and health risks in the Gateway Cities.

Q: Who is the lead agency in preparing the AQAP?

A: The Gateway Cities Council of Governments (GCCOG) is responsible for preparing the AQAP with administrative management and support from Metro.

Q: Why prepare an AQAP?

A: When the Locally Preferred Strategy to improve the I-710 was approved by the OPC in November 2004, they determined that air quality was the number one priority and that an AQAP would be an asset in evaluating all of the air quality improvement opportunities in the Gateway Cities.

Q: What health risks are of concern to the residents in the Gateway Cities?

A: Diesel particulates are a major concern to residents in the Gateway Cities and a known carcinogenic risk. According to the South Coast Air Quality Management District (SCAQMD), approximately 33 percent of diesel particulate emissions in the South Coast Air Basin come from exhaust produced by heavy-duty diesel trucks. The I-710 experiences high heavy-duty truck volumes resulting in high concentrations of diesel particulate emissions within the I-710 corridor as well as criteria pollutants (Particulate Matter (PM), Carbon Monoxide (CO), and Nitrogen Oxides (NOx).

Q: What is the I-710 Corridor Project EIR/EIS and how does it relate to the AQAP?

A: Metro and its funding partners are preparing the I-710 Corridor Project EIR/EIS to analyze alternatives for improving I-710 from Ocean Boulevard in the City of Long Beach to SR-60, a distance of 18 miles. The purpose of the proposed I-710 Corridor Project is to more efficiently and safely accommodate projected traffic volumes forecast for 2035, while improving air quality as a primary objective. The AQAP was requested by the I-710 OPC and subsequently authorized by the Metro Board to evaluate specific air quality and health impacts within Gateway Cities and to recommend specific measures to further improve air quality. The I-710 Corridor Project EIR/EIS evaluates proposed improvements as a project recommendation, while The Gateway Cities AQAP evaluates the entire Gateway Cities subregion.

Q: Doesn't the I-710 Environmental Impact Report / Environmental Impact Statement (EIR/EIS) include similar studies?

A: Yes, an Air Quality and Health Risk Assessment (AQ/HRA) is being prepared for the I-710 EIR/EIS to ensure a thorough examination of air quality and health risk of the alternatives being considered in that EIR/EIS. This is the first time such an Air Quality and Health Risk Assessment (including near-roadway modeling and analysis) has been included in a major freeway study in California. The I-710 EIR/EIS also includes many additional health-related analyses, including noise, community impacts, visual impacts, safety and congestion and mobility. The AQAP is intended to provide additional information to address issues beyond the information being presented in the I-710 EIR/EIS. The AQAP will conduct an HRA for all of the Gateway Cities subregion.

The Gateway Cities
Air Quality Action Plan

FAQs

Q: What is the role of the Gateway Cities Council of Governments (GCCOG) and the AQAP Committees in addressing air quality and health issues?

- A:** The roles of GCCOG and AQAP Committees include:
- Developing the AQAP (to be completed in 2012);
 - Evaluation and analysis of existing studies, projects and programs;
 - Advocacy for adequate funding from all sources for air quality improvement programs;
 - Monitoring existing programs and projects for strategies, progress and effectiveness;
 - Reporting function for elected officials, staff and communities;
 - Suggestions for existing or additional air quality programs;
 - Advocacy for health related issues and programs;
 - Providing testimony and input to other agencies;
 - Working with local communities to implement local air quality improvement strategies and programs;
 - Participating in air quality programs where applicable.

Local participation in the AQAP will greatly determine the effectiveness of this process.

Q: How has the policy environment changed since the action by the Oversight Policy Committee requesting that the GCCOG prepare an AQAP?

- A:** It has been a time of significant progress in the development of policy, programs, projects, regulations and legislation to address the air quality impacts of trucks, cargo handling equipment, locomotives, shops, and other pollution sources that heavily impact the Gateway Cities. The San Pedro Bay Ports, South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), and Environmental Protection Agency (EPA) all have proposed, developed and drafted new regulations and emission reductions programs and projects that are already reducing air pollution. Many of these measures directly and indirectly address the recommendations for air quality improvement initiatives proposed in the I-710 Tier 2 Report (a community based report on recommendations for improvements in the I-710 corridor). These new developments have materially altered the policy debate from the summer of 2004, when many of the issues discussed in the I-710 Tier 2 report were only beginning to be analyzed.

Q: How will the AQAP be implemented?

- A:** Any measures proposed for inclusion in the AQAP would require a third party to implement since the Metro and GCCOG have no authority to require, implement or regulate air quality improvement measures. To be effective, the AQAP will require the consent and agreement of other public agencies such as: CARB, SCAQMD, EPA, Ports of Long Beach and Los Angeles, etc. That is why the I-710 OPC requested the development of an approach to holding public agencies with jurisdiction in the corridor accountable for progress in meeting air quality and public health objectives in the subregion.

Q: When can I provide input?

- A:** There will be many opportunities for you to participate in the AQAP. Public meetings will be held through 2011 and 2012. The purpose of these meetings is to provide an understanding of the AQAP and to engage stakeholders in providing feedback and input into the process.

You may also visit Metro's website at metro.net/gcaqap to submit comments and learn about upcoming events or via the Gateway Cities website at gatewaycog.org.

You are also welcome to send comments to Metro or the Gateway Cities Council of Governments:

Via e-mail: gcaqap@metro.net

Via letter: Mr. Adrian Alvarez, Project Manager
Highway Programs
Gateway Cities/Southeast Area Team
Metro
One Gateway Plaza, Mail Stop: 99-22-9
Los Angeles, CA 90012

Mr. Richard Powers, Executive Director
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723-5427

**VIII. REPORTS
ITEM D**

Sustainable Communities Strategy (SCS)

Transportation Committee Agenda
May 4, 2011

TO: Transportation Committee
FROM: Richard Powers, Executive Director
BY: Karen Heit, Transportation Deputy
SUBJECT: Sustainable Communities Strategy (SCS)

Background

In January 2010 the Gateway Cities elected to prepare their own sub-regional SCS as allowed under SB 375. The sub-regional SCS will become part of the regional SCS being prepared by the Southern California Association of Governments (SCAG) in combination with the 2012 Regional Transportation Plan (RTP). The SCS Policy Development Committee and COG staff have been working with all the participating cities, a consulting team, SCAG, and the LA County MTA to develop the subregional SCS.

Issue

The Transportation Committee will receive an informational presentation on the Draft Gateway Cities SCS, which is being presented to the Board for approval of submittal to SCAG.

The Board report is attached for your information.

Recommended Action

Information only; receive and file.

TO: Board of Directors
FROM: Richard Powers, Executive Director
SUBJECT: Draft Gateway Cities Sustainable Communities Strategy (SCS)

Background

In January 2010 the Gateway Cities elected to prepare their own sub-regional SCS as allowed under SB 375. The sub-regional SCS will become part of the regional SCS being prepared by the Southern California Association of Governments (SCAG) in combination with the 2012 Regional Transportation Plan (RTP). The SCS Policy Development Committee and COG staff have been working with all the participating cities, a consulting team, SCAG, and the LA County MTA to develop the subregional SCS.

Issue

The Gateway Cities SCS will be presented to the Board twice. The Draft SCS is being presented now for approval to be submitted to SCAG. The Final SCS will be brought back to the Board in June, when it is due to SCAG.

The Gateway Cities SCS is not required to meet a specific target for GHG reduction. However, SCAG must meet regional reduction targets set by the California Air Resources Board as follows:

- By 2020, reduce per-capita GHG emissions 8% below 2005 levels
- By 2035, reduce per-capita GHG emissions 13% below 2005 levels.

Initial analysis of the Draft sub-regional SCS indicates that the combined efforts of the Gateway Cities in transportation, travel demand management, and land use planning, along with regional transportation projects affecting the Gateway Cities, will result in GHG emission reductions greater than these regional targets.

The SCS has been developed over the past several months through a series of technical workshops with the Planning Directors and Public Works Officers of the Gateway Cities, hosted by the COG. The Cambridge consulting team has worked closely with the cities to collect information in three major groupings: transportation projects that reduce GHG; travel demand management (TDM) programs; and land use plans. Each of these areas contributes to the overall reduction of GHG in the Gateway Cities, and together they comprise the scope of activities included under SB 375. (Emissions from heavy-duty trucks, emission reductions from changes in vehicle fuels or technology, energy efficiency measures, and green building standards are not part of the scope of SB 375.)

Because estimating and reducing GHG emissions are relatively recent requirements, methods to model and estimate reductions are still new and evolving. The COG consultants used a combination of methods to estimate the reductions resulting from each of the categories of city

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efforts. As expected, analysis indicates that transportation projects are more effective in reducing GHG emissions than land use changes.

SCAG management and staff have been very supportive of the development of the Gateway Cities SCS. They have provided tools, data, training, and staff to attend workshops and work one-on-one with the cities to develop land-use plans that reflect current General Plans. LA County MTA staff has also been very helpful in providing tools, data, and information on regional projects that will help reduce GHG within the Gateway Cities.

The COG staff and consultants held an informational briefing for interested stakeholders from the environmental, climate change, affordable housing, and business communities on February 28th, 2011. About 50 organizations were invited to this briefing and there were about 20 attendees.

These groups have also been invited to attend any one of four public informational workshops on the SCS in late April/early May, as follows:

1. Cerritos – Cerritos Library, Tuesday, April 26, 6:30 – 8:30 p.m.
2. Long Beach – Mark Twain Library, Tuesday, May 3, 6:30 – 8:30 p.m.
3. Pico Rivera – Golf Course, Monday, May 9, 6:30 – 8:30 p.m.
4. Commerce – Senior Center, Thursday, May 12, 6:30 – 8:30 p.m.

Full details about these informational workshops are posted on the COG web site. In addition, each city has been provided with the workshop information in English and in Spanish and in multiple formats suitable for inclusion on city web sites, in newsletters, or for distribution by other means.

The key remaining milestones in implementing SB 375 are as follows:

June 2011: Final subregional SCS due from the GCCOG to SCAG

Summer 2011: SCAG incorporates Gateway Cities SCS into regional SCS (2012 RTP/SCS)

Fall 2011: SCAG releases draft 2012 RTP/SCS for public comment

April 2012: SCAG approves final 2012 RTP/SCS

May-June 2012: Federal review of 2012 RTP/SCS.

The adoption date of the final RTP/SCS is driven by federal transportation planning laws. They specify that federal transportation funds will be withheld from Southern California if the RTP is not shown to conform to air quality standards before the prior conformity finding expires in June 2012. Thus it is not possible to extend any of the deadlines shown above.

Recommended Action

Approve submittal of the Draft Gateway Cities SCS to SCAG.