

VIII. REPORTS ITEM C

**Status of the Strategic Transportation
Plan (STP) Structure, Approval Process,
and Schedule – Presentation by Yvette
Kirrin, COG Consultant Engineer**

Gateway Cities Council of Governments

Status of the
Strategic Transportation Plan (STP)
Structure, Approval Process & Schedule

May 5, 2015

Strategic Transportation Plan Oversight Structure

- ▶ GCCOG Board on November 5, 2014 approved a request to create a “Structure for Strategic Transportation Plan Oversight”
- ▶ The Structure Includes:
 - ▶ STP Oversight Committee
 - 2 Elected Officials
 - 2 City Managers
 - 2 TAC Co-Chairs
 - ▶ STP Technical Advisory Committee
 - Public Works Directors, including 2 Co-Chairs
 - 1 GWMA Representative
 - 2 Planning Director Representatives
 - 1 Transit Representative

Strategic Transportation Plan Approval Process (TAC)

- ▶ Major Milestones have included:
 - ▶ Creation of the STP Technical Advisory Committee
 - ▶ Approval (Receive & File) of First STP Chapter (Technology Element)
 - Based on a Specific & Collaborative Approval Process

Month #1

TAC Agenda

- Overview of STP Process
- Present Topic #1
- Present Draft Motion on #1
- Discuss & Amend



Consultants
update Topic
#1 per STP TAC
instructions



Month #2

TAC Agenda

- Overview of STP Process
- Present Revised Topic #1
- TAC approval
- Present Topic #2
- Present Draft Motion on #2
- Discuss & Amend

Strategic Transportation Plan Schedule



STP Topic	Presented to TAC	Draft Motion	TAC Approval
Goods Movement & Technology	3/19	4/23	4/23
Active Transportation	4/23	5/28	
Transit/Park-and-Ride	5/28	6/25	
Freeways & Arterials	6/25	7/23	
Funding & Finance	7/23	8/27	
Storm Water	8/27	9/24	
Draft Plan	9/24	10/22	

#/# = Completed

#/# = In Progress

#/# = Planned

Strategic Transportation Plan DASHBOARD

Strategic Transportation Plan



Metro



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

DASHBOARD

Strategic Transportation Plan Overview



Freeways



Arterials



Transit



Active
Transportation



Goods Movement
Technology



Stormwater
Treatment



Models



Funding &
Finance

**VIII. REPORTS
ITEM D**

**Arterial Prioritization Criteria for the
Development of Corridor Master Plan
and Complete Street Evaluation –
Presentation by Yvette Kirrin, COG
Consultant Engineer**

Gateway Cities Council of Governments

Arterial Prioritization Criteria for the Development of Corridor Master Plan & Complete Street Evaluation

May 5, 2015

Arterial Prioritization Criteria for the Development of Corridor Master Plan & Complete Street Evaluation

- ▶ GCCOG Board Request on March 4, 2015 for Staff to develop a criteria to prioritize the arterial program
- ▶ Baseline Factors include:
 - ▶ Strategic Transportation Plan (STP) - Technical Criteria
 - ▶ Other Technical Factors
 - ▶ Other Non-Technical Factors

Strategic Transportation Plan (STP) - Technical Criteria

- ▶ Mode Connections
- ▶ Congestion (Volumes & Lanes)
- ▶ Performance (Level of Service)
- ▶ ITS (Signal Synchronization)
- ▶ Safety - Accident Rates

Corridor
Alameda St
Alondra Blvd
Artesia Blvd
Atlantic Blvd
Bellflower Blvd
Beverly Blvd
Bloomfield Ave
Carmenita Rd
Del Amo Blvd
Eastern Ave
Firestone Blvd
Florence Ave
Gage Ave
Garfield Ave
Imperial Highway
Lakewood/ Rosemead Blvd
Long Beach Blvd
Norwalk Blvd
Pacific Blvd
Paramount Blvd
Pioneer Blvd
Rosecrans Ave
Santa Fe Ave
Slauson Ave
Studebaker Rd
Telegraph Rd
Washington Blvd
Whittier Blvd

Other Technical Factors

- ▶ Complete Streets
- ▶ Sustainability, Economic Viability & Vision
- ▶ Median Improvement & Channelization
- ▶ Pedestrian Enhancement & ADA Compliance
- ▶ Stormwater & Greenstreets
- ▶ Urban Enhancement - Land Use & Parking

Other Non-Technical Factors

- ▶ Crosses Multiple Jurisdictions
- ▶ Geographical Distribution of Proposed Arterials
- ▶ Funding Availability
- ▶ Interest
 - Jurisdictional
 - Unanimous Across Jurisdictions

How will the Criteria Be Used to Prioritize the Arterials?

- ▶ Step 1: Provide list of Arterials, with all Criteria, in a matrix, to the Strategic Transportation Plan (STP) Technical Advisory Committee (TAC)
- ▶ Step 2: Each Jurisdiction can rank those that cross their jurisdiction
- ▶ Step 3: Each Jurisdiction can provide info regarding their Interest and Timing (recommendation) - High, Medium, Low
- ▶ Step 4: Staff will tabulate results for review, comment/update and approval for recommendation to the GCCOG Board

VIII. REPORTS
ITEM E
Expansion of Transportation Committee

TO: Transportation Committee
FROM: Diane Dubois, MTA Director
BY: Karen Heit, Transportation Deputy
SUBJECT: Expansion of the Transportation Committee

Issue

The 14 member Transportation Committee currently has the following composition:

Members	City/Agency
COG President	
First Vice-Chair	
5 Elected Appointees	Appointed by COG President
MTA Director	
4 th District County Supervisor	Appointed by Supervisor
Transit Operator	Appointed by Transit Operators
Port of Long Beach	
3 City Managers	Appointed by City Manager's steering Committee
2 Public Works Officers	Appointed by Public Works Directors

First District County Supervisor Hilda Solis has indicated that she would like her office to participate in the Transportation Committee. There are 11 Gateway Cities and three unincorporated areas in the First District.

Recommended Action

Recommend the Transportation Committee consider the Supervisor's request and pass the recommendation on to the Board of Directors.

IX. REPORTS
ITEM H
Communications

Motion by Directors DuBois and Knabe

Cap and Trade Demonstration Project Grant application

The California Air Resource Board (ARB) is expected to release a request for grant application for \$200 million in Cap and Trade funding for low-carbon transportation in April.

MTA staff, Calstart, the South Coast Air Quality Management District and the Gateway Cities Council of Governments have discussed the potential for creating a demonstration project whereby up to twelve near-zero emission (NZE) hybrid trucks would be equipped with technology to utilize a “zero-emissions fence zone” in a designated area adjacent to the San Pedro Bay Ports and convert to CNG or other low-emission fuel beyond the zero-emission zone. The trucks would also be equipped with connected-vehicle technology to allow more fuel-efficient operation.

The goals of the demonstration are to:

- Demonstrate the capabilities of ZE/NZE Drayage Trucks in day-to-day operation
- Support demonstrable air quality improvement in disadvantaged communities as defined by CalEPA
- Learn about infrastructure needs and refueling requirements for ZE/NZE trucks
- Demonstrate ITS technologies that can improve efficiency and truck safety, while further reducing emissions
- Lay the groundwork for economic growth in the region via a green goods movement area.

To accomplish these goals, the project will:

- Propose a demonstration project consisting of up to 12 ZE/NZE hybrid drayage trucks, for approximately \$12 Million in grant funding.
- Equip these trucks with advanced ITS systems, such as the Connected Vehicle Technology that are in the Freight Advanced Traveler Information Systems(FRATIS) program.
- Establish a geo-fence to create a “Zero-Emission Zone” whereby anywhere within that perimeter, a hybrid truck will operate in ZE mode. This enables disadvantaged communities to experience ZE truck benefits from NZE trucks.

We, therefore, move that

1. Staff work collaboratively with the South Coast AQMD, the Gateway Cities and South Bay Councils of Governments to structure a competitive application in support of the ZE Drayage Demonstration and:
2. Instruct staff to explore generating a 25% match through Department of Transportation, Department of Energy, in-kind funds from project participants, Regional and Local funds.