



TRANSPORTATION INITIATIVES and PROJECTS in GATEWAY CITIES

**By Jerry R. Wood
Director of Engineering
Gateway Cities Council of Governments**

WHO ARE THE GATEWAY CITIES?

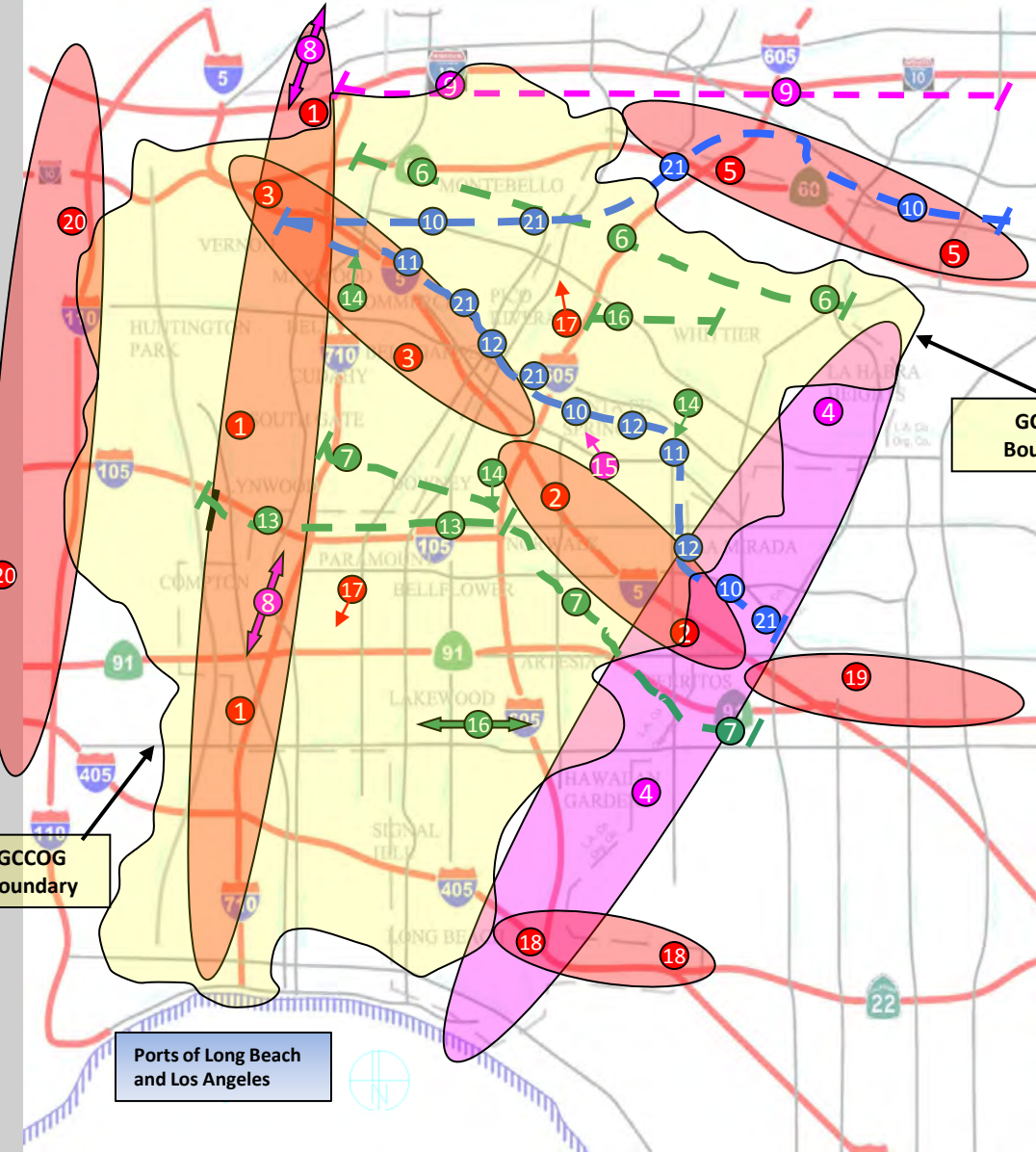
GATEWAY CITIES The Gateway Cities Council of Governments (GCCOG) represents the 27 cities and unincorporated county areas of Southeast Los Angeles county (about 2.2 million residents.) The Gateway Cities area is anchored by the Ports of Long Beach (POLB) and Los Angeles (POLA), the largest port complex in the United States. Combined, Gateway Cities would be the 5th largest city in the United States.

GOODS MOVEMENT Approximately 45% of the nation's imports pass through these two ports, with the amount of container volumes expected to double or triple in the next few decades. The GCCOG (along with other regional public agencies) are addressing and analyzing the landside effects from this port growth, including transportation and goods movement.

PARTNERSHIPS The GCCOG, working on behalf of its communities for more than 15 years, is an active partner with Metro, OCTA, Caltrans, POLA, POLB, SCAG, CALSTART and others in joint studies and planning efforts that specifically look at transportation issues to improve air quality, mobility, congestion and public health. Research from a variety of studies indicate that major investments in infrastructure will be needed and that technology has great potential to address issues of mobility and environmental air quality.



WHAT REGIONAL TRANSPORTATION PROJECTS AFFECT GATEWAY CITIES?



Multiple projects are underway simultaneously throughout the Gateway Cities area, including:

- 1 I-710 EIR/EIS (with freight corridor)
- 2 I-5 EIR/EIS (I-605 south to County Line) – Construction Project
- 3 I-5 EIR/EIS (I-605 to I-710) EIR/EIS
- 4 Orange and Los Angeles Intercounty Transportation Study
- 5 SR-60 Car-Pool Lanes Additions – Construction Project
- 6 East Side Light Rail Study (alignment not selected)
- 7 Orangeline Transit Study (approximate alignment)
- 8 ITS Integration Plan for Goods Movement
- 9 SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy (no alignment selected.)
- 10 Metrolink Expansion
- 11 California High Speed Rail
- 12 Amtrak
- 13 Green Line
- 14 Park-N-Ride Lots
- 15 Telegraph Rd. Signal Synchronization Project, typical (other arterial highway signal synchronization projects not shown)
- 16 Local and Regional Transit (Bus) Service
- 17 SR-91/I-605/I-405 Congestion Hot-Spot Projects
- 18 SR-22/I-405/I-605 Car-Pool Connector Ramp Construction Project (by OCTA)
- 19 SR-91 Lane Additions (by OCTA)
- 20 I-110 Toll Lane Addition
- 21 BNSF or UP mainline track additions or change for freight trains

HOW IS GATEWAY CITIES INVOLVED WITH ALL THESE REGIONAL TRANSPORTATION PROJECTS ?

- **FORMED PARTNERSHIPS**

Partnerships have been formed with many other agencies.

- **FORMED CORRIDOR PROJECTS**

Corridor Projects have been formed to address various projects as follows:

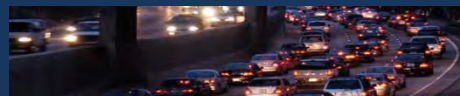
- I-5
- I-710
- SR-91/I-605/I-405
- Orange Line Development Authority and PE/W. Santa Ana Branch
- LOSSAN (High Speed Rail, Metrolink, Amtrak)
- Light Rail (East Side Light Rail-Phase II)
- Freight Corridor



- **ADDRESSED OTHER REGIONAL TRANSPORTATION PROJECTS**

Other regional transportation projects are also being addressed, such as:

- Blue Line – Light Rail
- Green Line – Light Rail
- Arterial Highways
- Intelligent Transportation Systems (Technology)
- I-405 Toll Lanes (*Possible*)
- LA-Orange County Intercounty Transportation Project
- Local and Regional Bus Service
 - Park-N-Ride Lots
 - Transit Centers
 - Non-Motorized Transportation



- **AIR QUALITY & HEALTH**

Air Quality and Health is the number one issue for Gateway Cities, and is being addressed with the following projects:

- I-710 Air Quality/ Health Risk Assessment
- Gateway Cities Air Quality Action Plan
- Sustainable Communities Strategies



WHAT IS GCCOG'S APPROACH TO ALL THESE TRANSPORTATION PROBLEMS?

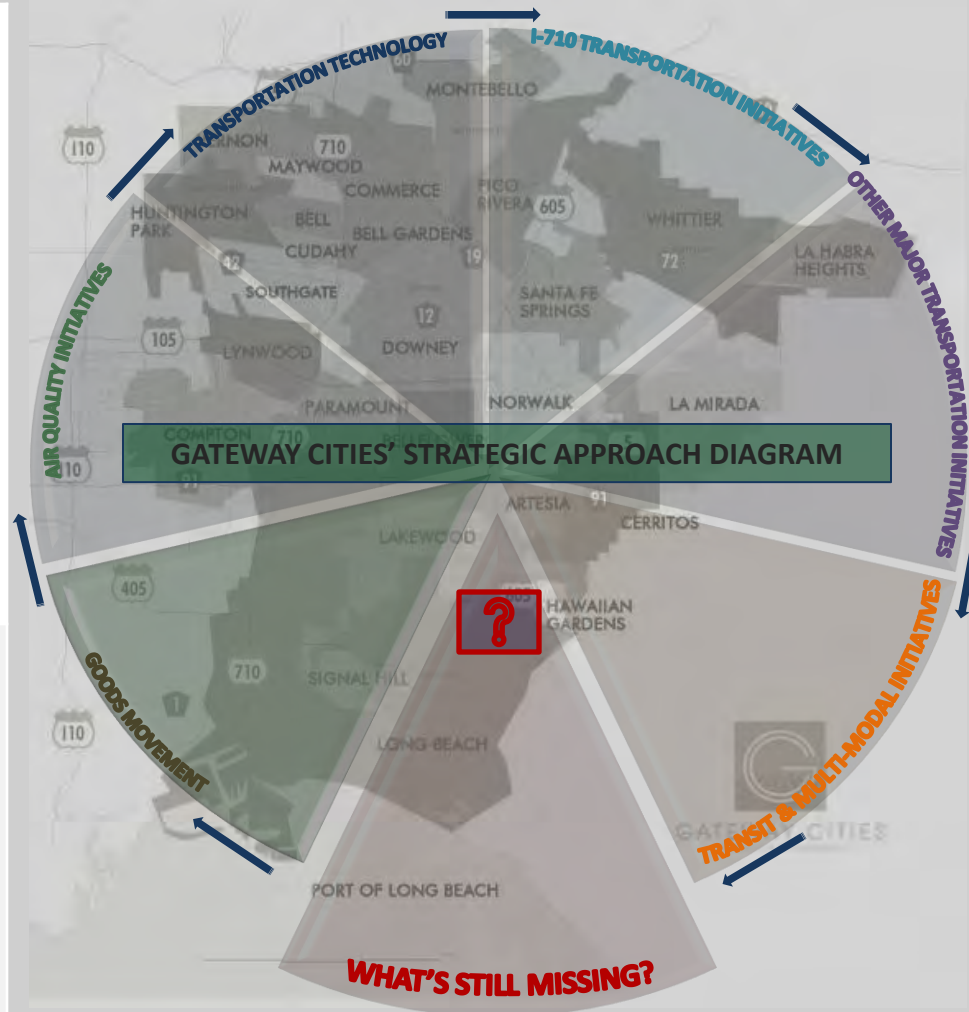
❑ Gateway Cities addresses all of the transportation issues and projects with a strategic approach as shown on this diagram.

- The various projects are grouped into categories and addressed individually and then collectively to determine inter-relationships and synergies.
- Each piece is currently being evaluated and will be brought together in the **Gateway Cities Transportation Strategic Plan**, now underway.

The Gateway Cities Transportation Strategic Plan is an evaluation of current and planned transportation projects within the Gateway Cities sub-region and their interrelationships, impacts, and benefits.

❑ WHAT'S STILL MISSING?

- *Goods Movement Coordination with Logistic Industry Participation*
- *State/Federal Agencies Participation*
- *Additional Funding for all Infrastructure Improvements*
- *Zero-Emission Transportation Technology Implementation/Business Plan*





GCCOG's TRANSPORTATION STRATEGIC PLAN

WILL EXAMINE INTERRELATIONSHIPS AND SYNERGIES BETWEEN TRANSPORTATION PROJECTS WITHIN OUR SUB-REGION

The GCCOG has initiated development of a **Transportation Strategic Plan** for all of the GCCOG area to determine how to improve congestion and mobility for its entire sub-region. It will include an evaluation of current and planned transportation projects within the Gateway Cities sub-region and their interrelationships, impacts, and benefits.

The plan will look toward providing numerous transportation travel options to the communities which will result in fewer vehicle miles traveled and improved air quality.

The plan will examine all of the various types of transportation projects and how they relate to and affect each other. This will include projects that are existing, proposed or being studied.

These options include cars, transit, rail and buses, along with Transportation System Management/Transportation Demand Management (TSM/TDM), technology projects and goods movement transportation projects.

The nexus between all the transportation projects, land use, mobility and air quality (including goods movement) will be determined and evaluated. The initial strategic plan will be completed in 2012 and a second version will be underway later that year.

WHAT ARE THE SPECIFIC GOALS FOR THE GATEWAY CITIES TRANSPORTATION STRATEGIC PLAN?

- Determine **interrelationships between projects**
- Determine **air quality benefits** to Gateway Cities residents
- Determine **costs**
- Determine **impacts of goods movement**
- Identify **funding sources**
- Develop and maintain **consensus** among the communities, agents and partners

*SNAP-SHOT and STATUS OF TRANSPORTATION INITIATIVES & PROJECTS IN GATEWAY CITIES

TRANSPORTATION TECHNOLOGY

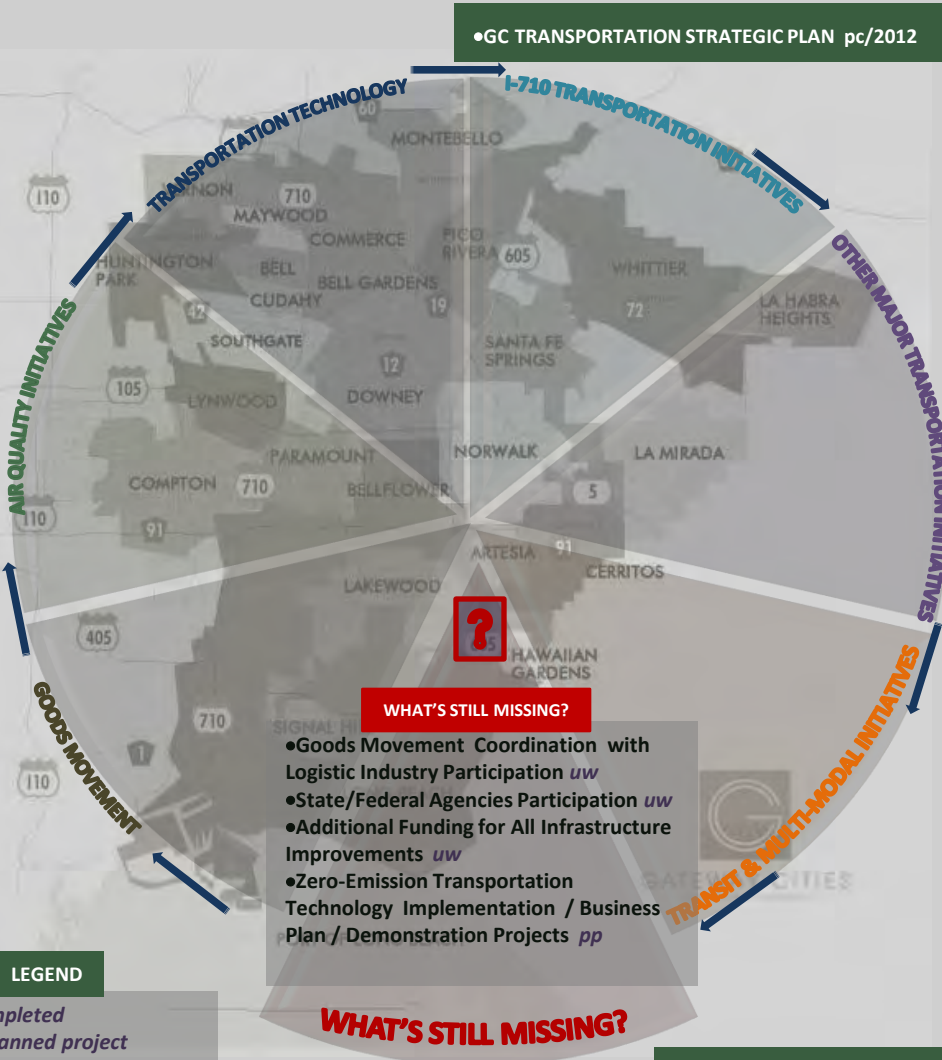
- Intelligent Transportation Systems (ITS) Integration Plan for Goods Movement *c/2008*
- ITS Implementation Plan *pp-pc/2012*
- Zero Emission Vehicle Transportation *pp*
- Transportation System Management/Transportation Demand Management Projects (TSM/TDM) *pp-pc/2012*
- ITS Projects *pp*

AIR QUALITY INITIATIVES

- Gateway Cities Air Quality Action Plan *pp-pc/2012*
- POLB and POLA Clean Air Action Plan (CAAP) *uwo-c/2006*
- Railroad Equipment Upgrades *uwo*
- GCCOG as Sub-Regional Sustainable Communities Strategy SB375 (and AB 32) Delegation *c/2011*
- I-710 Air Quality/Health Risk Assessment *pc/2012*
- I-710 Freight Corridor with Zero-Emission Vehicles *pp-uw*

GOODS MOVEMENT

- Grade Separations *uwo*
- Main Line Track Additions *uwo*
- Rail Yards *uwo*
- SCAG Goods Movement Study *pc/2012*
- I-710 Freight Corridor *pp*
- PierPASS *c/2005*



•GC TRANSPORTATION STRATEGIC PLAN *pc/2012*

I-710 TRANSPORTATION INITIATIVES

- Major Corridor Study (MCS) *c/2005*
- EIR/EIS *pc/2013*
- I-710 General Purpose Lanes *pp*
- Freight Corridor *pp*
- Arterial Highways *pp*
- I-710 Early Action Projects *pp-uw*
- I-710 Early Action Sound Walls *pp- pc/2012*
- I-710 Freight Corridor Public/Private Partnership Study *pc/2012*
- I-710 Utility Relocation Studies *pp-pc 2012*

OTHER MAJOR TRANSPORTATION INITIATIVES

- I-5 Construction (605 to County Line) *pc/2016*
- I-5 EIR/EIS (605 to 710) *pc/2012-13*
- Arterial Highways *pp*
- Master Plan of Arterial Highways *pp*
- Truck Enforcement Facilities *pp*
- OC/LA Co. Inter-County Transportation Projects *pp*
- Bike Lanes
- 91/605 Needs Assessment *c/2005*
- 91/605/405 Initial Corridor Studies *c/2008*
- 91/605/405 Congestion "Hot Spot" Projects & Feasibility Analysis *pc/2012*

TRANSIT AND MULTI-MODAL INITIATIVES

- High Speed Rail *uwo*
- Metrolink *uwo*
- Amtrak *uwo*
- PE/W. Santa Ana Branch Study *pc/2012*
- Orange Line Development Authority Studies (OLDA) *uw*
- Eastside Extension Study *pc/2012*
- Local, Sub-Regional and Regional Bus Service Improvements *uw*
- Light Rail and Bus Services, including Green Line, Blue Line & Orange Line *uw*

LEGEND

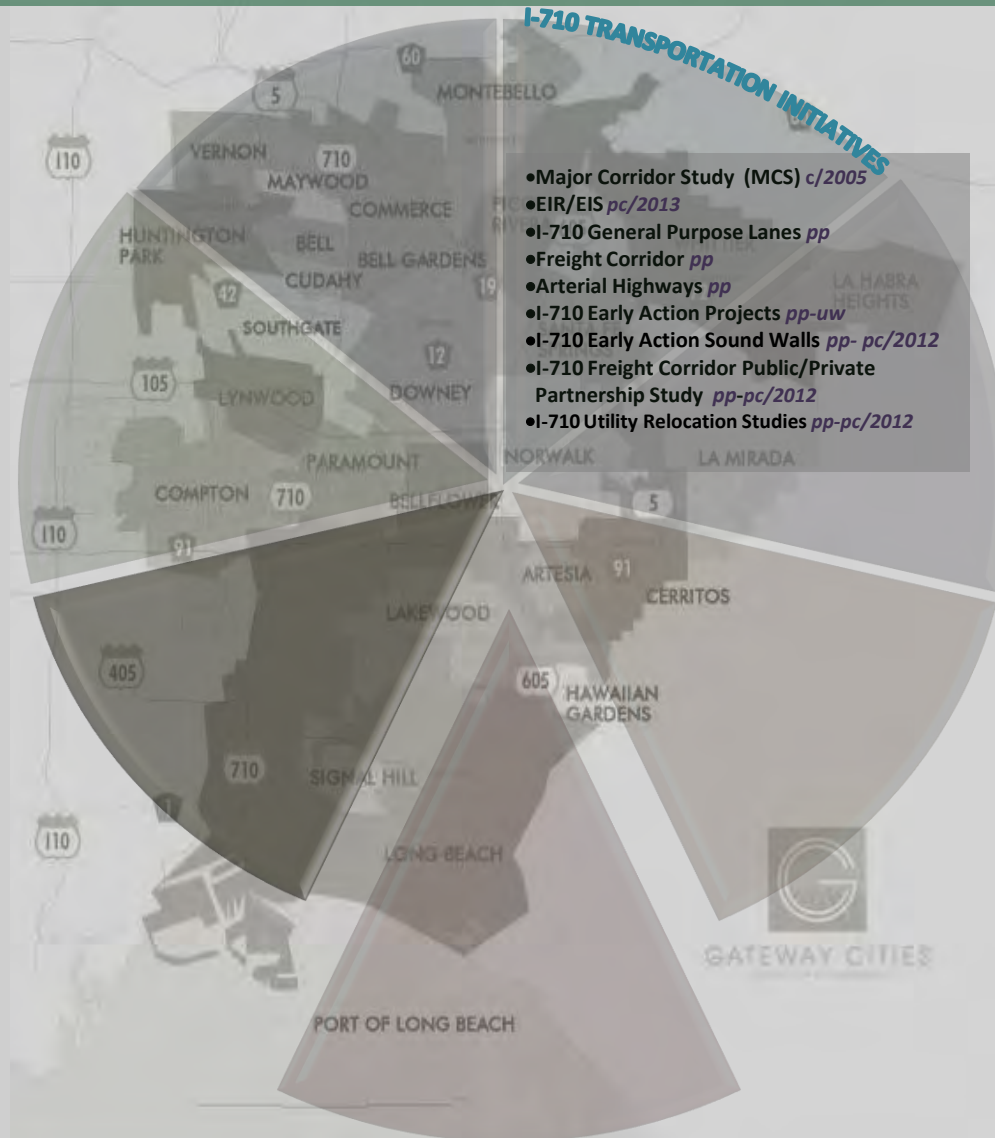
c = completed
pp = planned project
pc = projected completion
uw = underway
uwo = underway by others

WHAT'S STILL MISSING?

- Goods Movement Coordination with Logistic Industry Participation *uw*
- State/Federal Agencies Participation *uw*
- Additional Funding for All Infrastructure Improvements *uw*
- Zero-Emission Transportation Technology Implementation / Business Plan / Demonstration Projects *pp*

***SEE FOLLOWING SLIDES FOR ADDITIONAL DETAILS ON ALL TRANSPORTATION INITIATIVES.**

I-710 TRANSPORTATION INITIATIVES



ALL I-710 TRANSPORTATION INITIATIVES

I-710 TRANSPORTATION INITIATIVES, including:

- ❑ I-710 Major Corridor Study (MCS) completion date/2005
- ❑ I-710 EIR/EIS *projected completion/2013*
- ❑ I-710 General Purpose Lanes *planned project*
- ❑ I-710 Freight Corridor *planned project*
- ❑ Arterial Highways *planned project*
- ❑ I-710 Early Action Projects *planned project - underway*
 - Soundwalls *proposals submitted, projected completion date/2011*
 - I-710 South Utility Relocation Study *underway*
 - I-710 Central Utility Relocation Study *proposal due in August*
 - I-710 North Utility Relocation Study *proposal due in July*
 - Arterial Highway Improvements *in planning*
 - Local Interchanges *in planning*
- ❑ I-710 Freight Corridor Public/Private Partnership Study *projected completion date/2012*
 - I-710 Zero Emission Technology Study *underway by others*





Highlights for I-710 EIR/EIS FREIGHT CORRIDOR with ZERO EMISSION TRANSPORTATION TECHNOLOGY

PUBLIC PRIVATE PARTNERSHIP STUDY EARLY ACTION PROJECTS

EIR/EIS projected completion/2013

With GCCOG, Metro, Caltrans, POLA, POLB, SCAG, and the I-5 JPA, the **I-710 Corridor Project EIR/EIS** was started in 2008, with completion projected for 2013. It will environmentally analyze alternatives for improving the I-710 freeway. As the primary truck route to and from the ports, the I-710 freeway experiences high heavy-duty truck volumes resulting in high concentrations of diesel particulate emissions (a major contributor to carcinogenic risk from toxic air contaminants in the South Coast Air Basin.)

I-710 Freight Corridor with Zero Emission Alternative Transportation Technology planned project

Based on the I-710 Major Corridor Study (completed in 2005), and on community participation, a Locally Preferred Strategy Design was developed including a separate **Freight Corridor** as one of the I-710 Project Alternatives. This Freight Corridor, from POLB to the intermodal rail yards southeast of the I-710/I-5 interchange, includes 10 general purpose lanes next to a separated four lane freight movement facility. The Southern California Association of Governments (SCAG) is studying continuing the I-710 Freight Corridor further inland, and potential benefits are improved congestion relief, health, and air quality with the use of Zero Emission vehicles.

For the I-710 EIR/EIS, **Zero Emission Trucks** are being studied, with the possibility in the future to incorporate an Advanced Technology Fixed Guideway system. Zero Emission trucks are able to operate on freeways, local arterials, or in a separate Freight Corridor. While within the Freight Corridor, the trucks could be powered by electrical means or batteries. Off the Freight Corridor, the trucks could be powered by electrical batteries or other sources in a hybrid, dual-powered application.

Public/Private Partnership Study projected completion date/2012

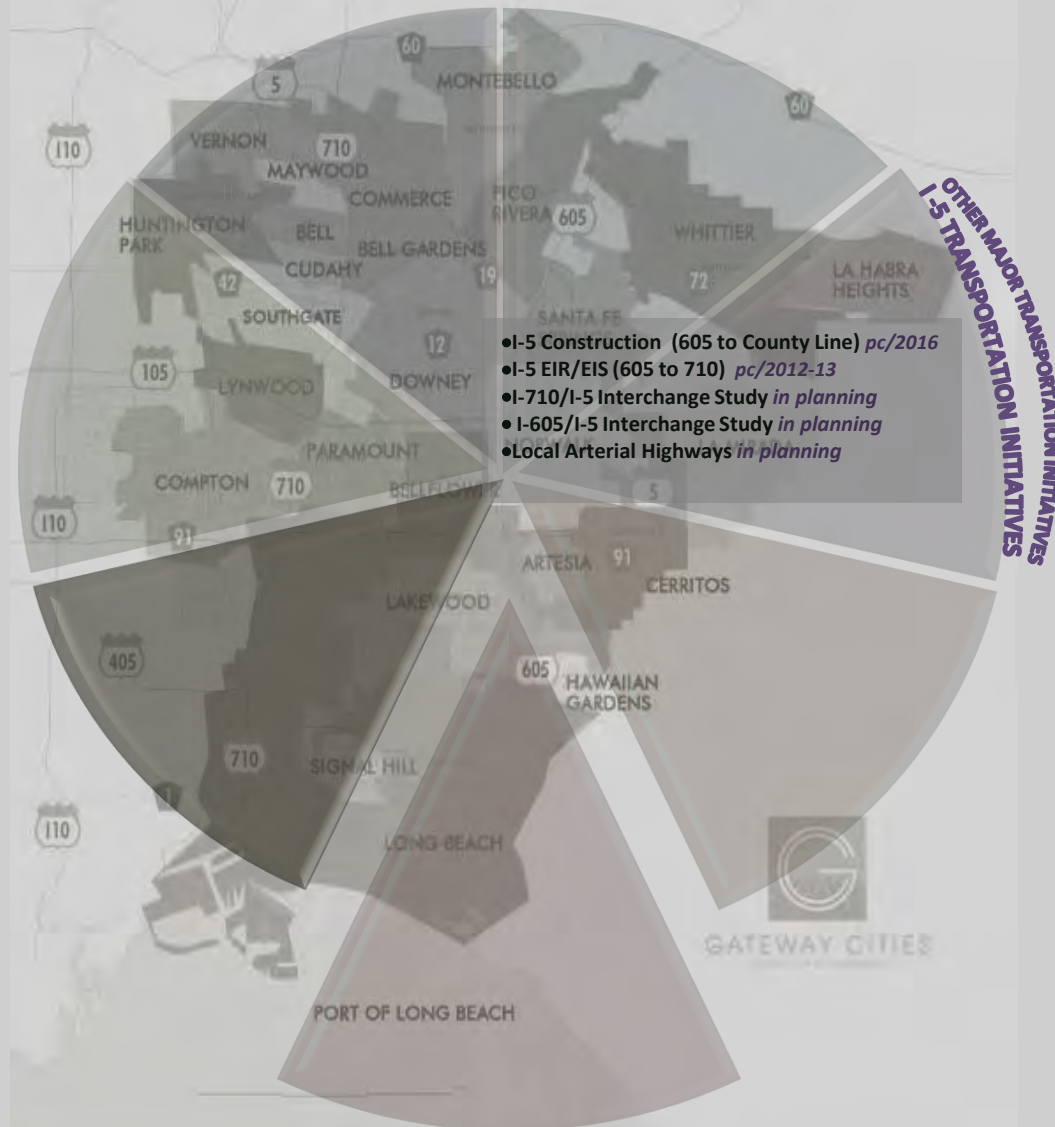
The I-710 Freight Corridor Project is one of six **Metro Measure R** highway and transit projects identified as possible **Public Private Partnership (P3)** candidates, to be developed with the potential for partnership with the private sector.

I-710 Early Action Projects planned projects – underway

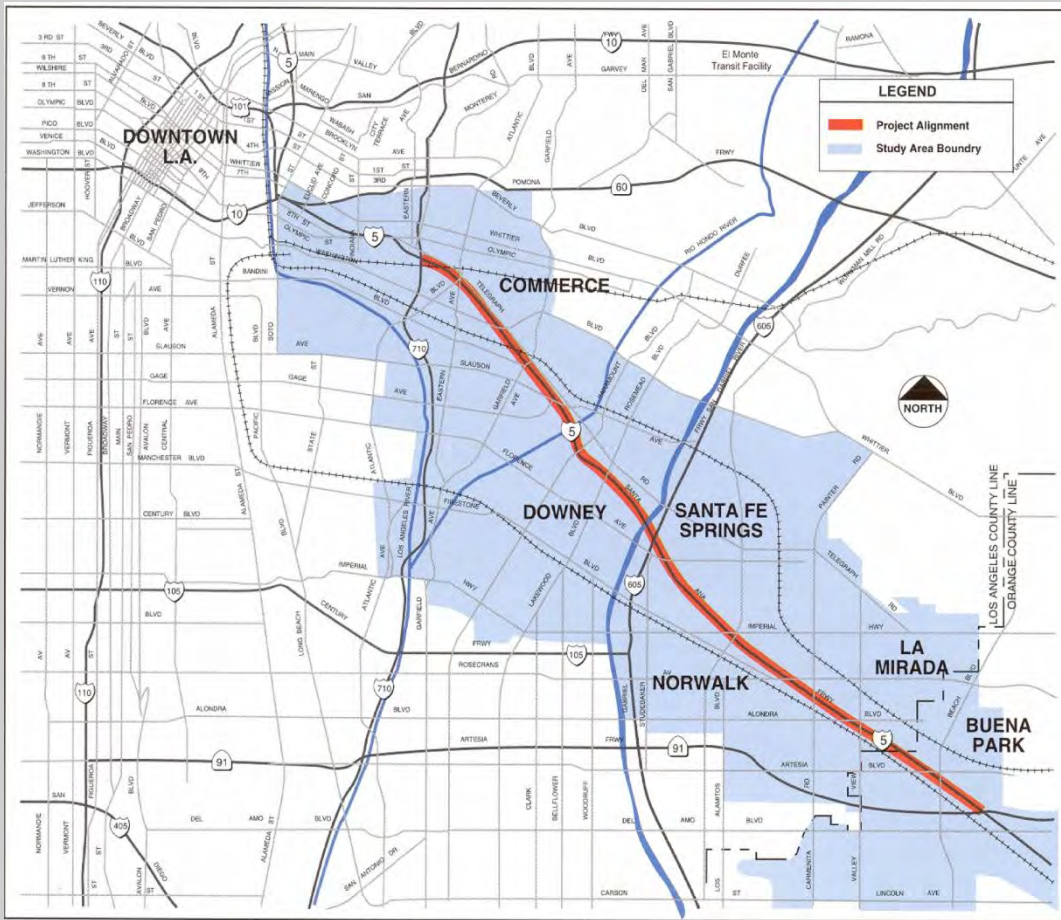
Measure R designated \$590 M for I-710 South and/or Early Action Projects to provide improvements to the mainline, ramps and interchanges along the I-710 Corridor. Projects underway or in planning include sound walls, various utility relocation studies, arterial highway improvements and local interchanges.

OTHER MAJOR TRANSPORTATION INITIATIVES

I-5 TRANSPORTATION INITIATIVES



I-5 MAP *and* GCCOG TRANSPORTATION INITIATIVES



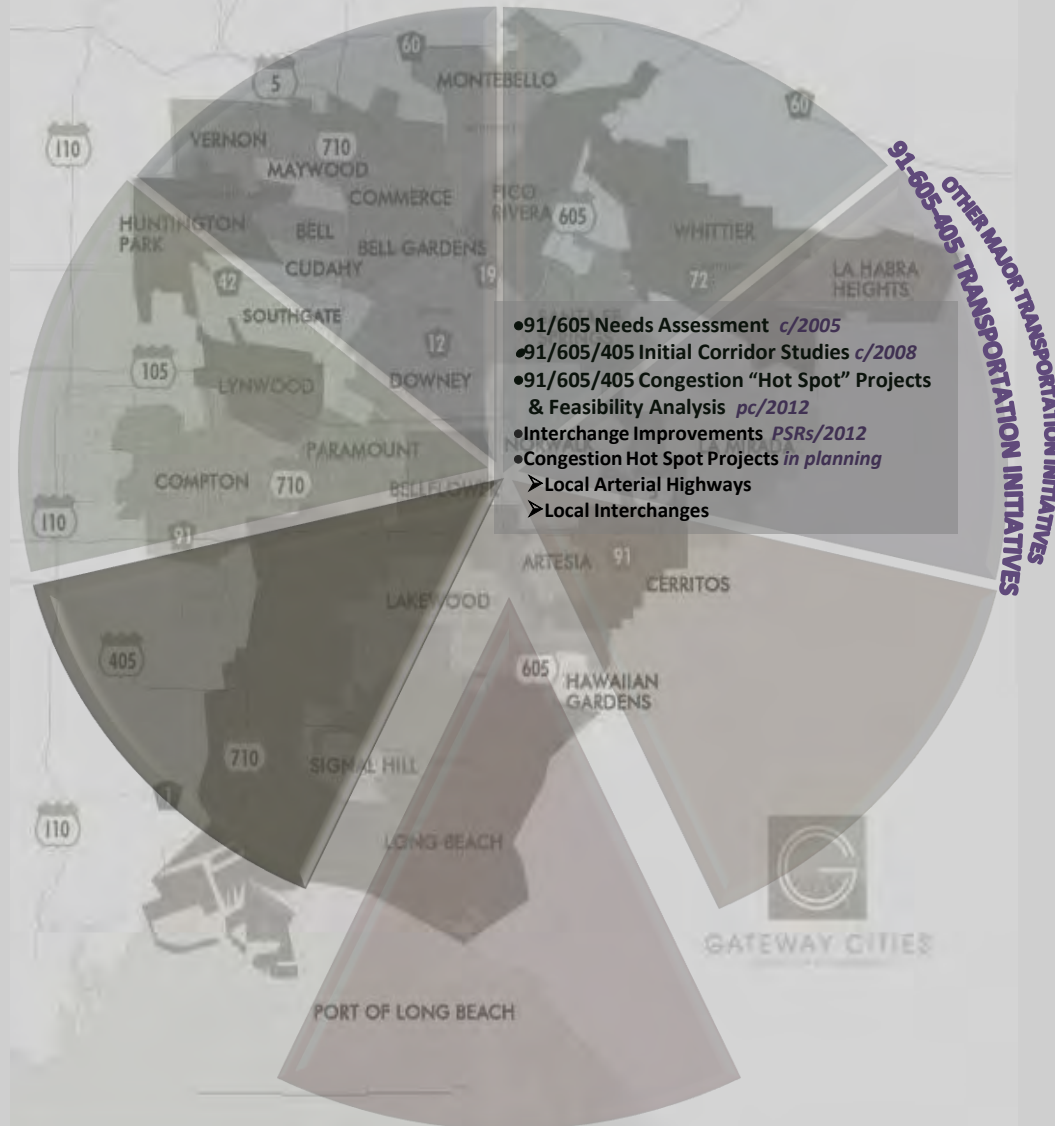
I-5 TRANSPORTATION INITIATIVES

- ❑ I-5 Construction (605 to County Line) *pc/2016*
- ❑ I-5 EIR/EIS (605 to 710) *pc/2012-13*
- ❑ I-710/I-5 Interchange Study *in planning*
- ❑ I-605/I-5 Interchange Study *in planning*
- ❑ Local Arterial Highways *in planning*



OTHER MAJOR TRANSPORTATION INITIATIVES

SR-91/I-605/I-405 TRANSPORTATION INITIATIVES



- 91/605 Needs Assessment *c/2005*
- 91/605/405 Initial Corridor Studies *c/2008*
- 91/605/405 Congestion "Hot Spot" Projects & Feasibility Analysis *pc/2012*
- Interchange Improvements *PSRs/2012*
- Congestion Hot Spot Projects *in planning*
 - Local Arterial Highways
 - Local Interchanges

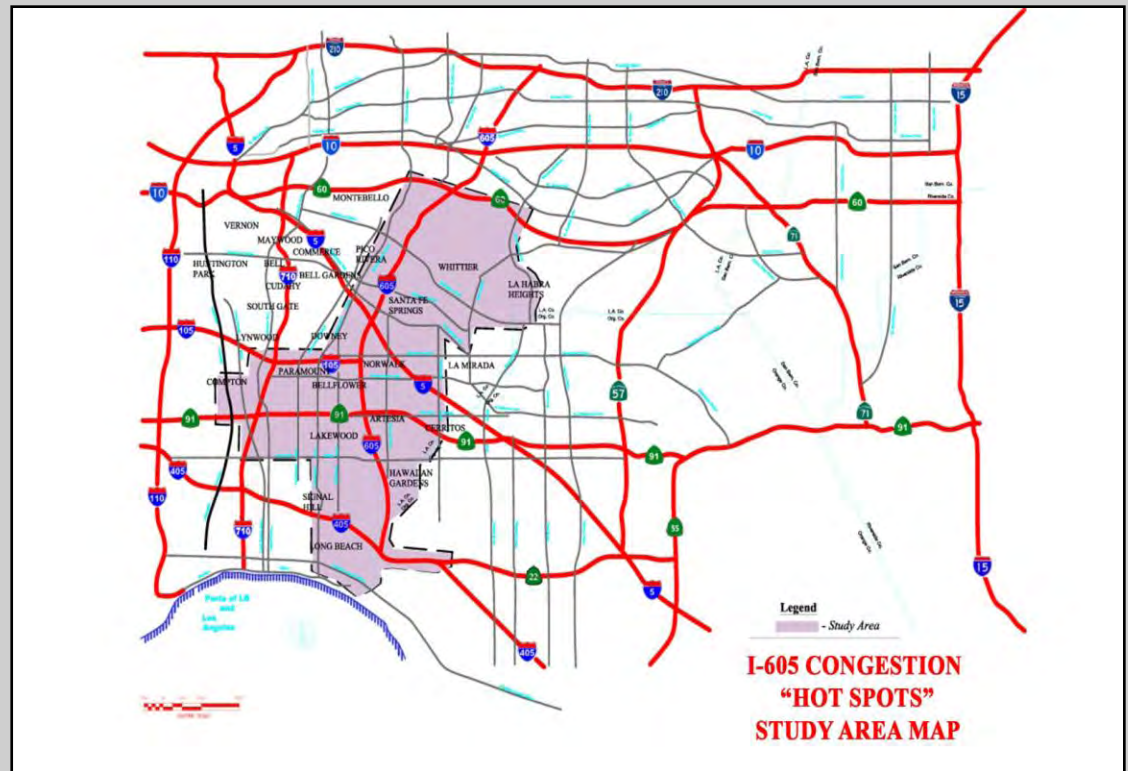
91-605-405 TRANSPORTATION INITIATIVES

91/605/405 TRANSPORTATION INITIATIVES

91-605-405

TRANSPORTATION INITIATIVES

- ❑ **91/605 Needs Assessment**
completion date/2005
- ❑ **91/605/405 Initial Corridor Studies**
completion date/2008
- ❑ **91/605/405 Congestion “Hot Spot” Projects and Feasibility Analysis**
projected completion date/2012
- ❑ **Congestion Hot Spot Projects**
in planning
 - Local Arterial Highways
 - Local Interchanges
- ❑ **Interchange Improvements**
PSRs/2012



► *Highlights for* 91/605/405 Congestion “Hot Spot” Projects

► 91/605/405 Congestion “Hot Spot” Projects and Feasibility Analysis *projected completion date/2012*

LA MTA (Metro) and GCCOG are conducting a **Congestion Hot Spots analysis for the SR-91/I-605/I-405 Corridors Feasibility Analysis and Project Study Reports (PSRs.)** This major project will analyze congestion improvement alternatives in the Gateway Cities sub-region for the various **Congestion Hot Spots**.

Based on the findings of a previous needs assessment and initial corridor study, **several chronic traffic congestion Hot Spots were identified in the I-605 Corridor**. These are attributed to increasing passenger car and truck traffic, as well as localized design, capacity and operational deficiencies of the freeway and local transportation system. **Los Angeles County Measure R** (local transportation sales tax) designated \$590 million for **91/605/405 mainline, ramp, and interchange improvements** within the area.

The initial alternatives for Congestion Hot Spots will include improvements to **freeway-to-freeway interchanges, additional general purpose lanes, and arterial improvements** working within existing public right-of-way, to the extent possible.

TRANSIT & MULTI-MODAL INITIATIVES



TRANSIT & MULTI-MODAL INITIATIVES

CURRENT TRANSIT & MULTI-MODAL INITIATIVES IN GATEWAY CITIES

TRANSIT & MULTIMODAL INITIATIVES

- High Speed Rail** * *currently underway by others*
- Metrolink** * *currently underway by others*
- Amtrak** * *currently underway by others*
* *Being examined together in the LOSSAN Corridor*
- PE/W. Santa Ana Branch Study**
projected completion date/2012
- Orange Line Development Authority Studies (OLDA)**
underway
- Eastside Extension Study**
projected completion date/2012
- Local, Sub-Regional and Regional Bus Service Improvements** *underway*
- Light Rail and Bus Services, including:**
 - **Green Line**
 - **Blue Line**
 - **Orange Line** *underway*

▶ *Highlights for*

TRANSIT & MULTI-MODAL INITIATIVES

As part of the **I-710 EIR/EIS** a **Multimodal Transportation Report** (completed in 2009) reviewed bus and rail transit, park-n-ride facilities, High Occupancy Vehicle (HOV) lanes and goods movement by rail. A similar study is being done as part of the 91/605/405 transportation initiatives.

Transportation Demand Management/Transportation System Management (TDM/TSM) projects were also evaluated along with **Intelligent Transportation Systems (ITS)**, among other alternatives.

This report determined that **the collective use of multimodal transportation improvements has the potential to reduce the future travel demand and increase freeway capacity**. It was recommended that these improvements be implemented.

GCCOG is directly engaged with a variety of transit initiatives in the sub-region, including:

- ❑ **Orangeline Development Authority (OLDA)**
- ❑ **Pacific Electric Right-Of-Way/West Santa Ana Branch Corridor (PEROW/W. Santa Ana Branch Corridor)**
- ❑ **Metro's Blue Line, Green Line and Green Line Extension**
- ❑ **Eastside Transit Corridor Phase 2.**

Near Gateway Cities, the I-110 Harbor Transitway HOV lanes (Artesia Transit Center to Adams Blvd.) will be converted to **High Occupancy Toll (HOT) lanes** in an effort to open up under-utilized HOV lanes to voluntary toll traffic.

GCCOG is also involved with **Metrolink, Amtrak, and Metro Light Rail and Bus Services and Bus Rapid Transit (BRT)**, as well as **California High Speed Rail**.

► *Highlights for* High Speed Rail

► High Speed Rail

GCCOG is working with California HSR, transportation agencies, and other stakeholders to help determine a viable HST route through the **highly urbanized California HSR LA-Anaheim segment**.

The Gateway Cities requested that the California High Speed Rail Authority (CHSRA) consider a phased implementation for this segment, with the potential for shared services between Metrolink, Amtrak and HST south of LA Union Station to at least Anaheim.

For this built-out segment, trains would operate at reduced speeds, so this type of collaborative phased implementation could provide benefits to existing services while serving as a connector for the entire HSR project.

In March 2011, the CHSRA Board **extended the date for the LA-AN segment Draft EIR/EIS until the end of 2013** to allow all stakeholders to participate in further investigation and development of the alignment and to further analyze some of the technical complexities of the operations and alignment.

With HSR as a component of a sub-regional Transportation Strategic Plan, there is the possibility to remove one lane of traffic in either direction from the I-5 Freeway.

Eastside Extension Study Project

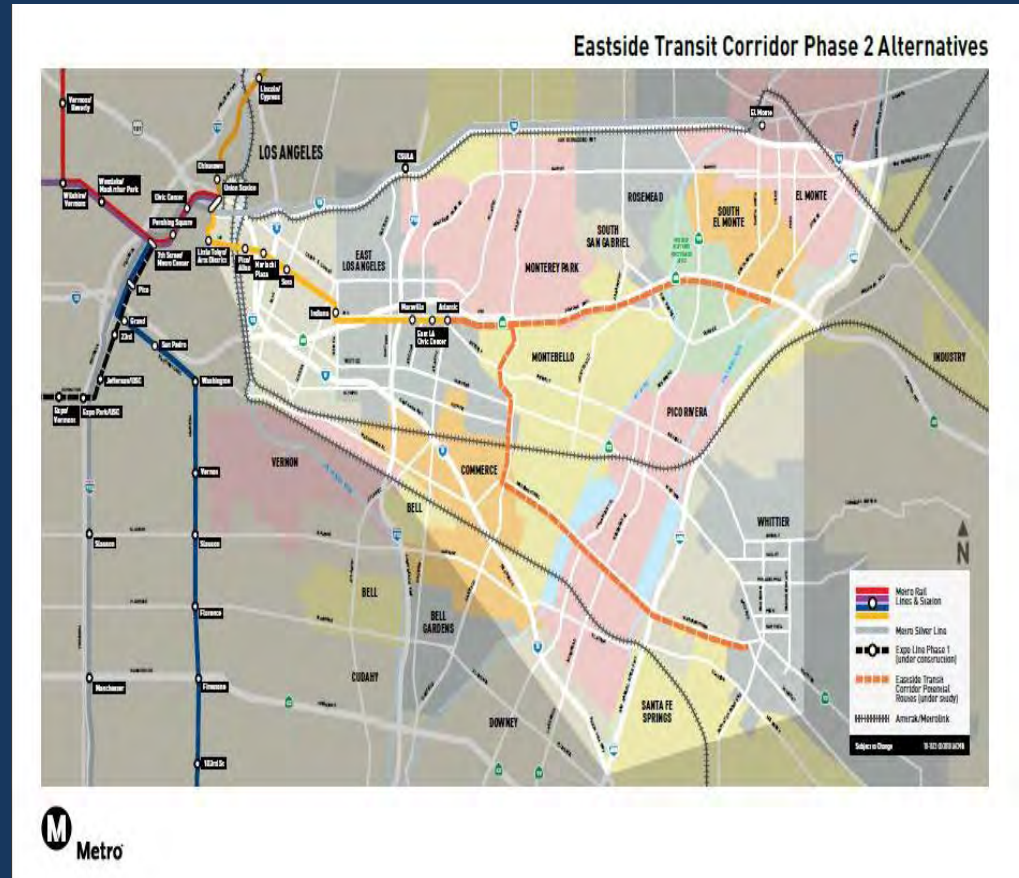
► **Eastside Extension Study** *projected completion date/2012*

The **Eastside Transit Corridor Phase 2** is meant to identify an alternative that provides a transit connection to the Metro Gold Line Eastside Extension Phase 1.

The project involves the **environmental study of two light rail alternatives** that could extend the **Gold Line Eastside Extension line** that goes from LAUS to East LA to communities further east that are hampered by traffic congestion and currently not served by rail. The **SR-60** and **Washington Blvd.** are the two selected alternatives for this project.

Funding scenarios show that local **Measure R** (transportation sales tax) money could be available starting in 2022, and there is additional potential to explore the use of state and federal money to accelerate the project implementation schedule.

If the project is built, communities stand to benefit since the project would bypass roadway congestion and offer Eastside residents and workers increased access to the other dense business and residential centers served by the Metro Rail system.



► Highlights for PE/W. Santa Ana Branch

► Pacific Electric Right-of-Way/West Santa Ana Branch *projected completion/2012*

The **Pacific Electric Right-of-Way (PE)/West Santa Ana Branch Corridor** is approximately 20 miles of mostly abandoned rail road ROW between Paramount in Southeastern Los Angeles County and Santa Ana in Orange County.

It was once part of the PE Railway, or Red Car, system that provided mass transit to Southern California from 1901-1961.

Currently, **SCAG** is preparing an **Alternatives Analysis (AA)** to examine potential transit service along this corridor that will provide additional travel options between **Los Angeles** and **Orange County**, reduce congestion, and give adjacent communities access to the regional transit network.

The **AA** will examine transit options for connecting to the **Metro Blue Line**, **Metro Green Line** and **Los Angeles Union Station (LAUS)** on the north end, and to the **Santa Ana Regional Transportation Center** on the south end.

Alternatives will be evaluated with a **Locally Preferred Alternative** anticipated in **2012**.



▶ *Highlights for*

Orangeline Development Authority (OLDA)

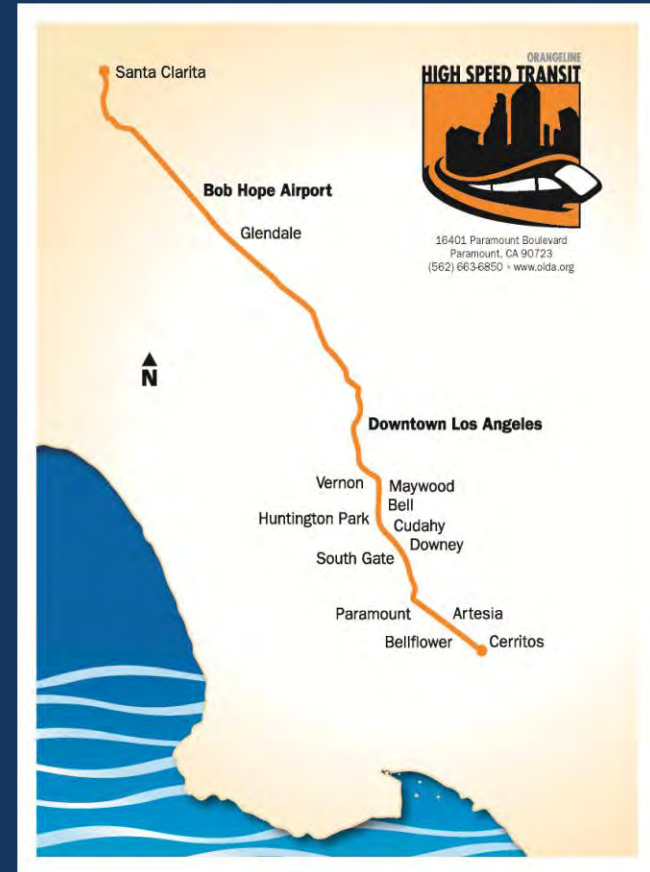
▶ Orangeline Development Authority (OLDA)

The **Orangeline Development Authority (OLDA)** is a joint powers agency formed to pursue development of an environmentally friendly, grade-separated transit system using existing ROW in Southern California.

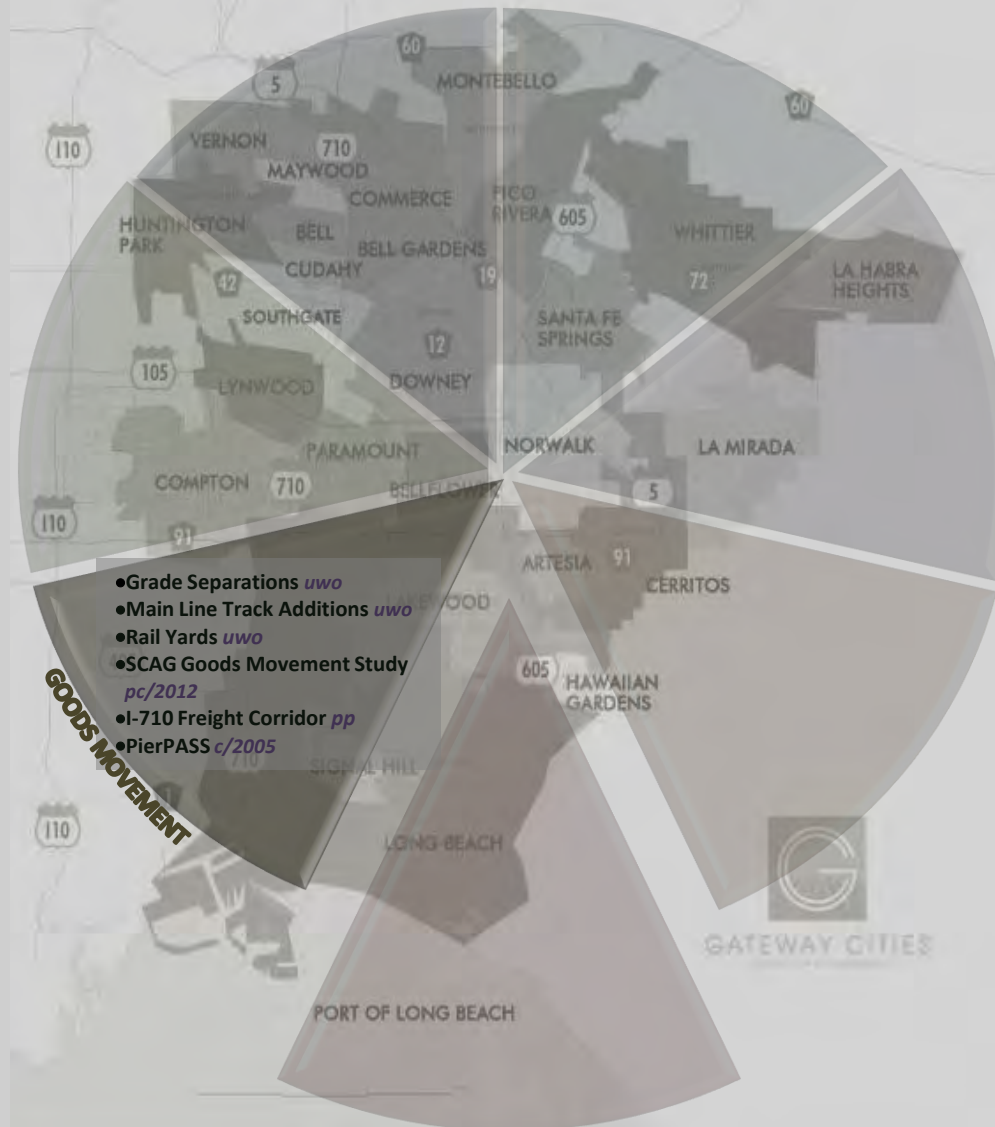
There are a number of Gateway Cities included in the fourteen public agencies that currently comprise the Authority, including: Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Huntington Park, Maywood, Paramount, South Gate and Vernon.

Supporting agencies include Caltrans, District 7, Metro, and GCCOG.

In 2009, the City of South Gate and OLDA were awarded funding for the 2010-2011 fiscal year from Caltrans to assess a new transit corridor between the southern portion of the OLDA rail corridor to Union Station in downtown L.A. and to help communities around the proposed stations in South Gate and Huntington Park to participate in the planning process.



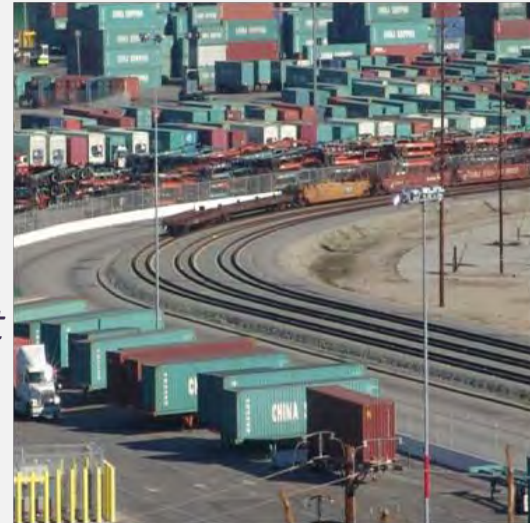
GOODS MOVEMENT INITIATIVES



GOODS MOVEMENT INITIATIVES

GOODS MOVEMENT INITIATIVES

- Many Grade Separations *underway*
- Main Line Track Additions *underway*
- Rail Yards (on-dock, near-dock, and off-dock) *expansion being studied*
- SCAG Goods Movement Study *projected completion date/2012*
- I-710 Freight Corridor *planned project*
- PierPASS *completed/2005*



Highlights for SCAG Regional Goods Movement Plan & Implementation Strategy PierPASS

SCAG Regional Goods Movement Plan and Implementation Strategy *underway*

Gateway Cities is participating with the Southern California Association of Governments (SCAG) in developing its **Comprehensive Regional Goods Movement Plan and Implementation Strategy** building on the overall concepts and strategies defined in the 2008 Regional Transportation Plan (RTP) through the application of new technologies. **The Plan will incorporate findings and recommendations from recently completed and ongoing studies, particularly the Multi-County Goods Movement Action Plan (MCGMAP) and SCAG's Port and Modal Elasticity Study Phase II.** The studies indicate that major investments in infrastructure will be required to provide short and long-term solutions to support moving goods both locally and throughout the country while mitigating associated environmental and community impacts.

PierPASS *completed/2005*

PierPASS is a not-for-profit company created by marine terminal operators at the Ports of Long Beach and Los Angeles **to address multi-terminal issues to ease truck congestion, improve security and help air quality.**

One of their strategies was to establish **five new shifts per week** at all international container terminals in the two ports **to operate during off-peak congestion time periods.**

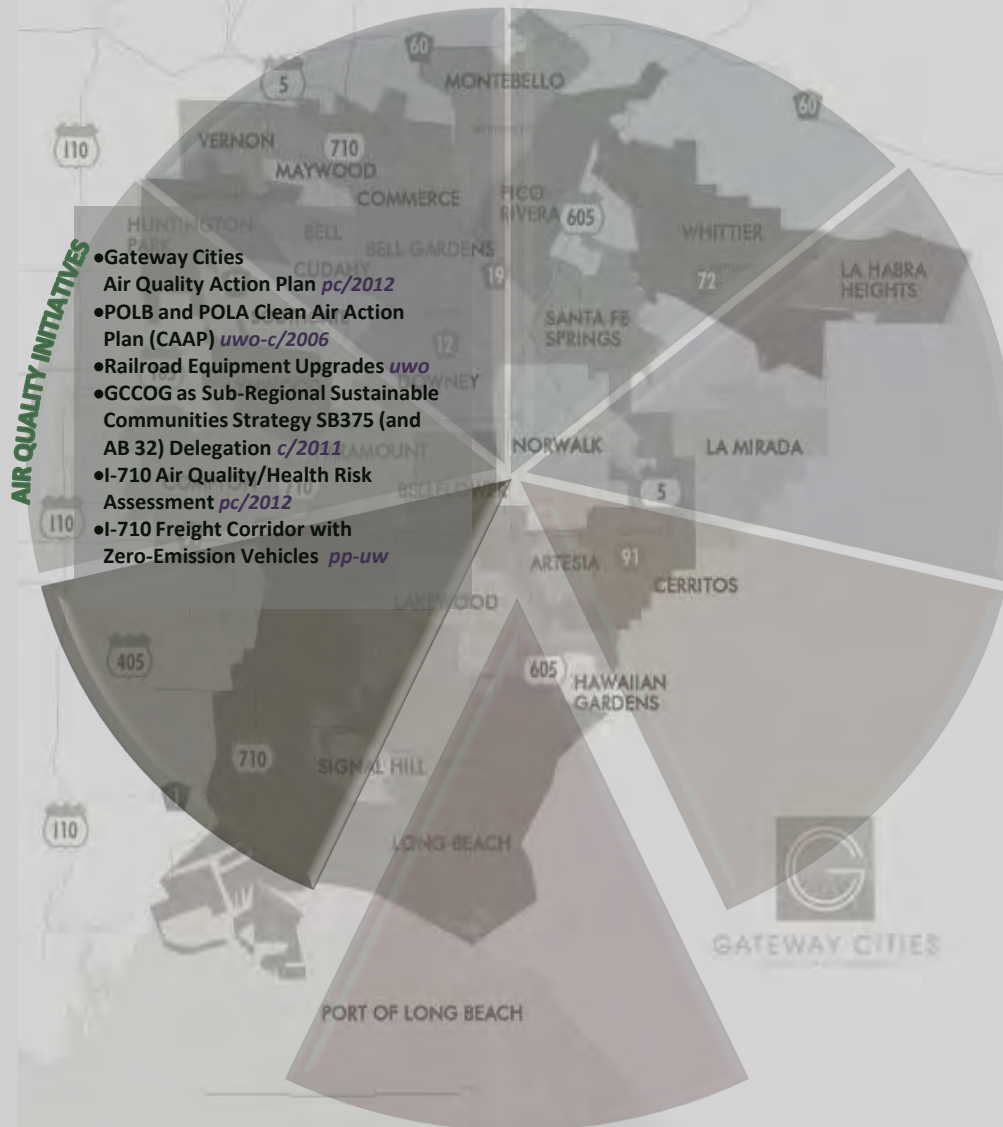
As an incentive to use the new off peak shifts and to cover the added costs for the new shifts, a **Traffic Mitigation Fee (TMF)** is required for most cargo movement during peak hours (M-F, 3am-6pm.)



PierPASS has formed a **working group of 30 diverse stakeholders** to discuss ways to take advantage of the underutilized times at the gates to help spread out volume and maximize the existing infrastructure for greater efficiency.

On April 12, 2011, PierPASS Inc. and Ability/Tri-Modal Transportation Services Inc. released a groundbreaking study that provides the first comprehensive measurement of Truck Queuing and Visit Times at POLA and POLB. The study, titled **Taking the Pulse of the Ports – Duration of Truck Visits to Marine Terminals**, used **Global Positioning System (GPS)** tracking to provide a common language and set of facts that the port community can use to discuss truck queuing and terminal visit times at the ports.

AIR QUALITY INITIATIVES



AIR QUALITY INITIATIVES

- Gateway Cities Air Quality Action Plan *pc/2012*
- POLB and POLA Clean Air Action Plan (CAAP) *uwo-c/2006*
- Railroad Equipment Upgrades *uwo*
- GCCOG as Sub-Regional Sustainable Communities Strategy SB375 (and AB 32) Delegation *c/2011*
- I-710 Air Quality/Health Risk Assessment *pc/2012*
- I-710 Freight Corridor with Zero-Emission Vehicles *pp-uw*

AIR QUALITY INITIATIVES

AIR QUALITY INITIATIVES

- Gateway Cities Air Quality Action Plan
projected completion date/2012
- POLB and POLA Clean Air Action Plan(CAAP)
completed/2006 and updated every two years
- Railroad Equipment Upgrades *underway by others*
- GCCOG as Sub-Regional Sustainable Communities Strategy SB 375
(and AB 32) Delegation *completed/2011*
- I-710 Air Quality/Health Risk Assessment
projected completion date/2012
- I-710 Freight Corridor with Zero-Emission Vehicles *planned project*

Highlights for ► GCCOG Sub-Regional Sustainable Communities Strategy SB 375 (and AB 32) Delegation

► GCCOG Sub-regional Sustainable Communities Strategy SB 375 (and AB 32) Delegation *completed/2011*

Assembly Bill 32, which was adopted by the California Legislature in 2006, requires the State's total **greenhouse gas (GHG) emissions** be reduced to 1990 levels by 2020. **Senate Bill 375** was adopted in 2008 to achieve the local land use GHG emission reductions through a regional planning process impacting air quality, transportation, land use, and housing in cities and counties.

California was divided into regions to achieve the GHG reductions, and **Metropolitan Planning Organizations (MPOs)** such as the **Southern California Association of Governments (SCAG)** were required to develop a **Sustainable Communities Strategy (SCS)** mandated by SB 375 that will become part of the Regional Transportation Plan (RTP.) Participating with SCAG, **Gateway Cities Council of Governments (GCCOG)** accepted delegation to develop the SCS for their own sub-region.

An **SCS Policy Development Committee** was established, consisting of city managers, planning directors, and public works officials, to assist the GCCOG staff in developing the SCS. **The SCS was developed over several months through a series of technical workshops** with the member cities' planning directors and public works officers of the Gateway Cities, hosted by the COG. SCAG management and staff, as well as LA County MTA was supportive in the development the Gateway Cities SCS. Information was collected in three major groupings: transportation projects that reduce GHG; travel demand management (TDM) programs; and land use plans. Each of these areas is expected to contribute to the overall reduction of GHG in the Gateway Cities, and together they comprise the scope of activities included under SB 375.

The GCCOG's draft SCS was provided to SCAG on April 28, 2011, and was approved by the COG Board at its May 4, 2011 meeting. Analysis of the draft SCS indicates 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 the targets set by the State for the SCAG region.

▶ *Highlights for* Zero-Emission Vehicles

▶ **Zero-Emission Vehicles** *planned project-underway*

The proposed I-710 improvements in Gateway cities includes a 4-lane **Freight Corridor**. The Freight Corridor could be operated with conventional trucks or **Zero-Emission vehicles**.

CalSTART recently (2011) completed a research project regarding the “*state of the industry*” for the development of Zero-Emission or Near-Zero Emission heavy duty trucks. They determined that this technology can be available by the time the Freight Corridor is in operation (in 10-15 years.)

A regional study for the Freight Corridor is planned, including a Business Plan to determine how to develop and “roll out” these Zero-Emission trucks.



► *Highlights for*

Gateway Cities Air Quality Action Plan

► Gateway Cities Air Quality Action Plan *projected completion date/2012*

The **Gateway Cities AQAP** is a comprehensive, corridor-level study to evaluate air quality and health impacts in Gateway Cities. The study was requested by the I-710 Oversight Policy Committee (OPC) in 2004 and subsequently authorized by the Los Angeles County Metropolitan Transportation Authority (Metro) Board. The study will assess how to continue to **improve air quality and public health by addressing both near-term and long-term measures for emission reductions.**

This is a **unique planning effort**, engaging major stakeholders from corridor cities, the environmental community, and air quality regulatory agencies to secure ideas, concerns, comments and directions. **Community involvement** is critical to the development of this AQAP.

The goal is to determine and develop the technical requirements, funding resources, institutional structure, legislative actions, and public agency accountability strategies to meet air quality and public health objectives in the entire sub-corridor and sub-region and to continue to reduce the existing level of emissions.

A **Health Impact Assessment (HIA)** for the I-710 Corridor is also included (the first of its kind for a major freeway project in California.)

The AQAP (started in 2011, and to be completed in early 2012) will:

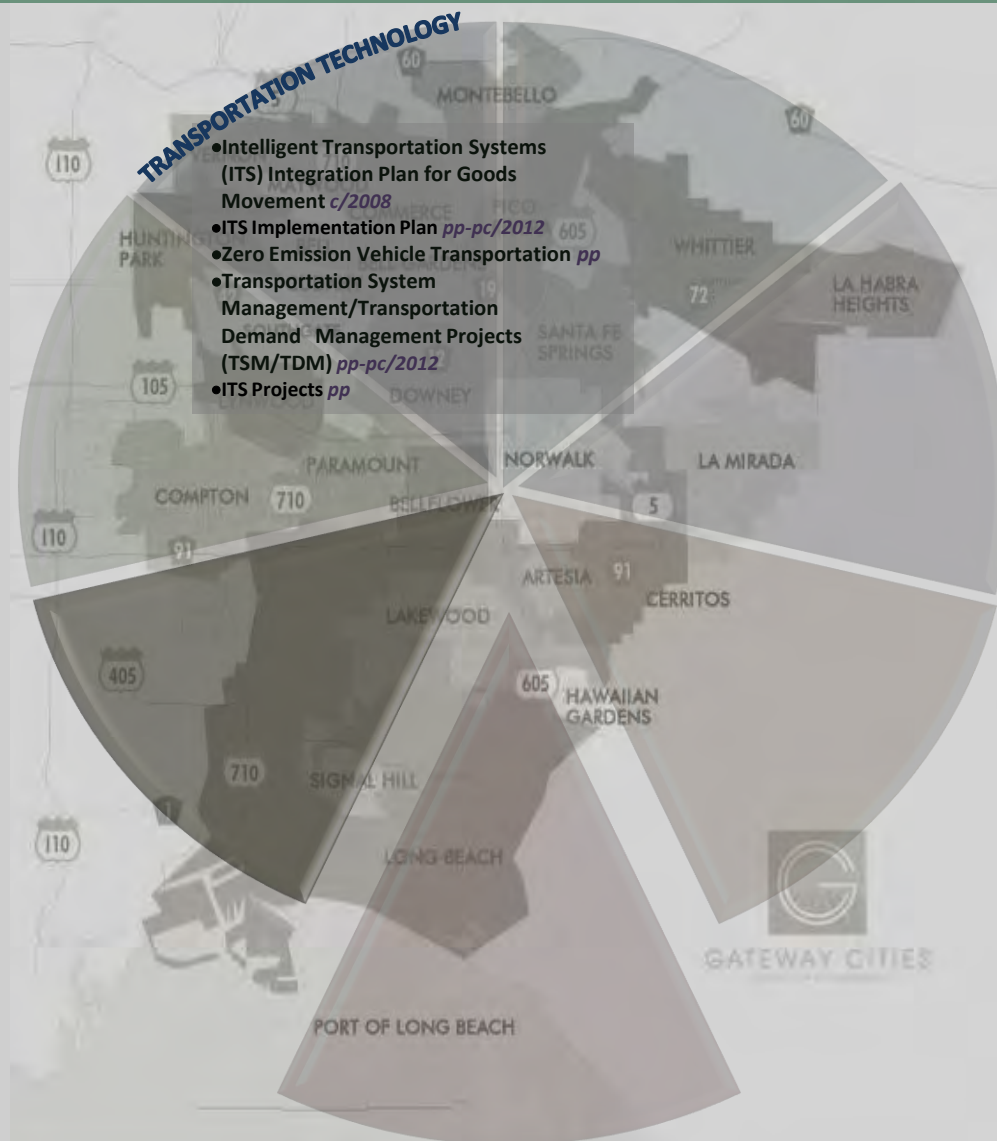
- 1) **Determine possible air quality changes as a result of currently planned improvements**
- 2) **Determine and assess the impacts to the health of the communities from these transportation improvements**
- 3) **Recommend additional measures to improve air quality further**

TRANSPORTATION TECHNOLOGY INITIATIVES



TRANSPORTATION TECHNOLOGY

- Intelligent Transportation Systems (ITS) Integration Plan for Goods Movement *c/2008*
- ITS Implementation Plan *pp-pc/2012*
- Zero Emission Vehicle Transportation *pp*
- Transportation System Management/Transportation Demand Management Projects (TSM/TDM) *pp-pc/2012*
- ITS Projects *pp*

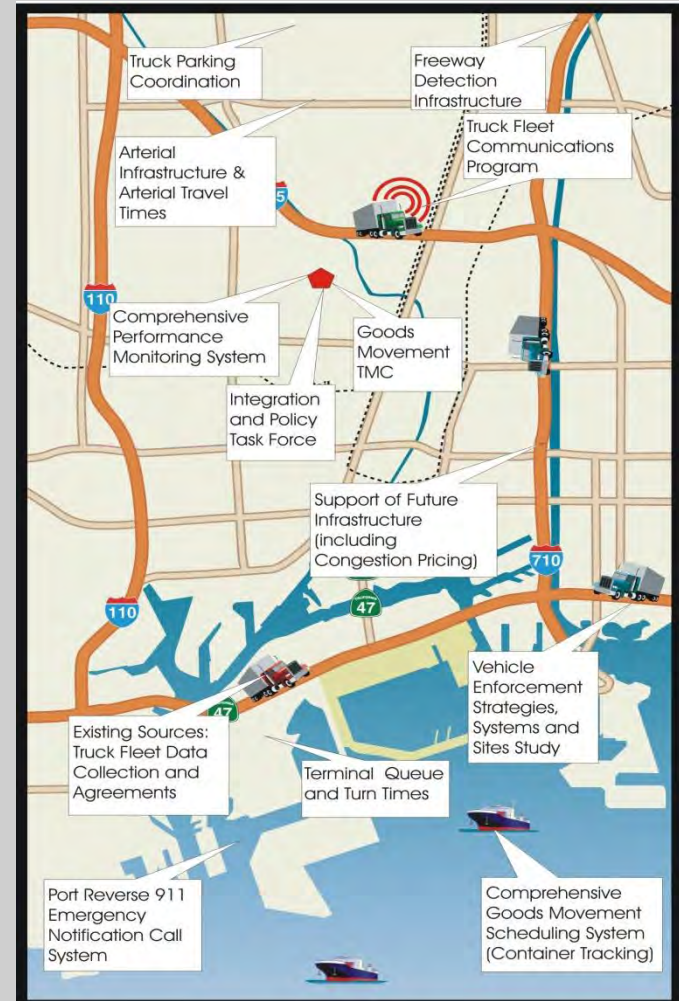


TRANSPORTATION TECHNOLOGY INITIATIVES

TRANSPORTATION TECHNOLOGY INITIATIVES

- ❑ **Intelligent Transportation Systems (ITS) Integration Plan for Goods Movement** *completed/2008*
- ❑ **ITS Implementation Plan for Goods Movement** *planned project - projected completion/2012*
- ❑ **Zero Emission Vehicle Transportation** *planned project*
- ❑ **Transportation System Management / Transportation Demand Management (TSM/TDM)** *planned project – projected completion/2012*
- ❑ **ITS Projects** *planned projects*

ITS will be an important component in the operation of a potential I-710 FREIGHT CORRIDOR.



ITS Projects recommended for Gateway Cities area.



Highlights for ITS Integration and Implementation Plans for Goods Movement

 **Intelligent Transportation Systems (ITS) Integration Plan for Goods Movement *completed/2008* and ITS Implementation Plan *planned project-projected completion/2012-13***

ITS are technology applications within the transportation system to manage congestion and goods movement efficiencies by sharing **real-time traveler information** to help address air quality, traffic congestion, roadway deficiencies, and pavement degradation.

To evaluate their use, an **ITS Integration Plan for Goods Movement** was prepared for Southeast Los Angeles County and the two San Pedro Bay Ports by the GCCOG in partnership with the CA DOT and the FHWA.

Local **objectives for implementation**, as determined by an ITS working group of public agencies and private companies, include (but are not limited to):

- **Freeway Detection Infrastructure** ➤ **Arterial Infrastructure and Travel Times**
- **Queue Detection and Terminal Turn Times** ➤ **Goods Movement Scheduling System**
- **Real-Time Freight-Focused Traveler Information (On-Board and Web-Based)**
- **Truck Fleet Collection Data and Agreements** ➤ **Alternative Route Information**
- **Comprehensive Performance Monitoring for Trucks**

ITS will require:

- 1) **The installation of cross-connected field infrastructure to provide real-time traveler information**
- 2) **A commitment and direction from stakeholders to work on system integration for goods movement.**

These technologies have been proven to work better and result in greater benefits to drivers when they are all cross-connected to share more information. **In the Gateway Cities area, work is currently underway to determine how to implement a concept of operations for 14 different ITS projects into a solid business concept.**

Included in the ITS Implementation Plan will be the identification and feasibility of building **one or two permanently operating truck enforcement facilities.**

ITS projects that are prioritized by the ITS Implementation Plan are planned to be initiated in the 2012/13 time-frame.

► *Highlights for* Transportation Systems Management / Transportation Demand Management (TSM/TDM)

► Transportation System Management / Transportation Demand Management (TSM/TDM) *projected completion/2012*

The **I-710 Corridor Project EIR/EIS** includes a **proposed alternative for TSM/TDM and Transit**, which could help alleviate congestion and reduce the number of vehicles traveling on the freeway.

TSM would increase the efficiency of travel (both for person-trips and for freight-trips) with options such as:

► **Signal synchronization** ► **Ramp metering**

The arterial improvement projects resulting from the various freeway corridor projects will be combined into one Master Plan of Arterial Highway Improvements that will include street improvements and signal synchronization.

TDM for freight would encourage the shift to **off-peak Port truck trips** by charging more for travel during peak hours of congestions.

The proposed alternative for TSM/TDM and Transit may also include:

- **Up to eight new ramp meters**
- **Improved signage**
- **Parking restrictions on major arterials**
- **Empty container management through policies and incentives**
- **Implementation of truck emission / safety enforcement facilities**
- **Expanded public bus and rail transportation**
- **An expanded ITS system**

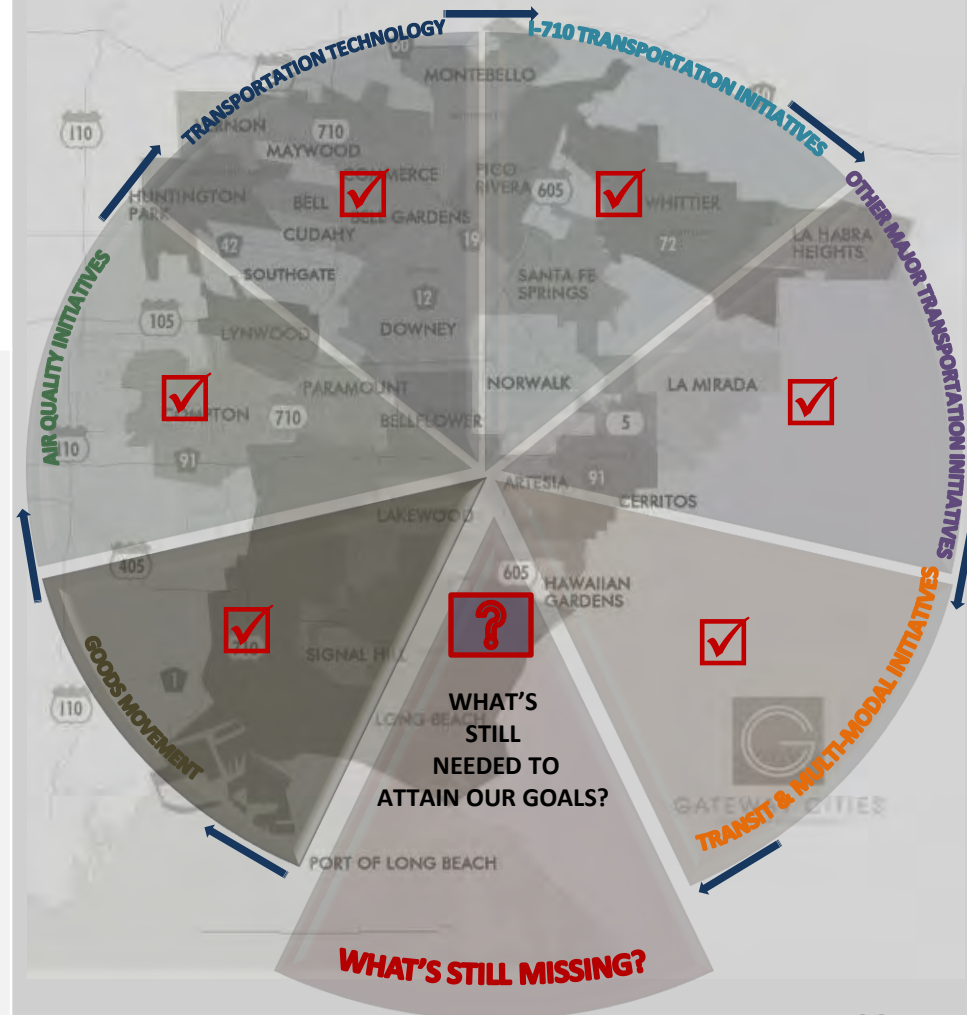


GCCOG'S CURRENT INITIATIVES and FUTURE NEEDS FOR GATEWAY CITIES

❑ The GCCOG and numerous partner agencies are currently addressing many initiatives (as seen here) for **TRANSPORTATION, TRANSIT, TECHNOLOGY, AIR QUALITY** and **GOODS MOVEMENT** with a goal to help develop a future transportation system that encourages clean air, healthy communities, and a strong economy. **BUT...**

❑ **What's still missing to attain these goals?** While many of the following are in process, further development and wider participation in the following areas will greatly benefit these transportation initiatives.

- **Goods Movement Coordination with Logistic Industry Participation**
- **State/Federal Agencies Participation**
- **Additional Funding for All Infrastructure Improvements** *See following slide for current transportation funding in Gateway Cities.*
- **Zero-Emission Transportation Technology Implementation/Business Plan**



CURRENT TRANSPORTATION FUNDING IN GATEWAY CITIES

Current or potential transportation funding in Gateway Cities:

- Measure R - \$5 or \$6 B
- I-5 (605 to county Line) - \$1.2 B
- HSR (Los Angeles Union Station to Anaheim) - \$2-\$3 B
- Proposition A/C - \$100-\$300 M, annually
- Freight Corridor Tolled Project - \$1.5 - \$3 B
- Ports - \$4-\$5 B
- Railroads - \$.5 B - \$2 B (*rough estimate*)
- Air Quality – unknown *but funding options available from CET, AQMD, CARB, EPA*
- OLDA - \$5 M
- Other Funding Sources – SCAG, MTA, State, Federal, PP3

SO...WHAT ARE TRANSPORTATION PLANS FOR THE NEXT FIVE YEARS IN GATEWAY CITIES?

A summary of transportation plans for the next five years in Gateway Cities includes the following:

- I-710 Early Action Projects**
- SR-91/I-605/I-405 Congestion “Hot Spots” Projects**
- Freight Corridor and Zero-Emission Trucks Regional Plan Development**
- Transportation Plans Financing/Funding Study**
- Orange Line Development Studies**
- Arterial Highway Improvements**
- Truck Enforcement Facilities**
- ITS Projects**
- Air Quality Improvement Projects**
- Regional Rail and Transit Projects (by others)**
- Phase II of Transportation Strategic Plan**

... and more



GATEWAY CITIES COUNCIL OF GOVERNMENTS

Thank You

Jerry R. Wood, PE
Director of Engineering
Gateway Cities Council of Governments

jerry@jrwoodconsultant.com