

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Bonnie Lowenthal, Director, MTA

December 5, 4:30 PM
Gateway Cities COG Offices
16401 Paramount Blvd. , Paramount, CA

Item No.	Description	Recommended Action
I.	Call to Order – Self Introductions	
II.	Pledge of Allegiance	
III.	Approval of Meeting Minutes of September 19 & November 7, 2007	Receive & File
IV.	Reports:	
1.	Congestion Pricing Initiative-MTA Applications (Oral Report)	Receive & File
2.	Regional Transportation Plan (RTP) SCAG	Receive & File
3.	Allocation of State Bond Proceeds-Goods Movement (Oral Report)	Discussion & Recommendation
4.	Letter of Support - Senator Boxer Maritime Vessels Emissions Reduction Act of 2007	Discussion & Recommendation
5.	Gateway Cities Service Sector Report-Alex Clifford MTA Gateway Cities Service Sector General Manager	Receive & File
6.	Update – I-5 JPA	Receive & File
7.	Update – I-710 EIR/EIS	Receive & File
8.	Update – SR 91/I-605/I-405 Major Corridor Study	Receive & File
9.	New Business/Date of Next Meeting	Receive & File
10.	Adjournment	Receive & File

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.

Item III

Approval of Minutes for the Meeting of September 19, 2007

Transportation Committee Minutes of

September 19, 2007

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Chair – MTA Director Bonnie Lowenthal
Gateway Cities Office, 16401 Paramount Blvd. , Paramount
September 19, 2007**

Call to order and roll call. The meeting was called to order by Chair Lowenthal at 4:31 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal – Long Beach, Len Gorecki, – Paramount, Ray Harris – Supervisor Knabe’s Office, Mohammed Mostahkami – South Gate, Gene Daniels – Paramount, Brynn Kernaghan – Long Beach Transit, Anne Bayer- Downey, Frank Gurule – Cudahy.

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Kerry Cartwright – Port of Long Beach, Ken Farfsing – Signal Hill, Stan Carroll – La Habra Heights.

OTHERS PRESENT: Sharad Mulchand - Metro, Karen Heit – Gateway Cities COG, Deborah Chankin – Gateway Cities COG, Shashank Patil – David Rubinaw – SCAG, Richard Powers – Gateway Cities COG, Alex Clifford – Gateway Cities Service Sector General Manager.

A quorum was reached and the Minutes of the August 1, 2007 meeting were approved.

David Rubinaw – SCAG, gave a report on the upcoming 2008 RTP. He reviewed the process for plan adoption, the 35-year time frame for the 2008 RTP, and the projects to be identified in the plan. He indicated that that escalating project costs will be scrutinize carefully and cited that highway programs were at issue.

He went on to discuss regional growth expected in the RTP timeframe as well as traffic delay and speed denigration. He discussed \$238 billion in regional funding trying to cover \$239 billion in project costs. He went on to outline upcoming workshops and the expectation that the draft RTP be released in November.

Several questions were asked; including how unfunded transit projects would be handled and how the draft plan would be communicated to the cities.

Karen Heit, Transportation Deputy to Director Lowenthal, went over the financial update for the MTA Long Range Transportation Plan (LRTP) where the anticipated \$5 billion in new revenue has dwindled to an anticipated \$4 billion. The difference is due to higher anticipated transit capital and operations costs and increased project costs. The planning process anticipates additional projects in the last 10 years covered by the plan.

Heit gave a brief overview of the Multi-County Goods Movement Action Plan (MCGMAP) she briefly summarized the issues presented to the MCGMAP consultant team by the GCCOG. Jerry Wood, COG Transportation Engineer, presented the MCGMAP recommendations in the format of the twelve recommended “bundles” of

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improvements. These recommendations were made in absence of community impact analysis, potentially resulting in loss of freeway adjacent homes and businesses. COG Executive Director Richard Powers explained that the COG's recommendation is to push the MTA and consultant team towards alternatives other than widening freeways and expanding freeway r.o.w.s. Wood presented the alternative for a freight movement corridor utilizing rail lines or utility lines. Questions arose concerning getting the railroads involved in working towards a collaborative model.

Alex Clifford, Gateway Cities Service Sector General Manager, gave an overview of the service changes that were adopted by the MTA Board. The changes will take place in December. The Gateway Service Sector held public hearings and several recommendations were placed for further study

There was no activity on the MTA Call for Projects, approval of funding expected to occur later in September.

There was no update on the I-5 project progress.

Jerry Wood gave an update on the I-710 EIR/EIS progress, project start-up is imminent, awaiting approval of funding agreements.

All received and file items were moved and approved.

The meeting adjourned at 5:35 p.m.

Item III

Approval of Minutes for the Meeting of November 7, 2007

**(Minutes will be distributed at the
Transportation Committee meeting)**

IV. Reports
2. Regional Transportation Plan
(RTP)

Transportation Committee Agenda

December 5, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, MTA Board of Directors

SUBJECT: Regional Transportation Plan (RTP)

Background

The SCAG Transportation and Communication Committee (TCC) discussed the project matrices at the TCC Meeting of November 1st. An additional special TCC meeting was held on November 27th giving direction on projects to be included in the RTP Constrained and Strategic plan elements. The RTP document is estimated to be released at the December TCC meeting for public circulation.

Issue

There was considerable discussion at the TCC concerning the movement of projects from the "Constrained Element" to the "Strategic Element". The Orangeline Mag-Lev project was recommended for removal from the Constrained Element (2004 RTP designation) to the Strategic Element based upon lack of a private sector funding commitment (the nature of which will be reviewed by federal legal counsel) and the lack of secured r.o.w. The Orangeline was recommended as there are insufficient assurances that the project financing can be secured. If the project fails to materialize, the RTP would be out of compliance and federal funding for the SCAG region could be at risk. Backstop or alternative projects would need to be developed to provide the same congestion relief.

According to SCAG, the test of reasonableness for project inclusion into the Constrained Element was changed by federal requirements included in SAFETEA-LU. The Orangeline is one of approximately four projects that may be relegated to the Strategic Element because of funding commitment issues. Each of these projects can be returned to the Constrained Element with an RTP amendment once funding and r.o.w. commitments are secured.

IV. Reports
4. Letter of Support
Senator Boxer
Maritime Vessels Emissions
Reduction Act of 2007

Transportation Committee Agenda

December 5, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, MTA Board of Directors

SUBJECT: Letter of Support-Senator Boxer
Maritime Vessels Emissions Reduction Act of 2007

Background

Residents of the GCCOG subregion have the distinction of being in the front line of receiving environmental impacts from maritime goods movement emissions. The proposed actions of the MVERA will require ships to use cleaner burning, low sulfur fuels as well as impose tougher emissions standards for marine engines.

Issue

Senators Boxer and Feinstein and Congress member Solis have authored the above referenced legislation to regulate marine vessel emissions. The AQMD made a brief presentation of the MVERA at the November GCCOG Board Meeting.

A summary of the MVERA is attached along with a draft letter of support for GCCOG approval. This letter can also be edited for use by individual COG cities.

Recommended Action

Review letter and recommend approval by the GCCOG Board of Directors.

Attachment:

AQMD MVERA Fact Sheet
Draft GCCOG Letter of Support

Marine Vessel Emissions Reduction Act S 1499 (Boxer & Feinstein) & HR 2548 (Solis)

Background

Air pollution from goods movement activities is a significant and growing concern for Southern California residents. Studies confirm that exposure to harmful air pollutants, including toxic diesel emissions, increases mortality and hospital, physician and emergency room visits, as well as exacerbate respiratory illnesses including asthma. Over 70 percent of the airborne cancer risk in Southern California is directly attributed to diesel-fueled engines in the basin.

The aggregated smog-forming and toxic diesel emissions from the ships, trains, trucks, and equipment at the ports of Long Beach and Los Angeles represent the largest single fixed source of air pollution in the Los Angeles Basin. Collectively, sources at the ports are responsible for more than 100 tons per day (tpd) of smog-forming and particulate-forming nitrogen oxides – more than the daily emissions from all 6 million-plus cars in the region. Emissions from local ports operations also contribute approximately 50 percent of the regional diesel particulate matter (DPM) emissions, which has been classified by the California Air Resources Board as a carcinogen. Without adequate actions to reduce emissions from goods movement activities, this problem is only expected to worsen since the cargo throughput in Los Angeles Basin ports is projected to increase by up to 300 percent over the next 10 to 20 years.

Problem

Large ships, particularly foreign-flagged vessels, are the largest unregulated source of pollutants in Southern California. Marine vessels burn fuel with extremely high sulfur content - averaging approximately 27,000 parts per million (ppm). (By contrast, most equipment in the United States is required, or will be required, to burn fuel with no more than 15 ppm sulfur.) The high sulfur content of marine fuels causes ships to emit over 50 percent of the sulfur oxides (SOx) pollution in Southern California - one of the major components of soot and smog. If this region is to attain the federal PM2.5 standard by 2014, marine vessel SOx emissions must be reduced by over 90%.

Solution

The Marine Vessel Emissions Reduction Act requires ships to use cleaner-burning, lower-sulfur fuels that reduce health-threatening soot and smog-producing emissions when the ships are in or near U.S. ports. The bill also will impose tougher emissions standards for marine engines.

MARINE VESSEL EMISSIONS REDUCTION ACT OF 2007 SUMMARY:

- EPA is to limit the sulfur content of fuel used by domestic and foreign-flagged marine vessels when they enter or leave U.S. ports beginning December 31, 2010.
- EPA must set the limit at no more than 1,000 parts per million unless EPA determines that such a level is not technically feasible by December 31, 2010.
- EPA may set an interim standard as high as 2,000 parts per million, but must lower the standard to 1,000 parts per million by the earliest date that level is achievable.

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- The Administrator may provide for an alternative compliance mechanism if a vessel employs a control technology that reduces SOx emissions to at least the same degree as the reduction that would be achieved by compliance with the applicable fuel sulfur content limitation.
- EPA is to set standards for new and in-use engines in domestic and foreign-flagged oceangoing vessels that enter or leave U.S. ports. The standards are to require the maximum degree of emission reduction for NOx, PM, hydrocarbons and carbon monoxide achievable by no later than January 1, 2012.

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DRAFT LETTER OF SUPPORT

To:

Honorable Barbara Boxer
Honorable Diane Feinstein
Honorable Hilda Solis

RE: Gateway Cities Council of Governments Support for the Marine Vessel Missions Reduction Act (MVERA) of 2007 (S 1499 & HR 2548)

On behalf of the Gateway Cities Council of Governments (GCCOG), I want to express the GCCOG's strong support for the MVERA which will provide the Environmental Protection Agency with the authority to require the use of cleaner burning fuel in marine vessels entering US ports. As you know, marine vessels, trains, trucks and cargo-moving equipment are the largest single fixed source of air pollution in the Los Angeles Basin. Residents of the Gateway Cities, who are living within the immediate vicinity of the San Pedro Bay Ports are on the front line of receiving the negative health impacts of this pollution as Senator Boxer so, eloquently demonstrated at the Senate Hearing held August 9, 2007.

There are many activities that are occurring at the local and state level to improve air quality for the GCCOG residents, including the San Pedro Bay Ports Clean Air Action Plan (CAAP); the Gateway Cities Heavy-Duty Truck Fleet Modernization Program Truck Modernization and the port-related goods movement congestion relief associated with the upcoming I-710 Corridor environmental process. The initiation of regulations to require cleaner burning, low-sulfur fuels for marine vessels and the imposition of tougher emission standards for marine engines has the potential to significantly improve the health and the quality of life for the residents of southeast Los Angeles County. For this reason the Gateway Cities Council of Governments strongly supports this legislation and looks forward to creating a partnership to move towards cleaner air and healthier cities.

Sincerely,

Elba Guerrero
President, Gateway Cities Council of Governments

cc: Gateway Cities Council of Governments