

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Bonnie Lowenthal, Director, MTA

February 7, 2007, 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 January 18, 2007	Receive & File
IV.	Reports:	
1.	CMP Mitigation Fee	Receive & File
2.	January 29, 2007 MTA Goods Movement Workshop	Receive & File
3.	Gateway Sector Report-Alex Clifford Gateway Service Sector General Manager	Receive & File
4.	Update – I-5 JPA	Receive & File
5.	Update – I-710 EIR/EIS Process	Receive & File
6.	Update – I-710 COG Air Quality Action Plan (AQAP)	Receive & File
7.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
8.	New Business/Date of Next Meeting	
9.	Adjournment	

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 January 18, 2007

**Transportation Committee Minutes of
January 18, 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
January 18, 2007**

Call to order and roll call. The meeting was called to order by Chair Lowenthal at 4:32 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal – Long Beach, Stan Carroll – La Habra Heights, Frank Gurule – Cudahy, Ken Farfsing – Signal Hill, Bill Pagett, – Paramount, Ray Harris – Supervisor Knabe’s Office, Gary Milliman, – South Gate, Kerry Cartwright – Port of Long Beach, Jaime Beccera – Norwalk Transit, Mohammed Mostahkami – South Gate, Gene Daniels - Paramount.

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Larry Nelson – Artesia.

OTHERS PRESENT: Sharad Mulchand - Metro, Michael Sieckert, – Metro, Richard Powers – Gateway Cities COG, Karen Heit, Deborah Chankin – Gateway Cities COG, Jerry Wood – Gateway COG, Sumire Gant – Long Beach, Brynn Kernaghan – Long Beach Transit, Dan Rosenfell – Long Beach Transit.

A quorum was reached and the Minutes of the November 6, 2006 meeting were approved.

Richard Powers reported on the Gateway Cities City Manager’s Breakfast and the report given by Ken Frarfsing, Art Gallucci, Michael Egan, and Fred Latham about GCCOG issues with the CMP Fee. The Managers requested the attached letter be forwarded to the GCCOG Board for approval and signature. There was discussion about alternatives to the fee and the future of the debits and credits system. Karen Heit reviewed the program process and the additional time allotted to address GCCOG concerns.

The Call for Projects list for the GCCOG was presented and recommended to be sent to the GCCOG Board for approval and signature. A motion was passed to move the project list plus those projects still to be added on to the Board of Directors for signature.

Michael Siekert, Metro Gateway Sector, gave a report on Metro Connections; a letter and CD with service changes would be sent to each city with service changes and potential locations for major bus stops and transit hubs. He announced that a public hearing would be held for Gateway Cities service changes on February 8th at the Gas Co, in Downey at 5 pm. He also reported on the nighttime relocation of the Elm Street layover in downtown Long Beach at the request of residents.

Transportation Committee Minutes of
January 18, 2007

Karen Heit announced that the MTA Board would be holding a Goods Movement Workshop on January 29th, the agenda had yet to be posted. Kerry Cartwright reported on the role of the San Pedro Bay Ports and the presentation both ports were preparing.

Jerry Wood reported in the I-5 project; there were 400 people at the December public hearing. One individual spoke in opposition of the project. The overall reaction was positive. Wood reported on the allocation of \$387 million in Prop. IB Congestion Mobility Improvement program funds. The project will begin construction next year.

Mr. Wood also reported on the I-710 project; the RFP solicitation period closed January 10th and the proposals were under review with the funding partners. The consultant selection process should culminate in a recommendation to the MTA Board in April and a notice to proceed with the project in May.

Mr. Wood also reported on the 91/605 process; the Major Corridor Study has gone into the RSTIS process and the project has been expanded to include impacts on the I-405 and SR-22.

The meeting was adjourned at 5:33 p.m.

IV. Reports
**2. January 29, 2007 MTA Goods
Movement Workshop**

Transportation Committee Agenda

February 7, 2007

TO: Transportation Committee
FROM: Bonnie Lowenthal, Chair
BY: Karen Heit, Transportation Deputy
SUBJECT: MTA Goods Movement Workshop

Issue

On January 29th, the MTA Board of Directors held a two-hour goods movement workshop. The workshop was highlighted by presentations from acting Business Housing and Transportation Secretary, Barry Sedlik who discussed the Governor's Good Movement Action Plan and John Barna, Executive Director of the California Transportation Commission, who reported on the on-going development of criteria for goods movement project criteria.

MTA staff gave an overview of the Multi-County Goods Movement Action Plan and previous commitments and MTA Board actions. Staff presented and discussed the attached draft Policy Statement for Goods Movement.

There were additional presentations by: ACTA, ACE, San Pedro Bay Ports, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments and South Bay Council of Governments, California Trucking Association and others.

The Board held a discussion and there will be recommendations for short and long term goods movement recommendations as well as a recommendation for an articulated Los Angeles County Goods Movement Strategic Plan. There was considerable discussion on container fees as a source of revenue for goods movement projects and of the governance structure to allocate such fees should they come into being.

The workshop highlighted the importance of goods movement to the communities in Los Angeles County and focused the Board on making decisions and recommendations.

Attachments:

Draft MTA Policy Statement
Ports of Long Beach/Los Angeles Remarks

Transportation Committee Agenda

February 7, 2007

DRAFT

Policy Statement

Consistent with Metro's responsibility to enhance the County's mobility, economic viability and community livability, Metro shall act as coordinator and facilitator of programs, projects and funding to ensure a regional approach to goods movement solutions. In fulfilling this coordination role and the County's role as a national gateway, Metro should champion solutions that ensure economic vitality while maximizing improvements to the environment and quality of life.

The CEO shall engage in the following actions and shall provide adequate staffing levels to fulfill this responsibility:

Projects

- Continue to work closely with ACE, ACTA, the railroads, and others to ensure implementation of grade separations, capacity and safety improvements.
- Pursue alternatives for improving the I-710 corridor serving the Ports of Los Angeles and Long Beach that achieve the goals of improved safety and mobility by separating truck/container and auto traffic, exploring alternative technology and improving air quality, the environment and quality of life for surrounding communities.
- Continue to identify and pursue improvements along other major goods movement corridors and interchanges.
- Finalize the Multi-County Goods Movement Action Plan for Board consideration as a blueprint for further development of projects and programs.
- Support projects and programs that maximize air quality and improve the quality of life such as those that use clean fuel technologies, reduce green house emissions, and promote renewable energy.

Advocacy & Partnerships

- Pursue ongoing dialogue with public and private goods movement stakeholders to ensure that community interests are accurately communicated and properly represented.
- Communicate a message to state and federal officials and legislators that highlights Los Angeles County's critical role in getting goods to markets across the United States and the accompanying disproportional environmental costs borne by Los Angeles County residents.
- Endorse and support Mobility 21 as a strategic advocacy partner and expand its current Los Angeles County focus to a multi-county regional

Draft as of 1-5-07

Transportation Committee Agenda

February 7, 2007

focus as part of Metro's active presence in all high level forums on goods movements.

- Support and propose legislation favorable to regional goods movement goals.
- Work in close collaboration with neighboring Counties to ensure the development of goods movement policies that are mutually beneficial and transcend geographic boundaries.

Funding

- Continue collaboration with organizations such as the Coalition for America's Gateways and Trade Corridors in developing dedicated federal and state goods movement funding sources.
- Pursue public and private partnerships, resources and investments.
- Evaluate the possibility of providing a Metro fund to match all projects that secure a portion of the Statewide Goods Movement program.



**METRO BOARD OF DIRECTORS GOODS MOVEMENT WORKSHOP
PORTS OF LONG BEACH/LOS ANGELES REMARKS**

I. BACKGROUND

The Ports/ACTA have been proactively engaged in national, statewide, and regional transportation planning and policy for many years. The Ports/ACTA have been, and are currently a partner with METRO in the following goods movement activities:

- Federal transportation authorization & Mobility-21
 - Mobility-21: POLB/POLA/ACTA are on the Executive Committee and Board, and both Ports have sponsored the Summit every year
 - SAFETA-LU: POLB/POLA/ACTA worked with METRO and SCAG to identify the high priority goods movement projects for advocacy, which included the I-710/Desmond Bridge Program and ACE projects
- Southern CA National Freight Gateway Strategy MOU: developed by SCAG and the region's county transportation commissions
- State BT&H and CalEPA Goods Movement Action Plan (GMAP):
 - The MTA and POLB/POLA/ACTA will be involved in the "Trade Corridors Improvement Fund" working group, to be established in the next week
 - In January 2005, The POLB/POLA/ACTA worked with METRO and SCAG to identify the high priority goods movement projects for inclusion in the GMAP, which again included the I-710/Desmond Bridge, Alameda Corridor East, and SR 47 Truck Expressway projects. The region's goods movement priorities/issues were contained in "Southern California Regional Strategy for Goods Movement," prepared by SCAG (which also won a Caltrans "Tranny" Award).
- National Marine Transportation System via CalMITSAC: which include all POLB/POLA/ACTA projects
- SCAG activities: RTP and Goods Movement Task Force
- Multi-County Goods Movement Action Plan: POLB/POLA/ACTA are active participants
- METRO LRTP & SRTP
- I-710 Corridor Study and EIR/EIS: POLB/POLA are funding partners with METRO

II. POLB/POLA TRAFFIC CONGESTION AND EMISSION REDUCTION PROGRAMS

To address air quality problems and existing transportation system deficiencies throughout the entire southern CA region, the Ports of Long Beach/Los Angeles (POLB/POLA) are proposing to implement several critical environmental (San Pedro Bay Ports Clean Air Action Plan – CAAP) and transportation system projects. These proposed projects reduce truck and auto emissions through: truck engine emission reductions, absolute ports truck trip reductions (via increased rail), and roadway congestion reduction which in turn reduces emissions. The congestion reduction of course reduces delay for all motorists, which in turn improves reliability for all supply chain entities. These projects are high-priority projects recommended for Prop. 1B bond funding in the recently released State of California Business, Transportation, & Housing Agency/CalEPA *Goods Movement Action Plan*. Additionally, most of these projects are also "Projects of National & Regional Significance" and "High-Priority Projects" as congressionally designated in SAFETEA-LU. The attached table lists these high-priority projects.



METRO BOARD OF DIRECTORS GOODS MOVEMENT WORKSHOP PORTS OF LONG BEACH/LOS ANGELES REMARKS

Because of limitations in federal, State, and regional/local, and POLB/POLA funding for these projects, direct industry (user) fees are needed. Consequently, the POLB/POLA are presently working with industry to secure their participation in much needed traffic congestion and emission reduction projects.

Ports/Cities of Long Beach Goods Movement Advisory Task Force

In 2006, the Mayors of Los Angeles and Long Beach convened a Los Angeles/Long Beach Goods Movement Advisory Taskforce (Taskforce) to advise the two cities and two ports on goods movement projects and priorities. The Taskforce consisted of representatives from the industry, labor, environmental and community. The Mayors asked the Taskforce to develop a set of recommendations aimed to maximize the benefits to the Los Angeles/Long Beach region from the Prop. 1B bond funds. The Taskforce made a set of recommendations on trade infrastructure and emission reduction projects, as well as criteria for Prop 1B bond fund allocation and project evaluation (see attached tables).

San Pedro Bay Ports Clean Air Action Plan (CAAP)

The POLB/POLA, with the participation and cooperation of the U.S. Environmental Protection Agency, California Air Resources Board, and South Coast Air Quality Management District (AQMD), have developed a sweeping, aggressive strategy to significantly reduce the health risks posed by air pollution from port-related sources. The CAAP is the most comprehensive, far-reaching strategy to combat air pollution ever developed by any United States seaport. It will involve hundreds of millions of dollars of investment by the ports and private sector businesses, and will expedite the introduction of new and innovative methods of reducing emissions prior to that of any federal or state requirements. For the first time ever, the ports have established uniform air quality standards at three key levels: the San Pedro Bay level, Project Specific level, and Source Specific Performance level. The Ports will leverage a number of implementation mechanisms for attaining the proposed standards, including but not limited to: lease requirements, tariff changes, California Environmental Quality Act (CEQA) mitigation, and incentives. The Project Specific standard requires development to be below the threshold of significance for health risk.

Measures: Within the next five years, implementation of the CAAP is expected to eliminate diesel particulate matter (PM) emissions by 47% (-1,200 tons/year), smog-forming nitrogen oxide (NOx) by 45% (-12,000 tons/year), and sulfur oxides (SOx) by 52% (- 8,900 tons/year). The following summarize the key measures:

- **Trucks:** The POLB/POLA, with contributions from AQMD, will contribute a minimum of \$200 million to replace and retrofit trucks. It is also hoped that the POLB/POLA can obtain some of the Prop. 1B funds dedicated for ports-related emission reductions.
- **Ships:** All major container cargo and cruise ship terminals will be equipped with shore-side electricity within five to ten years so that vessels can shut down their diesel-powered engines while at berth. Ships also would be required to reduce their speeds when entering or leaving the harbor region, use low-sulfur fuels, and employ other emissions reduction measures and technologies.
- **Terminal Equipment:** Within five years all cargo-handling equipment would be replaced or retrofitted to meet or emit at levels below those called for in the toughest U.S. Environmental Protection Agency emissions standards for new equipment. Without the Clean Air Action Plan, much of the cargo handling equipment not



METRO BOARD OF DIRECTORS GOODS MOVEMENT WORKSHOP PORTS OF LONG BEACH/LOS ANGELES REMARKS

affected by the California Air Resource Board's recently adopted cargo handling equipment regulation would be allowed to operate at current emission levels until it wears out.

- **Train Locomotives:** Within five years all switching locomotives operating in the Ports also will meet the toughest U.S. Environmental Protection Agency standards for new locomotives, use cleaner fuels and exhaust treatment and devices that will automatically shut off engines to prevent extensive idling. In addition, all new rail yards must use the cleanest technologies available for locomotives, trucks, and cargo handling equipment within their facilities.

III. POLICY RECOMMENDATIONS FOR METRO

The I-710 corridor, which also includes the Gerald Desmond Bridge, along with the Alameda Corridor and Alameda Corridor East are arguably the most important goods movement corridors in the entire nation, and given that POLB/POLA is the 5th largest port complex in the world, they are arguably two of the most important facilities in the entire world. The federal government and Congress have recognized the importance of these facilities by designating them "Projects of National and Regional Significance." Additionally, cargo moving through the POLB/POLA provides about 800,000 jobs in the 5-county region, and directly and indirectly results in sales tax dollars that go to METRO for transportation projects. Considering all of these factors, the numerous on-going goods movement activities, and not to mention the mere fact that America's largest trade gateway and most important goods movement transportation facilities are in LA County, the POLB/POLA feels that METRO should become a more prominent goods movement partner and champion.

Similar to transit, a distinct goods movement program should be established, outside of the area teams, but integrates with all established METRO area teams, and modes. This program should include: a research and planning element; an education and outreach element; a legislative and advocacy element, and a funding element similar to the other CalJ categories. The following are some specific program functional area recommendations:

- **Planning and Research:** The MCGMAP should be updated a minimum of every four years to provide input into other planning/programming activities such as the RTIP, RTP, and STIP. METRO should work with SCAG to develop one comprehensive truck model. To that end, METRO should collaborate with SCAG and the Ports on a comprehensive goods movement/supply chain research project and model development. The Ports have begun discussions with SCAG on this much needed effort. METRO should also recommend to SCAG the revitalization of the Goods Movement Task Force. We do not recommend establishment of another committee, however.

A critical issue related to understanding the supply chain is regional land use planning and policies. Specifically, the warehouse/distribution/logistic facilities built in the region the last ten years has partly contributed to the increases in non-local cargo moving through the POLB/POLA because of importers establishing their national distribution systems in southern CA. These land-use decisions have been made independent of a comprehensive evaluation of cumulative, regional traffic and air quality impacts. Hence, METRO should explore "smart" goods movement land use planning with SCAG and the subregions; however, not to impede economic development, but to facilitate more environmentally sensitive planning and development.



**METRO BOARD OF DIRECTORS GOODS MOVEMENT WORKSHOP
PORTS OF LONG BEACH/LOS ANGELES REMARKS**

- **Education and Outreach:** METRO should educate the public at large about the impacts and benefits of goods movements, equally. Outreach should involve both the community/public and industry. It is important to foster tangible and fruitful partnerships with industry, especially in these times of limited public funding.
- **Legislative and Advocacy:** METRO should Begin development of key SAFETAE-LU Re-authorization principles and identify funding needs for specific projects/programs. METRO should also work with agencies/stakeholders to develop a specific advocacy program for goods movement projects anticipated to be submitted in the Prop. 1B "Trade Corridors Improvement Fund."

Funding: METRO has had some discussion of a goods movement funding policy; i.e., 17% for projects. There is an MTA precedent via funds previously allocated to the Alameda Corridor and Alameda Corridor East projects. Sources of funds for the goods movement program could be: RSTP, CMAQ, STIP-RIP, and other discretionary funds. METRO should also consider the use of CMAQ funds for direct truck trip reduction projects. METRO should also establish an advisory committee to provide recommendations to the TAC on funding.

IV. CURRENT PROGRAMMING AND FUNDING ISSUES

- **Prop. 1 B Funds:**
 1. Work with the project sponsors to identify matching funds and provide advocacy/support; e.g. Board resolution
 2. Maintain consensus of previously identified high-priority GMAP/CalMITSAC projects (i.e., I-710/Desmond Bridge, SR 47 Truck Expressway, I-110 Connectors Program, POLB/POLA rail system and ACE), and identify additional priorities through MCGMAP.
- **MTA Call:**
 1. Separate out high priority goods movement projects (not previously funded such as ACE), and allocate funds accordingly to help match Prop. 1B funds