Gateway Cities
Strategic Transportation Plan
Local Solutions Leading to a 21st Century Multi-Modal Transportation System
The Gateway Cities Council of Governments (GCCOG) represents 27 cities and several unincorporated communities in Southeast Los Angeles County; this area is known as the Gateway Cities Subregion. It is home to more than two million people and an extensive goods movement industry anchored by the Ports of Long Beach and Los Angeles. The GCCOG is committed to improving the quality of life for people who live and work in the Gateway Cities and undertakes initiatives to promote mobility, economic opportunity, health, and safety in the subregion.

In 2007, when GCCOG began the first of its 21st century transportation planning efforts, the Board of Directors adopted several Guiding Principles that have shaped each of the transportation studies in the Gateway Cities, including the STP. The Guiding Principles encourage future transportation improvements on freeways and arterial highways to take place inside current right-of-way boundaries. They advocate for collaboration with Metro, Caltrans, and neighboring transportation authorities, and they commit to engaging Gateway Cities municipalities in an on-going process of communication and consultation on transportation planning efforts. It is with these principles in mind that the STP was developed.
Acknowledgements

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Overview Of The Plan

The STP supports the GCCOG’s mission to improve the mobility, accessibility, sustainability, and safety of the subregion’s transportation system. It proposes a series of freeway, arterial roadway, transit, bicycle, pedestrian, technology, and goods movement projects. Travel modes and proposed projects were modeled using the newly created Gateway Cities Transportation Model (GCTM), a comprehensive three-tier traffic and transportation model developed through the STP, which was used to analyze multimodal transportation throughout the entire subregion. The GCTM enabled the comparison of STP project impacts according to mobility, accessibility, sustainability, and safety performance measures. Specific goals are:

- **Mobility** — Reduce congestion, improve travel choices, and reduce travel times
- **Accessibility** — Improve transit access, increase bicycle and pedestrian facility options, and provide improved access to disadvantaged communities
- **Sustainability** — Improve air quality and further reduce vehicle and greenhouse gas emissions through a variety of measures
- **Safety** — Address high-collision areas

The GCTM enables the Gateway Cities to model, for the first time at a regional level, the impacts and benefits of projects on other parts of the transportation system; answering questions, such as “How will the widening of freeways effect transit ridership?” and the converse, “How will the addition of new transit service impact traffic conditions on freeway and arterials?”

In addition to modal travel analyses, the STP includes chapters devoted to key issues in the subregion including air quality, stormwater treatment, and intelligent transportation systems (ITS) technology. Perhaps the most significant element of the STP is its robust funding and financing plan, which is the key to implementation. It includes a detailed analysis of current and future funding opportunities, and lays out strategies that both cities and the GCCOG can use to attract funding, such as improving connectivity to multimodal transportation systems in areas directly benefiting disadvantaged communities.

Reaching Out to Stakeholders

During the development of the STP, GCCOG member cities and communities provided input on projects impacting their jurisdictions. Representatives from municipal stakeholders also participated in a year-long review of the STP elements as part of a technical advisory committee created by the GCCOG Board of Directors. Stakeholder feedback was critical to ensuring the STP balances the needs of individual cities with those of the subregion as a whole. Stakeholder groups have honored the plan so that transportation investments achieve maximum benefits and move the Gateway Cities closer to achieving subregional goals.

The Gateway Cities Council of Governments members include the cities of:

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Costa Mesa
- Downey
- Hawaiian Gardens
- Huntington Park
- Industry
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera
- Santa Fe Springs
- Signal Hill
- South Gate
- Vernon
- Whittier
- Los Angeles County Supervisorial Districts 1, 2, & 4
- Port of Long Beach

The Gateway Cities Strategic Transportation Plan

An Integrated, Multimodal Strategy for the 21st Century

The Strategic Transportation Plan (STP) brings together all elements of the transportation system in the Gateway Cities — freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement — into a unified vision for the future. It is the culmination of three years of data collection, modeling, analysis, engineering, and stakeholder engagement. It also evaluates air quality impacts, storm water treatment strategies, and presents preliminary freeway and arterial roadway designs for future consideration. Furthermore, it builds upon prior plans and the Gateway Cities Air Quality Action Plan and the Gateway Cities Technology Plan for Goods Movement. Finally, it is a companion plan to the I-710 EIR / EIS, extending proposed technology and other improvements on the I-710 Corridor to the rest of the Gateway Cities. It provides a truly integrated, multimodal strategy for the 21st century.

The STP balances the needs of individual cities with those of the subregion as a whole.
Freeways

Comprehensive Freeways Improvements to Meet Increasing Transportation Demands

The STP provides a comprehensive analysis of the entire Gateway Cities freeway network. Performance indicators assessed current levels of congestion, collisions, measured freeway speeds, and level of service, and future projections were developed using the Gateway Cities Traffic Model. The STP advances implementation of prior study recommendations and applies the latest technology to meet the increasing demands on the freeway system from growing population and goods movement.

Building on Prior Studies

The Hot Spots Study

The STP builds on the work of the SR-91 / I-605 / I-405 Hot Spots Feasibility Study and completes the analysis of the entire freeway system in the Gateway Cities. Initial design concepts were developed for freeway segments within the Gateway Cities under the Hot Spots Study; the STP adds improvement concepts for the remaining sections of I-405 and I-5. Improvement concepts for I-710 are being developed separately as part of the I-710 EIR / EIS effort. The STP positions the GCCOG for future funding opportunities with multiple freeway improvement projects that will be "ready-to-go."

Applying Cutting-Edge Technology

Technology Plan for Goods Movement

The Freeway Smart Corridors project developed under the Gateway Cities Technology Plan for Goods Movement applies intelligent transportation systems (ITS) and technology to the Gateway Cities freeway system. It proposes to complete Caltrans’ data collection, traffic surveillance, and traveler information infrastructure by updating the network of traffic sensors, vehicle detectors, CCTVs, and changeable message signs already in use and adding additional data collection devices to fill gaps in surveillance. This real-time data will be used to support traveler information systems, traffic management, and emergency response plans leading to safer, more efficient trips through the subregion.

Developing a Comprehensive Model

The Gateway Cities Traffic Model (GCTM)

A three-tier model was developed to evaluate baseline year (2012) and future year (2035) traffic conditions on the entire Gateway Cities’ freeway and major arterial network, including nearly 2300 signalized intersections. The first-tier “macroscopic” model estimates travel demand, distribution, and transportation mode choice for the greater Los Angeles region. The second-tier “mesoscopic” model analyzes traffic across the entire Gateway Cities’ roadway system using geometric road designs to evaluate freeway and arterial queue lengths and bottlenecks. The third-tier “microscopic” model builds on second-tier analysis to assess the impacts of design characteristics on individual freeway segments, arterials, and intersections. The GCTM is the first of its kind in California and will be used in future Gateway Cities transportation planning.

Advancing Freeway Improvements through Project Development

The STP Freeway Plan positions the GCCOG to move forward with the next phase in the Caltrans project development process. Several freeway projects have already moved forward using the preliminary Project Study Report—Project Development Support (PSR-PDS) plans advanced by the STP.

- SR-91 / I-605 PSR-PDS was completed and approved by Caltrans, and a portion of the project area (westbound SR-91 from Shoemaker Avenue to northbound I-605) is moving into the Project Approval and Environmental Document (PA&ED) phase.
- I-605 / SR-60 PSR-PDS was approved by Caltrans, and a portion of the project area is moving into the PA&ED phase in 2016.
- I-605 / SR-60 PSR-PDS is in progress and is scheduled to be completed in early 2016.
- I-710 / SR-91 is moving into the Project Study Report phase in early 2016.

Freeway Improvements that Get Results

STP freeway improvements will add capacity to the subregion’s freeway system; it is estimated that one additional lane per direction can be added to each of the Gateway Cities freeways within current rights-of-way. Freeway interchanges (where two freeways connect) and local interchanges (where city streets connect to the freeway system via ramps) will be redesigned along with other geometric and operational improvements. The GCTM estimates these improvements will reduce freeway vehicle hours of travel by 8% and vehicle delay by 15%. Vehicle miles of travel will increase because more vehicles will use the system with less overall delay and congestion. ITS technology will enhance these capacity improvements. Traveler information systems will communicate traffic incidents, travel time, and routing information in real-time to both passenger and freight operators, and the freeway system will serve more vehicles with greater efficiency.

The STP provides a comprehensive analysis of the entire freeway system within the Gateway Cities, positioning the GCCOG for future funding opportunities with multiple freeway improvement projects that will be "ready-to-go."

Freeway Improvement Concept Study Areas
Arterial Highways Connecting the Subregion

Arterial highways in the Gateway Cities move people and goods across the subregion; however, characteristics of arterials can change as they cross city boundaries. One city may permit trucks on an arterial street, while an adjacent city may prohibit trucks from the same roadway. Changes in road design — roadway widths, number of lanes, medians, and on-street parking — across jurisdictional boundaries contribute to traffic bottlenecks, and poorly configured intersections cause vehicle delay. The STP Arterial Highway Plan addresses these issues and identifies opportunities for jurisdictions to collaborate on arterial system improvements, demonstrating that arterial issues and solutions go beyond city boundaries.

Analysis of Arterial Highways and Intersections

Gateway Cities Traffic Model

The three-tier Gateway Cities Traffic Model evaluated the performance of individual intersection operations and signal systems to identify major bottlenecks along the arterial highway system. Potential future improvements to road designs, such as adding a turn pocket or through-lane, and changes to signal systems, such as phasing and timing, can be tested and incorporated into the model to evaluate arterial system performance with and without improvements. Changes to intersections that improve levels of service and reduce vehicle delay are identified in the STP Arterial Highway Plan.

Arterial segments that serve growing areas or areas with forecasted future population or employment density are also priorities because they serve areas with probable high travel demand. Analysis of priority arterials and collaboration with local jurisdictions yielded a list of 25 deficient arterial corridors, all of which run through more than one city and many of which run the entire length of the Gateway Cities Subregion.

Solutions that Go Beyond City Boundaries

Proposed Arterial System Improvements

Proposed arterial system improvements include improving ramp connections with freeways, widening or replacing deficient bridges, widening roadways in bottleneck locations, and restricting on-street parking during peak travel periods. These improvements build on the Arterial Smart Corridors recommendations developed by the Gateway Cities Technology Plan for Goods Movement, which recommends deploying ITS traffic monitoring and communications infrastructure along arterial corridors. Both the STP and the Technology Plan call for replacing old traffic signal controllers with new systems that can coordinate timing across city lines, which will significantly reduce delays on arterial highways. Improvements such as bike lanes and pedestrian improvements, bus-only lanes and bus rapid transit, and grade separations at intersections reflect the multimodal role arterials play in the Gateway Cities transportation network.

Moving Forward Together

Implementing Arterial Improvements

Working with local city and county staff, the STP developed concept improvement designs for 25 deficient arterial corridors and 84 intersections. Recommended improvements will require further review and collaboration with cities and agencies before moving forward; however, the GCCOG is taking the lead on improvements to arterials through Master Planning & Complete Streets Evaluation Projects, which is part of the larger GCCOG Arterial Corridor Prioritization Program. Efforts began in 2015 with Artesia Boulevard as the first of the 25 deficient arterial corridors to be evaluated for improvements based on the technical deficiencies identified by the STP as well as land use opportunities and funding availability. Cooperation between stakeholder cities and agencies is key to moving these and other arterial improvements forward.
Expanding Capacity to Move Containers

To understand the projected growth, consider that the total number of container “lifts” — individual containers lifted off trucks and loaded on to rail cars — at all rail yards is expected to triple from 4.6 million in 2012 to 14.1 million by 2035. This increase is driven primarily by the projected growth in the volume of containers moving through the ports. Expansion and modernization of both the northern and southern rail yards is needed to provide the increased capacity to move containers from the ports to distribution points north and east.

Proposed improvements at the northern rail yards near Downtown Los Angeles include the installation of new cranes that can accommodate additional containers without requiring more land area. Expansion of the southern rail yards in the Gateway Cities, SCIG and ICTF, will significantly increase capacity; intermodal train volumes are expected to increase by 168%, from an average of 59.4 trains per day in 2012 to 159.4 in 2035. The modernization of SCIG and ICTF rail yards will increase the total number of local truck trips between the ports and expanded rail yards, while reducing truck travel on I-710.

Regional Assets

Combined, the Ports of Long Beach and Los Angeles make up the largest container port complex in the United States and the eighth largest in the world. The goods movement industry is economically vital to the Gateway Cities, generating significant revenue and providing jobs in the subregion. Goods movement activity is projected to grow significantly, with the ports handling three times as many containers in 2035 as they do today. STP project improvements will enable the transportation system to accommodate this growth and mitigate the impacts from increased freight traffic within the subregion.

Transportation Challenges

The San Pedro Ports present challenges to the transportation system in the subregion, including increased traffic congestion and vehicle emissions. Freeway congestion on I-710, SR-91 and I-605 is caused in part by trucks moving containers from the ports to transloading facilities and intermodal transfer stations to the north and east. Truck traffic also has a negative impact on air quality in the Gateway Cities. In order to address these challenges, future infrastructure investment must include new technology that will enable the freight industry to grow while reducing the impact goods movement activities have on Gateway Cities communities.

Goods Movement

STP goods movement projects include freeway improvements, ITS technology, expanding railyard capacity, and employing zero emission vehicles at ports and warehousing facilities.
Technology

Applying 21st Century Technology to Transportation Infrastructure

Technology to Meet Growing Transportation Needs

The anticipated growth in population and goods movement in the Gateway Cities over the next twenty years will place increasing demands on the subregion’s transportation network. Intelligent transportation systems (ITS) and other technology will enable the subregion’s freeways and arterial highways to accommodate this growth while minimizing impacts on the Gateway Cities communities.

The STP Technology Element includes preliminary concept designs for these technology project initiatives: the I-710 Zero Emission Freight Corridor, which includes ITS communications technology, automated truck technology, and zero emission vehicle technology; Smart Corridors for freeways and arterial roadways; and a freight-centered traveler information system. These technology projects will maximize mobility, efficiency, and safety; reduce environmental impacts; and support economic growth in the Gateway Cities.

I-710 Zero Emissions Freight Corridor

The projected growth in transportation demand around the ports prompted a comprehensive analysis of the I-710 freeway corridor, including the parallel and connecting arterials. Several vehicle technologies can help accommodate increasing freight activity while reducing impacts on adjacent communities: zero emission or near-zero emission “clean” trucks, connected vehicle technology, and automated driving technology. These technologies address traffic congestion and air quality impacts from increasing goods movement activity.

A dedicated freight corridor is being evaluated as part of the environmental analysis for the I-710 corridor. The EIR/EIS studies include two alternatives: Alternative 5C would modernize the freeway and add general purpose lanes; Alternative 7 would add dedicated truck lanes as well as other improvements. The dedicated freight corridor (Alternative 7), if chosen as the preferred alternative, would serve zero or near-zero emissions (ZE/NZE) trucks moving containers from the ports to local warehouses, connecting arterials routes. Without coordination, new arterials routes can adapt to traffic conditions, which is critical to improving traffic flow. Equally important is coordinating these signals across jurisdictional boundaries on key subregional arterials routes. Without coordination, new technology will not be effective.

Freight-Centric Traveler Information System

Using an expanded ITS infrastructure network, a freight-centered traveler information system will provide reliable information to freight operators in the Gateway Cities and surrounding region. The system concept—“GoFreight”—will be a single-point source for comprehensive traveler information, including real-time speed, travel time, traffic incidents, and port terminal queue times, helping truck drivers avoid already congested areas, improving efficiency, and mitigating impacts on air quality. Building on information already provided by private vendors and public agencies, “GoFreight” will fill gaps in traveler information with information specific to freight operators that enable safer and more efficient trips through the Gateway Cities.

Rolling out ITS infrastructure along freight corridors is the first step to creating smart corridors.

New traffic signal control systems along arterial roads can adapt to traffic conditions, which is critical to improving traffic flow. Equally important is coordinating these signals across jurisdictional boundaries on key subregional arterials routes. Without coordination, new technology will not be effective.

Closed circuit television (CCTV) cameras provide complete surveillance of every segment of the arterial corridors. Continuous monitoring will improve incident response time from first responders.

Changeable message signs (CMS) are used on freeways and at key arterial intersections. Locating CMS at “decision” points in drivers’ route choices will help them avoid already congested areas.

Creating “Smart Corridors”

The Freeway Smart Corridors project will update and expand the existing ITS network and complete Caltrans’ traffic surveillance, data collection, and traveler information infrastructure. Additional traffic detection sites and traveler information monitoring will enable Caltrans to quickly identify traffic incidents and congestion and deploy response plans.

Improved traveler information with real-time data, alternative routes, and travel time information will lead to more efficient and reliable trips for passenger and freight traffic.

The Arterial Smart Corridors project will use ITS to manage traffic on arterial corridors heavily traveled by freight. Updated signal control systems will enable cross-jurisdictional signal timing on arterial corridors, reducing recurrent intersection delay, improving travel time reliability, and decreasing fuel consumption and emissions. Arterial Smart Corridors consist of early and collaborative engagement with public agencies, “GoFreight” will fill gaps in traveler information with information specific to freight operators enabling safer and more efficient trips through the Gateway Cities.

The I-710 ZEFC would feature technology infrastructure to enable zero emission operations, autonomous truck conveyance control, electronic tolling, truck Platooning, and enhanced freight traveler information. Building upon ongoing and rapidly advancing intelligent vehicle technology, ZE/NZE trucks will safely maximize the throughput of trucks operating in the ZEFC.

Vehicle detection sensors monitor traffic and update traffic conditions in real-time for freight traveler information systems.
New Transit and Park-and-Ride Improvements

The STP includes a series of regional transit improvements, including operational improvements to existing services and new fixed guideway transit services, such as the Gold Line Eastside Extension and Eco-Rapid Transit. Together, these projects will add up to 17 new fixed guideway transit stations to the subregion.

Proposed Regional Transit Improvements

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<tr>
<th>System</th>
<th>Improvement</th>
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<tr>
<td>Amtrak Pacific Surfliner</td>
<td>Various operational improvements, service enhancement</td>
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<td>Metrolink</td>
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<td>OCTA Route 722</td>
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<td>Long Beach Transit BRT</td>
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<td>Metro Gold Line West</td>
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Proposed Park-and-Ride Improvements

The STP recommends 11 new or expanded park-and-ride facilities, which will add more than 3,000 parking spaces to improve access to the subregion’s transit system. Many of these facilities will serve the new Eco-Rapid Transit line and connect areas not previously served by fixed guideway transit.

Improving Accessibility for All

In 2012, only 7% of Gateway Cities residents had access to high-quality, fixed guideway transit within 1½ mile of their homes. Under the STP 2035 scenario, high-quality transit access would be available to up to 13% of the current Gateway Cities households, nearly double the access available today.

Unlike riders of choice, some low-income households lack access to private vehicles and are dependent on transit. Under the STP 2035 scenario, 14% to 15% of the Gateway Cities’ current low-income households would be within 1½ mile of fixed guideway transit stop, up from 8% in 2012.

With new transit infrastructure proposed in the STP, the number of households within a 1/4 mile of fixed guideway transit in the Gateway Cities will nearly double.
Barrier to Active Transportation
Connectivity and safety are the primary barriers to using active transportation. Connectivity barriers are gaps in the active transportation network—discontinuous bike routes, lanes, and impassable or missing sidewalks; freeway and train tracks; and arterial highways without crosswalks. Long distances between trip origins and destinations can be a barrier, therefore, connecting bicycle and pedestrian routes to transit is vital for enabling longer trips. Lastly, perceived safety and personal security determine whether one will choose walking or bicycling over driving. Improving safety is essential to promoting active transportation and making it a viable alternative to private vehicle travel.

Future Plans
Connecting Subregional Destinations
Active transportation planning is conducted at the jurisdictional level and reflects each city’s individual priorities. The ATP identifies polices that will connect multiple jurisdictions and maximize the benefit of bicycle and pedestrian investment. Fifty-five regionally significant bicycle projects close the gaps in the existing active transportation network and provide connections to subregional employment and retail destinations, schools, and parks. These projects require coordination between cities, Metro and the GCCOG to determine appropriate and alternative routing and destination opportunities. The STP projects also improve bicycle and pedestrian connections to Metro Blue and Green Line and future services, such as the Metro Gold Line Eastside Extension and Eco-Rapid Transit. The STP Active Transportation Plan (ATP) increases connectivity within and through the Gateway Cities making bicycling and walking safer and more convenient and improving public health.

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Sample of STP Proposed Bicycle Projects

### Alondra Blvd.
Bikeway connecting La Mirada, Compton, Norwalk, Bellflower, and Long Beach.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Firestone Blvd.
Bikeway connecting Norwalk, Downey, and South Gate.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Florence Ave.
Bikeway connecting Huntington Park, Bell, Cudahy, Bell Gardens, Downey, Santa Fe Springs, LA County, and Whittier.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Imperial Hvy Bikeway
Bikeway connecting La Mirada, Santa Fe Springs, Norwalk, Downey, South Gate, and Lynwood.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Lakewood Blvd.
Bikeway / Rossmoor Blvd. connecting Pico Rivera, Downey, Bellflower, Paramount, Lakewood, and Long Beach.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Pacific Blvd.
Bikeway connecting Long Beach, Compton, Carson, CA County, Lynwood, South Gate, Huntington Park, and Vernon.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Santa Fe Ave.
Bikeway connecting Long Beach, Compton, Carson, CA County, Lynwood, South Gate, Huntington Park, and Vernon.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Siouan Ave.
Bikeway connecting LA County, Whittier, Santa Fe Springs, Pico Rivera, Montebello, Commerce, Bell, Maywood, Vernon, and Huntington Park.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

### Whittier Blvd.
Bikeway connecting Whittier, LA County, Pico Rivera, Montebello, and Commerce.

- **Connects to:** Existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.
- **Purpose:** Connects to existing river bike paths, numerous schools and parks, and existing / proposed bike facilities to the west in Norwalk, La Mirada, Compton, and Long Beach.

A connected active transportation network is essential to creating viable alternatives to private vehicle travel. Connecting frequently visited destinations is a major objective of the STP’s Active Transportation Plan. It calls on cities to work across their boundaries to build a connected active transportation network.
Money Now, Money in the Future: Funding Availability

The STP funding strategy has organized funding sources into three categories:

- **Category A** revenues estimate existing revenue sources currently available to the Gateway Cities Subregion based on Metro’s most recent Long Range Transportation Plan. Examples are uncommitted Proposition C and Measure R revenues. Category A funding sources comprise 9% of the STP budget.

- **Category B** revenues are derived from funding programs under existing law, but require a specific allocation by federal, state or local policymakers for the Gateway Cities Subregion to access resources. Examples are the Federal Transit Administration (FTA) New Starts grants and state allocations of cap-and-trade revenues. Category B funding sources comprise 20% of the STP budget.

- **Category C** revenues are proposed funding programs that require new legislation for the Gateway Cities Subregion to access resources. Examples are uncommitted Proposition C and Measure R revenues. Category A revenues estimate existing revenue sources currently available to the Gateway Cities Subregion, whereas Category C revenues are derived from funding programs under existing law, but require a specific allocation by federal, state or local policymakers for the Gateway Cities Subregion to access resources. Examples are the Federal Transit Administration (FTA) New Starts grants and state allocations of cap-and-trade revenues. Category B funding sources comprise 51% of the STP budget.

**Category D** represents the remaining 20% funding gap in the STP budget.

New Sources of State and Local Funding

**Financing Projects with Local Sales Tax Returns**

The STP proposes a financing mechanism to help cities fund surface transportation projects using their yearly sales tax returns from Propositions A and C and Measure R. Under the financing mechanism, an authority issues bonds on behalf of cities, which use the proceeds for specified projects or to leverage state or federal funding. Debt service is paid from cities’ local return sales tax.

**Proposed Transportation Funding Bill**

The Brown Administration’s 2015 funding proposal to address the state’s transportation infrastructure consists of two parts: a funding bill that would raise revenues and allocate funding for California’s most congested trade corridors and a constitutional amendment to reserve these funds for transportation-related expenditures. The proposal has been developed with input from stakeholders to craft a package that can achieve the two-thirds majority vote required to pass in the Legislature.

**Cap and Trade Funding**

State-cap-and-trade auction revenues are a current source of available funding that target greenhouse gas emissions. The GCCOG has already begun to pursue these funds for STP projects that reduce carbon emissions. The GCCOG has engaged key state and regional decision makers to advocate for cap-and-trade revenues to support STP projects.

**2016 Ballot Measure**

Metro is considering a countywide sales tax measure for the November 2016 ballot, the GCCOG submitted an initial list of potential multimodal transportation projects, many of which are included in the STP for consideration in the ballot assessment process. Metro has taken a "bottom up" approach to developing the potential ballot measure, giving the GCCOG an opportunity to show its support for the ballot initiative.

Federal Funding and Financing Initiatives

Revenue from federal gas taxes — a traditional source of funding for freeway and transit projects — has decreased as fuel efficiency has improved and alternative-fueled vehicles grow in popularity. Federal tax incentives and credit assistance in the form of federal loans and loan guarantees can promote private investment in infrastructure projects, while federally authorized tolling on freeways generates revenue for states to carry out improvements. Lastly, relaxing federal permitting requirements and streamlining project approval helps reduce costs to local state and local agencies.

Supporting the STP

The Gateway Cities Strategic Transportation Plan consists of several hundred surface transportation projects — primarily freeway and transit improvements, intelligent transportation systems (ITS), and goods movement infrastructure — proposed by GCCOG member jurisdictions over the next 30 years. The aggregate cost is estimated at $25 billion (expressed in 2014 dollars).

A detailed analysis of current and future funding opportunities — where the money is now and where it is likely to be in the future — is the basis of the STP Funding Strategy. The STP funding strategy has organized funding sources into three categories:

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- **Category C** revenues are proposed funding programs that require new legislation for the Gateway Cities Subregion to access resources. Examples are uncommitted Proposition C and Measure R revenues. Category A revenues estimate existing revenue sources currently available to the Gateway Cities Subregion, whereas Category C revenues are derived from funding programs under existing law, but require a specific allocation by federal, state or local policymakers for the Gateway Cities Subregion to access resources. Examples are the Federal Transit Administration (FTA) New Starts grants and state allocations of cap-and-trade revenues. Category B funding sources comprise 51% of the STP budget.

**Category D** represents the remaining 20% funding gap in the STP budget.

Funding to Advance Policy Goals

The STP proposes a financing mechanism to help cities fund surface transportation projects using their yearly sales tax returns from Propositions A and C and Measure R. Under the financing mechanism, an authority issues bonds on behalf of cities, which use the proceeds for specified projects or to leverage state or federal funding. Debt service is paid from cities’ local return sales tax. Providing**
The GCCOG will be a leader in the effort to implement the STP through coordination and collaboration with member cities, regional partners, and stakeholder agencies and through the pursuit of funding resources. The following efforts are needed to move the STP forward.

- Coordinate with Metro and Caltrans on freeway improvements, including working within current rights of way
- Collaborate with member cities to implement a Complete Streets Corridor program addressing economic development and urban design issues along with the transportation deficiencies
- Coordinate with Metro on the implementation of new fixed-guideway transit lines to serve new areas of the Gateway Cities and investment in park-and-ride facilities
- Collaborate with Los Angeles County, Metro, cities, and municipal transit providers to invest in safety features and first / last mile bicycle and pedestrian connections around transit stations
- Collaborate with Caltrans and the Ports of Long Beach and Los Angeles on freeway and technology improvements benefitting goods movement industries
- Pursue cap-and-trade revenues to fund ITS technology improvements to freeway and arterial highway systems and to further implement zero emission technologies
- Utilize the analytic tools developed by the STP as project continue to evolve in the region, significantly reducing project’s funding and schedules

The STP lays the foundation for the future of the Gateway Cities Transportation System. It is multimodal, multi-jurisdictional, and forward-thinking. It plans for the needs of the goods movement industry and pedestrian and bicyclists alike. It applies the latest transportation technologies and keeps expanding roadways inside current rights-of-way.

The STP reflects the presence of ALL who live, work, and do business in the Gateway Cities because we are all truly in this together.

Next Steps
Project Website
www.gatewaycog.org