SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers
President
Glen Becerra, Simi Valley

First Vice President
Greg Pettis, Cathedral City

Second Vice President
Carl Morehouse, San Buenaventura

Immediate Past President
Pam O'Connor, Santa Monica

Executive/Administration Committee Chair
Glen Becerra, Simi Valley

Policy Committee Chairs
Community, Economic and Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

PLEASE NOTE TIME
Thursday, November 1, 2012
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email salcido@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: www.scag.ca.gov/committees/tc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Transportation Committee
November 2012

		Members	Representing	
Chair*	**1.**	**Hon. Keith Millhouse**	**Moorpark**	**VCTC**
Vice-Chair*	**2.**	**Hon. Alan Wapner**	**Ontario**	**SANBAG**
*	3.	Hon. Jerry Amante	Tustin	OCTA
*	4.	Hon. Michael D. Antonovich		Los Angeles County
*	5.	Hon. Bruce Barrows	Cerritos	District 23
*	6.	Hon. Glen Becerra	Simi Valley	District 46
	7.	Hon. Russell Betts	Desert Hot Springs	CVAG
*	8.	Hon. Stan Carroll	La Habra Heights	District 31
*	9.	Hon. Mary Craton	Canyon Lake	RCTC
*	10.	Hon. Gene Daniels	Paramount	District 24
	11.	Hon. Steve Diels	Redondo Beach	SBCCOG
*	12.	Hon. Paul Eaton	Montclair	District 9
	13.	Hon. Aziz Elattar		Caltrans District 7
*	14.	Hon. Paul Glaab	Laguna Niguel	District 12
	15.	Hon. Mario Guerra	Downey	GCCOG
*	16.	Hon. Frank Gurulé	Cudahy	District 27
	17.	Hon. Bert Hack	Laguna Woods	OCCOG
*	18.	Hon. Matthew Harper	Huntington Beach	District 64
*	19.	Hon. Carol Herrera	Diamond Bar	District 37
	20.	Hon. Bill Hodge	Calexico	ICTC
*	21.	Hon. Jose Huizar	Los Angeles	District 61
*	22.	Hon. Jim Hyatt	Calimesa	District 3
	23.	Hon. Trish Kelley	Mission Viejo	OCCOG
	24.	Hon. James C. Ledford	Palmdale	North L. A. County
	25.	Hon. Steven Ly	Rosemead	Member-at-Large
*	26.	Hon. Michele Martinez	Santa Ana	District 16
	27.	Hon. Brian McDonald		Chemehuevi Indian Tribe
	28.	Hon. Ryan McEachron	Victorville	SANBAG
	29.	Hon. Marsha McLean	Santa Clarita	North L. A. County
*	30.	Hon. Dan Medina	Gardena	District 28
*	31.	Hon. Barbara Messina	Alhambra	District 34
*	32.	Hon. Leroy Mills	Cypress	District 18
*	33.	Hon. Jim Morton	Lynwood	District 26
*	34.	Hon. Brett Murdock	Brea	District 22

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Transportation Committee
November 2012

Members	Representing	
* 35. Hon. Steven Neal	Long Beach	District 29
* 36. Hon. Shawn Nelson		Orange County
* 37. Hon. Pam O'Connor	Santa Monica	District 41
38. Hon. Micheál O'Leary	Culver City	WSCCOG
* 39. Hon. Gary Ovitt		San Bernardino County
* 40. Hon. Bernard C. Parks	Los Angeles	District 55
* 41. Hon. Gregory Pettis	Cathedral City	District 2
* 42. Hon. Frank Quintero	Glendale	District 42
43. Hon. Teresa Real Sebastian	Monterey Park	SGVCOG
* 44. Hon. Ronald Roberts	Temecula	District 5
45. Hon. Don Robinson	Banning	WRCOG
* 46. Hon. Mark Rutherford	Westlake Village	District 44
47. Hon. Damon Sandoval		Morongo Band of Mission Indians
48. Hon. David Spence	La Cañada/Flintridge	Arroyo-Verdugo Cities
49. Hon. Karen Spiegel	Corona	WRCOG
50. Hon. Tim Spohn	City of Industry	SGVCOG
* 51. Hon. Jeff Stone	Riverside County	Riverside County
52. Hon. Jess Talamantes	Burbank	SFVCOG
* 53. Hon. Donald Voss	La Cañada/Flintridge	District 36

* Regional Council Member

TRANSPORTATION COMMITTEE
AGENDA
NOVEMBER 1, 2012

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Hon. Keith Millhouse, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR		**Time**	**Page No.**
Approval Item			
1. Minutes of the October 4, 2012 Meeting	**Attachment**		**1**
ACTION ITEM			
2. Senate Bill 535 (de León) – California Global Warming Solutions Act of 2006; Greenhouse Gas Reduction (GHGR) Fund ***(Rich Macias, Director of Transportation Planning)*** **Recommended Action:** Approve the Legislative/Communications and Membership Committee (LCMC) recommendation to authorize SCAG to work with stakeholders to help identify disadvantaged communities for the purposes of SB 535, and to support the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues.	**Attachment**	**5 mins.**	**10**

SUBCOMMITTEES' REPORTS

- **Active Transportation (AT) Subcommittee Update**
- **Goods Movement (GM) Subcommittee Update**
- **High-Speed Rail and Transit (HSRT) Subcommittee Update**
- **Transportation Finance (TF) Subcommittee Update**

TRANSPORTATION COMMITTEE
AGENDA
NOVEMBER 1, 2012

INFORMATION ITEMS			**Page No.**
3. Anticipated Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) ***(Ryan Kuo, SCAG Staff)***	**Attachment**	**5 mins.**	**15**
4. SCAG Goods Movement Border Crossing Study ***(Mike Jones SCAG Staff)***	**Attachment**	**15 mins.**	**17**

CHAIR'S REPORT
(Hon. Keith Millhouse, Chair)

STAFF REPORT
(Ryan Kuo, SCAG Staff)

FUTURE AGENDA ITEMS
Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The Transportation Committee (TC) meeting scheduled for December is cancelled.

The Third Annual Economic Summit is scheduled for Thursday, December 6, 2012, 9:00 a.m. – 2:00 p.m., at the Westin Bonaventure Hotel, 404 South Figueroa Street, Los Angeles, CA 90071.

The next TC meeting is scheduled for Thursday, January 3, 2013 at the SCAG Los Angeles office.

AGENDA ITEM NO. 1

Transportation Committee
of the
Southern California Association of Governments

October 4, 2012

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Ventura County. A quorum was present.

Members Present:

Hon.	Mike Antonovich	Los Angeles County
Hon.	Bruce Barrows, Cerritos	District 23
Hon.	Russell Betts, Desert Hot Springs	CVAG
Hon.	Stan Carroll, La Habra Heights	District 31
Hon.	Mary Craton, Canyon Lake	RCTC
Hon.	Gene Daniels, Paramount	District 24
Hon.	Steve Diels, Redondo Beach	SBCCOG
Hon.	Mario Guerra, Downey	GCCOG
Hon.	Frank Gurulé, Cudahy	District 27
Hon.	Bert Hack, Laguna Woods	OCCOG
Hon.	Matthew Harper, Huntington Beach	District 64
Hon.	Carol Herrera, Diamond Bar	District 37
Hon.	Bill Hodge, Calexico	ICTC
Hon.	Jim Hyatt, Calimesa	District 3
Hon.	Trish Kelley, Mission Viejo	OCCOG
Hon.	Marsha McLean, Santa Clarita	District 67
Hon.	Dan Medina, Gardena	District 28
Hon.	Barbara Messina, Alhambra	District 34
Hon.	Keith Millhouse, Moorpark ***(Chair)***	VCTC
Hon.	Leroy Mills, Cypress	District 18
Hon.	Jim Morton, Lynwood	District 26
Hon.	Pam O'Connor, Santa Monica	District 41
Hon.	Micheál O'Leary, Culver City	WCCOG
Hon.	Gary Ovitt	San Bernardino County
Hon.	Bernard C. Parks, Los Angeles	District 55
Hon.	Greg Pettis, Cathedral City	District 2
Hon.	Frank Quintero, Glendale	District 42
Hon.	Teresa Real Sebastian, Monterey Park	SGVCOG
Hon.	Ron Roberts, Temecula	District 5
Hon.	Mark Rutherford, Westlake Village	District 44
Hon.	Karen Spiegel, Corona	WRCOG
Hon.	Tim Spohn, City of Industry	SGVCOG

Hon.	Jeff Stone	Riverside County
Hon.	Jess Talamantes, Burbank	SFVCOG
Hon.	Don Voss, City of La Cañada-Flintridge	District 36
Hon.	Alan Wapner, City of Ontario ***(Vice-Chair)***	SANBAG

Members Not Present:

Hon.	Jerry Amante, Tustin	OCTA
Hon.	Glen Becerra, Simi Valley	District 46
Hon.	Paul Eaton, Montclair	District 9
Hon.	Paul Glaab, Laguna Niguel	District 12
Hon.	Jose Huizar, Los Angeles	District 61
Hon.	Ryan Kelley, Brawley	ICTC
Hon.	James C. Ledford	Palmdale
Hon.	Steven Ly	Rosemead
Hon.	Michele Martinez, Santa Ana	District 16
Hon.	Brian McDonald	Chemehuevi Indian Tribe
Hon.	Ryan McEachron, Victorville	SANBAG
Hon.	Brett Murdock, Brea	District 22
Hon.	Steven Neal, Long Beach	District 29
Hon.	Shawn Nelson	Orange County
Hon.	Don Robinson, Banning	WRCOG
Hon.	Damon Sandoval	Morongo Band of Mission Indians
Hon.	David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities

Non-Voting Members, Non-Elected Officials:

Aziz Elattar	Caltrans District 7

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Hon. Keith Millhouse, Ventura County, began the meeting at 10:03 a.m. Vice-Chair Hon. Alan Wapner led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

It was noted that a public comment would be received from Diane DuBois, Mayor of Lakewood, during the "Status Report on Pacific Electric Right-of-way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA)" item.

REVIEW AND PRIORITIZE AGENDA ITEMS

It was determined that the first information item, the "Status Report on Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA)," will be presented before the action item, the "Active Transportation Work Plan," in order to better accommodate meeting participants.

CONSENT CALENDAR

Approval Items

1. Minutes of the July 5, 2012 Meeting
2. Minutes of the September 6, 2012 Meeting

Hon. Mary Craton, Canyon Lake, and Hon. Michael O'Leary, Culver City, stated that they were present for the July 5, 2012 Transportation Committee meeting.

Vice-Chair Hon. Alan Wapner, Ontario, indicated that several committee members had wished to participate in the September meeting via videoconference during the League of Cities conference. Unfortunately, they were unable to do so due to Brown Act requirements. Hasan Ikhrata, Executive Director, indicated that future policy committee meetings will be scheduled with a greater recognition of conflicting meetings.

A MOTION was made (Barrows) to approve the consent calendar as amended. The MOTION was seconded (Talamantes) and UNANIMOUSLY APPROVED. Motion passed.

INFORMATION ITEMS

1. Status Report on Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA)

Hon. Diane DuBois, Mayor, City of Lakewood, provided a public comment, stating her concerns about the decision-making process of the PE ROW study. Mayor DuBois stated that the study was conducted over a two-and-a-half year period and that a recommendation was issued from the Steering Committee. However, the full recommendation was not presented by SCAG staff. Mayor DuBois asked the Transportation Committee to consider the problematic effects to policy making when a steering committee's recommendation appears to be overridden.

Hasan Ikhrata, Executive Director, stated the SCAG staff report did include the Steering Committee recommendation but noted that the staff recommendation was different from the Steering Committee's recommendation. He noted that the staff report did not ignore the Steering Committee recommendation but that staff's recommendation was based upon technical analysis. The staff report provided to the Transportation Committee includes the Steering Committee recommendation. Mr. Ikhrata indicated that when staff returns in January 2013 to seek the Transportation Committee's action on this matter, the staff report will explicitly state both the staff recommendation as well as the Steering Committee recommendation.

Mr. Ikhrata provided an update on the PE ROW/West Santa Ana Branch Corridor Alternatives Analysis and indicated that staff would return to the Transportation Committee at its January 2013 meeting for action. Mr. Ikhrata stated that the route is 20 miles in length and extends from Paramount to Santa Ana. The right-of-way is owned by both the Los Angeles County Metropolitan Transportation Authority (MTA) and the Orange County

Transportation Authority (OCTA). The study evaluated alignment alternatives to connect to Los Angeles' Union Station and the Santa Ana Regional Transportation Center.

Mr. Ikhrata stated that the study was initiated by the Transportation Committee after the adoption of the 2008 Regional Transportation Plan (RTP) and followed the Federal Transit Administration's alternatives analysis process. The study cost $1.9 million and was completed after 2 ½ years. There was extensive stakeholder and public input on the process, which was coordinated with MTA, OCTA and the Orangeline Development Authority (OLDA), including 20 public input meetings. The Steering Committee and Technical Advisory Committee were co-chaired by MTA and OCTA.

Mr. Ikhrata stated that the following alternatives were recommended: 1) No-Build, 2) Transportation System Management (TSM), 3) Bus Rapid Transit, 4) Streetcar, 5) Light Rail Transit, and, 6) Low-Speed Magnetically Levitated Train (Maglev). The cost of the alternatives range from $10 million for TSM as the lowest-cost option to $7.4 billion for Low-Speed Maglev as the highest-cost option. The only funding currently identified for the corridor is from MTA, which has identified $240 million from Measure R funding. No funding is currently committed by OCTA.

Hon. Mario Guerra, Downey, asked about the origin of the cost analysis. Philip Law, SCAG staff, stated that these are the same cost estimates presented to the Transportation Committee in May 2012 and that it is based on the technical analysis done for the alternatives analysis. At this stage of the planning process, this represents the best technical estimate for the cost.

Mr. Ikhrata stated that the projected daily ridership for the different alternatives ranges from 39,000 to over 80,000. The Cost Effectiveness Index (CEI) ranges from $8.15 at the lower end for TSM to $89.90 at the high end for Low-Speed Maglev. Mr. Ikhrata stated that the CEI is calculated on a per-rider basis and that it compares the cost of constructing and operating each alternative to the ridership that it is expected to attract and serve.

Hon. Bruce Barrows, Cerritos, stated that when corridor service extension to Burbank and northward to Santa Clarita is considered, cost estimates and ridership estimates change.

Chair Hon. Keith Millhouse, Moorpark, stated that it would be useful if the SCAG staff recommendation is presented alongside the Steering Committee recommendation when the matter is brought back to the Transportation Committee in January 2013. Additionally, if Orange or Los Angeles Counties have their own recommendations, they can also be included to aid in the Committee's decision.

Mr. Ikhrata stated that staff is recommending further study by MTA and OCTA for the engineering/environmental phases (e.g., EIR/EIS). Mr. Ikhrata further stated that the matter will be brought back to the Transportation Committee in January 2013 for an action. It would then go to the Regional Council in February 2013 and the MTA Board in Spring 2013.

Hon. Barbara Messina, Alhambra, asked about the basic difference between the PE ROW Steering Committee recommendation and the SCAG staff recommendation. Mr. Ikhrata stated that the Steering Committee recommendation includes the Low-Speed Maglev

alternative, while the SCAG staff recommendation does not, due to its cost and cost effectiveness. Additionally, the technology is now being abandoned by the Japanese, who originated it.

Chair Hon. Keith Millhouse, Moorpark, asked that staff provide the analysis behind its recommendation for the Transportation Committee's review prior to its January 2013 meeting. Mr. Ikhrata indicated that staff would provide Transportation Committee members with all analysis performed as a part of this study.

New Member Introductions

Chair Hon. Keith Millhouse, Moorpark, introduced two (2) new Committee members, Bill Hodge, Calexico, Imperial County Transportation Commission, and Teresa Real Sebastian, Monterey Park, San Gabriel Valley Council of Governments.

ACTION ITEM

2. Active Transportation Work Plan

Alan Thompson, SCAG staff, presented the Active Transportation Work Plan. Mr. Thompson stated that the purpose of the presentation is to request the Committee to review, provide comment on, and authorize staff to seek input from partner stakeholders regarding the Active Transportation Work Plan. Mr. Thompson stated that the Work Plan spans four years and outlines activities leading up to the 2016 RTP/SCS. The Work Plan contains information related to budget, schedule, and deliverables. Mr. Thompson also stated that the Work Plan has been presented to the Active Transportation Subcommittee and the Sustainability Working Group, and that he is seeking the Committee's approval to seek input from partner stakeholders.

A MOTION was made (Pettis) to approve the release of the Work Plan to stakeholder groups. The MOTION was seconded (Gurule) and UNANIMOUSLY APPROVED. Motion passed.

INFORMATION ITEMS

3. Update on Los Angeles County Metropolitan Transportation Authority (MTA) Express Lanes Demonstration Program

Stephanie Wiggins, Executive Officer, Congestion Reduction Initiative, Los Angeles County Metropolitan Transportation Authority (Metro), presented an update on the Metro ExpressLanes Demonstration Program. Ms. Wiggins began the presentation with a brief video explaining the benefits of the ExpressLanes and operation of the FasTrak® transponder. Ms. Wiggins stated that the purpose of the ExpressLanes Demonstration Program is to improve traffic flow and provide travel choices on the I-10 and I-110 freeways in Los Angeles County.

Ms. Wiggins submitted to Committee members a map of the two corridors included in the one-year pilot demonstration program. An 11-mile north-south corridor uses the I-110

Harbor Transitway between Adams Boulevard in downtown Los Angeles to SR-91, and a 14-mile east-west corridor uses the I-10 El Monte Busway beginning at Alameda Street (at Los Angeles Union Station) and ending in El Monte at I-605.

The program involves converting existing carpool (High-Occupancy Vehicle, or HOV) lanes into High-Occupancy Toll (HOT) lanes, which are commonly known as express lanes. Ms. Wiggins stated that the use of express lanes is new to Los Angeles County although it is in use in 14 other cities across the country. The demonstration program is funded primarily with a $210 million Congestion Reduction Demonstration Grant from the U.S. Department of Transportation. It is scheduled to become operational this fall along I-110, and in early 2013 along I-10. The performance of the pilot program will be monitored and evaluated, resulting in a report submitted to the Legislature and the public regarding its performance. Ms. Wiggins also noted that the grant funded purchase of and operating subsidy for 60 clean fuel buses, an expansion of the El Monte Station, and security and lighting improvements along the Harbor Transitway.

Ms. Wiggins stated that single drivers using the (non-tolled) general purpose lanes can access the ExpressLanes by paying a toll via a FasTrak® transponder in their vehicle, and that the ExpressLanes system does not use toll booths. FasTrak® transponders used throughout California, including those in Orange County and the San Francisco Bay Area, will work on the Metro ExpressLanes. Ms. Wiggins cautioned that the key difference is that Metro's FasTrak® transponders have settings for 2-person and 3-person carpools to ensure that carpools can continue to use the corridors toll-free, consistent with occupancy standards already in place along each corridor.

Hon. Michael O'Leary, Culver City, asked how law enforcement can distinguish violators in the ExpressLanes. Ms. Wiggins stated that toll tag readers placed above the lanes reads each transponder and flashes a light based on the toll tag setting, allowing law enforcement officers to detect potential violators.

Hon. Mathew Harper, Huntington Beach, asked if Orange County Express Lanes users could use the Metro ExpressLanes without the need to purchase an additional transponder. Ms. Wiggins stated that FasTrak® users do not have to maintain two separate accounts—they can chose the account they foresee using the most, and either transponder will work in both counties. Ms. Wiggins noted that the important difference in transponders is that the Metro ExpressLanes Demonstration Program employs self-declaration transponders allowing users to travel toll-free in the ExpressLanes if they are a qualifying carpool.

Vice-Chair Hon. Alan Wapner, Ontario, asked if motorcyclists are required to put the transponder in the 3-person carpool position when using the ExpressLanes. Ms. Wiggins stated motorcyclists are asked to maintain the transponder in the 3-person position.

4. <u>I-710 (South) Corridor Project Update</u>

Frank Quon, Executive Officer, Highway Programs, Los Angeles Metropolitan Transportation Authority (Metro), provided an update on the I-710 (South) Corridor Project. Mr. Quon stated that the project started primarily due to the growth of congestion on I-710 and the air quality issues in the corridor. A partnership was formed among Metro, Caltrans, Gateway Cities Council of Governments, I-5 Joint Powers Authority (JPA), the

Port of Long Beach, the Port of Los Angeles, and SCAG. Metro is currently going through the Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) process, which is currently in the draft stage.

Mr. Quon stated that an extensive community participation framework has been used, through which Metro actively engaged the community, including technical and subject working groups, and advisory and policy committees. Further, Mr. Quon stated that the unique aspect of this project involves its goal to improve air quality and public health.

Mr. Quon reviewed the alternatives under consideration, including: 1) No-Build, 2) (5A) Widening and Modernization, 3) (6A) Widening and Modernization plus a Freight Corridor [Trucks], 4) (6B) Widening and Modernization plus a freight corridor [zero-emission vehicles], 5) (6C) Widening and modernization plus Tolled Freight Corridor. All alternatives include various no-build improvements. Alternatives 5A, 6A, 6B, and 6C all include freeway widening, modernization of geometrics, improvement of arterials, ITS, transit improvements, Transportation Systems Management (TSM), and Transportation Demand Management (TDM).

Mr. Quon indicated that several technology studies are underway, and current efforts include seeking grant funds for a demonstration project. In addition, a 60-day comment period has been concluded, and the next step will be to identify a preferred alternative. Metro will continue to use community participation as a framework and hold workshops within communities to help community members understand the program and process. Metro anticipates having a final environmental document sometime in 2013.

Hon. Bert Hack, Laguna Woods, stated that he is supportive of the zero-emission concept but has concerns about the achievability of the cost, and the impact to the local cities during construction. Mr. Quon stated there is a utility corridor adjacent to the I-710 owned by Southern California Edison. Efforts are underway to explore using part of that right-of-way, which would reduce the impact to local communities.

Vice-Chair Hon. Alan Wapner, Ontario, asked if the zero-emission trucks are hybrid and would be able to continue to their final destinations beyond an electrified I-710 corridor. Mr. Quon stated that, while power is delivered to the truck while in the corridor, they would be able to continue on to their final destinations beyond the I-710 corridor.

CHAIR'S REPORT

Chair Hon. Keith Millhouse, stated that the Mobility 21 Summit was held on September 28, 2012 at the Disneyland Hotel. The summit brought together transportation leaders from Southern California, and SCAG's Immediate Past-President Hon. Pam O'Connor was recognized for her leadership in garnering wide public input and support during the development of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy.

Chair Millhouse stated that the newly formed subcommittees are beginning to meet, including four (4) which will report to the Transportation Committee and which have chairs that are members of this Committee. The Active Transportation Subcommittee is chaired by Hon. Michele Martinez, Santa Ana, the Goods Movement Subcommittee is chaired by Hon. Barbara Messina, Alhambra,

the High-Speed Rail and Transit Subcommittee is chaired by Hon. Karen Spiegel, Corona, and the Transportation Finance Subcommittee is chaired by Hon. Gary Ovitt, San Bernardino County.

STAFF REPORT

Ryan Kuo, SCAG staff, stated that Committee members have begun and will continue to receive meeting agendas for the four (4) subcommittees that report to the Committee.

FUTURE AGENDA ITEMS

No Future Agenda Items were provided.

ANNOUNCEMENTS

Hon. Marsha McLean, Santa Clarita, North Los Angeles County, stated that the San Fernando Valley Council of Governments will host a Mobility Summit at the Hyatt hotel in Santa Clarita on October 22, 2012. All interested persons are welcome.

ADJOURNMENT

The meeting adjourned at 11:35 a.m. The next meeting of the Transportation Committee will be held on Thursday, November 1, 2012 at the SCAG Los Angeles office.

Ryan Kuo, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2012

X = County Represented | X = Attended | = No Meeting | NM = New Member

	Member (including Ex-Officio) Last Name, First Name	Representing	IC	LA	OC	RC	SB	VC	Jan Joint Mtg.	Feb	Mar	Mar 21	GA April	May	June	July	Aug	Sept	Oct	Nov	Dec
1	Amante, Jerry	Tustin, OCTA			X					NM	X										
2	Antonovich, Michael*	Los Angeles County		X						X						X		X	X		
3	Barrows, Bruce*	Cerritos		X						X	X	X		X	X	X			X		
4	Becerra, Glen*	Simi Valley		X						X	X			X	X						
5	Betts, Russell	CVAG				X				X	X			X		X			X		
6	Carroll, Stan*	La Habra Heights			X					X	X	X		X		X			X		
7	Craton, Mary	Canyon Lake				X					X	X		X		X			X		
8	Daniels, Gene*	Paramount		X						X	X	X		X	X	X		X	X		
9	Diels, Steve	Redondo Beach		X						X		X		X	X	X			X		
10	Eaton, Paul*	Montclair		X						X	X				X						
11	Elattar, Aziz	Caltrans - District 7																X	X		
12	Glaab, Paul*	Laguna Niguel			X							X		X		X					
13	Guerra, Mario	Downey		X							X							X	X		
14	Gurulé, Frank*	Cudahy		X						X	X	X		X	X	X			X		
15	Hack, Bert	Laguna Woods			X					X	X	X		X	X	X		X	X		
16	Harper, Matthew*	Huntington Beach			X					X		X			X			X	X		
17	Herrera, Carol*	Diamond Bar		X							X	X			X	X			X		
18	Hodge, Bill	Clexico, ICTC	X												NM				X		
19	Huizar, Jose*	Los Angeles		X																	
20	Hyatt, Jim	Calimesa				X				X	X	X		X	X	X			X		
21	Kelley, Ryan	Brawley/ICTC	X																		
22	Kelley, Trish	Mission Viejo			X					X		X		X	X	X			X		
23	Ledford, James C.	Palmdale/No. LA County		X																	
24	Ly, Steven	Rosemead																			
25	Martinez, Michele*	Santa Ana			X					X	X	X		X	X			X			
26	McDonald, Brian	Chemehuevi Indian Tribe					X														
27	McEachron, Ryan	Victorville					X			X	X										
28	McLean, Marsha*	Santa Clarita		X						X	X	X		X		X			X		
29	Medina, Dan*	Gardena		X											NM	X		X	X		
30	Messina, Barbara*	Alhambra		X						X	X	X		X	X	X		X	X		
31	Millhouse, Keith* **(Chair)**	Moorpark						X		X	X	X		X		X		X	X		
32	Mills, Leroy*	Cypress			X					X	X	X		X	X	X		X	X		
33	Morton, Jim	Lynwood																	X		
34	Murdock, Brett	Brea			X					X				X	X	X					
35	Neal, Steven*	Long Beach		X											X	X		X			
36	Nelson, Shawn*	Orange County			X					X	X	X									
37	O'Connor, Pam*	Santa Monica		X						X	X	X		X		X		X	X		
38	O'Leary, Micheál	Culver City/WCCOG		X											NM				X		
39	Ovitt, Gary*	San Bernardino County					X			X	X	X		X	X	X			X		
40	Parks, Bernard*	Los Angeles		X											X				X		
41	Pettis, Gregory*	Cathedral City				X				X	X	X							X		
42	Quintero, Frank*	Glendale		X						X	X			X					X		
43	Real Sebastian, Teresa	Monterey Park/SGVCOG														X			X		
44	Roberts, Ron*	Temecula				X				X	X	X		X		X			X		
45	Robinson, Don	Banning				X				X				X							
46	Rutherford, Mark	Westlake Village		X											X				X		
47	Sandoval, Damon	Morongo Band of Mission Indians				X															
48	Spence, David	Flintridge/Arroyo Verdugo Cities		X						X	X	X		X		X					
49	Spiegel, Karen	Corona/WRCOG				X				X	X	X		X		X			X		
50	Spohn, Tim	Industry/SGVCOG		X						X	X	X		X				X	X		
51	Stone, Jeff*	Riverside				X				X	X				X	X			X		
52	Talamantes, Jess	Burbank/SFVCOG		X						NM	X	X		X	X	X			X		
53	Voss, Don*	La Cañada Flintridge		X						X	X	X		X		X			X		
54	Wapner, Alan* **(Vice-Chair)**	Ontario					X			X	X	X		X	X	X			X		
		Totals	2	24	10	9	4	1													

* Regional Council Member

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 2

DATE: November 1, 2012

TO: Executive/Administration Committee (EAC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Hasan Ikhrata, Executive Director, Ikhrata@scag.ca.gov, (213) 236-1800

SUBJECT: Senate Bill 535 (de León) – California Global Warming Solutions Act of 2006; Greenhouse Gas Reduction (GHGR) Fund

RECOMMENDED ACTION:

Approve the Legislative/Communications and Membership Committee (LCMC) recommendation to authorize SCAG to work with stakeholders to help identify disadvantaged communities for the purposes of SB 535, and to support the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues.

EXECUTIVE SUMMARY

SB 535 (de León), enacted on September 30, 2012, requires that the California Environmental Protection Agency (CalEPA) identify disadvantaged communities for investment opportunities, that the Department of Finance allocate 25% of the available moneys in the GHGR Fund to projects that provide benefits to disadvantaged communities, and to allocate a minimum of 10% of the available moneys in the GHGR Fund to projects located within disadvantaged communities. These provisions afford the first opportunity for input into the process that will eventually determine how certain cap and trade revenues are allocated for benefit of disadvantaged communities throughout the region. These communities shall be identified by CalEPA based on geographic, socioeconomic, public health, and environmental hazard criteria. Staff seeks direction to consider and forward factors for consideration by CalEPA to identify disadvantaged communities for investment opportunities, as well as authorization to work with stakeholders to promote the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process as part of the overall statewide investment plan that will allocate cap and trade revenues.

SENATE BILL 535

SB 535 (de León) requires that the investment plan developed and submitted to the Legislature pursuant to AB 1532 allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and a minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. The bill requires CalEPA to identify disadvantaged communities for investment opportunities. While the bill does not specifically define 'disadvantaged communities,' it requires disadvantaged communities to be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, which may include either of the following:

1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public effects, exposure, or environmental degradation; and,
2. Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Additionally, the bill requires the investment plan related to the GHGR Fund to include all of the following allocations:

1. A minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and,
2. A minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. This minimum 10% allocation may be for projects included, in whole or in part, in the set of projects supported by the minimum 25% allocation described above.

SB 535 was co-sponsored by the California Environmental Justice Alliance, Coalition for Clean Air, Ella Baker Center, Greenlining Institute, NAACP, and the National Resource Defense Council, and has been supported by numerous health and environmental organizations throughout the legislative process. Opposition to the bill was registered from numerous business community groups including the California Chamber of Commerce, California Building Industry Association, and others. The bill was amended numerous times late in session, and thus recorded support and opposition reflect the positions of organizations at different times through the legislative process. No state or local transportation stakeholders took a position on SB 535, including members of the statewide transportation coalition that promulgated cap and trade principles that SCAG supports, Council of Governments, or other city or local government organization. As reported last month to the Regional Council, San Diego Association of Government (SANDAG) and Metropolitan Transportation Commission (MTC) have approved principles with respect to use of cap and trade revenues generally consistent with the coalition principles supported by SCAG, but neither took a position on SB 535.

The South Coast Air Quality Management District (SCAQMD) supported the bill, citing bill provisions in alignment with SCAQMD priorities, which are consistent with longstanding SCAG air quality and environmental mitigation objectives, including:

- Providing support/funding to areas disproportionately affected by environmental pollution that can lead to negative public health effects and exposure.
- The elimination of adverse environmental and/or economic impacts on environmental justice communities.
- The promotion of co-benefits; i.e., the simultaneous reduction of multiple types of emissions, including those of GHG, criteria pollutants, and toxic air contaminants.

Efforts by many of our partner agencies concerning implementation of SB 535 and how it impacts the overall process of revenue allocation and project selection appear to be early in the formative stage because this bill has passed so recently at the end of session.

SCAG CAP & TRADE PRINCIPLES POLICY ACTION

At its October 4, 2012 meeting the Regional Council adopted the recommendation of the Legislative/Communications & Membership Committee to support the principles for Cap and Trade Auction Revenues promulgated by a statewide transportation Coalition consisting of the League of California Cities, the California State Association of Counties, California Alliance for Jobs, California Transit Association, and Transportation California.

As a reminder, these Coalition principles consist of the following:

1. Dedicate the allocation of revenues related to fuels to transportation investments. This is consistent with the longstanding policy of the state to dedicate revenues related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.
2. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
3. Dedicate revenues directly into transit and road operations and maintenance, as well as transit and complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, the SB 375 (Steinberg) regional strategies. In regions not within an MPO where SB 375 does not apply, other measurable greenhouse gas reduction strategies can be developed within regional transportation plans.
4. Structure the investments to favor integrated transportation and land use strategies. Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. To maximize cost effective GHG reduction, additional incentives for regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG emission reductions from combined land use and transportation infrastructure and operations investments.
5. Improve modeling and verification systems to evaluate GHG reduction potential. Funding should be allocated to the development of performance measurement tools for local and regional actions that will allow evaluation and prediction of the GHG reduction and cost effectiveness of investment and land-use strategies.
6. Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments. Provide the incentives and assistance that local governments need to make SB 375 work.
7. Project-funding determinations should be done at the regional level under established statewide criteria to encourage local innovation and flexibility.

The requirements of SB 535 to direct 25% of GHGR fund revenues to benefit disadvantaged communities as well as 10% to be spent within disadvantaged communities are not oppositional to the adopted coalition principles enumerated above. However, there is some question as to whether such determination—both from standpoint of project criteria and selection—will include transportation-specific projects within and beneficially impacting disadvantaged communities commensurate with the impact that the transportation sector has upon emitting GHGs.

LCMC APPROVES STAFF IMPLEMENTATION RECOMMENDATIONS

At its October 16 meeting, the Legislative/Membership and Communications Committee unanimously approved forwarding to the Regional Council for adoption recommendations to implement provisions of SB 535 and to work with stakeholders to secure the inclusion of statewide transportation coalition principles, including adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues.

The LCMC noted that the region faces unique air quality and carbon emissions challenges arising from its shared international border with Mexico in Imperial County. Environmental regulation and protection is not as rigorous in Mexico as in the United States. Due to the proximity of over 1 million residents in the Calexico metropolitan area immediately across the border and in the same air basin, the region faces disproportionate air quality impacts. Other related issues identified by the committee include the inland port at Calexico, a major intermodal freight shipping project that is responsible for large amounts of diesel emissions on a daily basis; and the border crossing delays in Imperial County which also add significantly to overall emissions from passenger and freight vehicles. The LCMC recommended that SCAG include these factors when identifying disadvantaged communities for consideration by the state agencies and decision-making entities that will determine how cap and trade revenues are allocated.

The most immediate step in the implementation of SB 535 is, pursuant to bill provisions, determination by the CalEPA of what constitutes a 'disadvantaged community' for purposes of the bill, which specifies certain factors CalEPA must consider, and others that it may consider as described in the above bill summary. It is presupposed that CalEPA likely will consider an analytical tool they are developing (the *California Communities Environmental Health Screening Tool [CalEnviroScreen])* in making this determination. CalEPA has been conducting statewide workshops on this tool through September and will issue its final report later this year, though the date has not yet been determined.

Staff has reviewed the factors CalEPA is evaluating to determine communities that are facing disproportionately high cumulative impacts of pollutants on communities, including factors related to exposure to pollutants (PM 2.5, ozone, traffic density, etc.), public health effects (asthma ER rates, cancer/heart disease mortality rates, etc.), environmental effects (brown fields, impaired water bodies, solid/hazardous waste facilities, etc.); as well as population characteristics including sensitive populations and socio-economic factors. Staff notes that on the areas disproportionately affected by environmental pollution or hazards, pursuant to SB 535, these could be identified through several different ways. The LCMC approved staff recommendation that SCAG work with the CalEPA and other stakeholders to ensure the following considerations are included within the process of final determination of what disadvantaged communities consist of:

- First, that disadvantaged communities should include "areas with high levels of criteria pollutant concentration (e.g., ozone, PM2.5)" due to the associated health impacts. In fact, these areas are generally correlated to the "areas with high risks of cancer or respiratory hazard."
- Second, communities adjacent to transportation facilities could be disproportionately affected due to air pollution and noise impacts. This is particularly the case for "areas within 500 feet of high-volume freeways or other roadways" based on the results of many

research over the past decade. In addition, since goods movement and logistic facilities are major generators of pollution and source of health hazards, "areas surrounding major goods movement facilities and along the freight corridors, including all modes" should be included as part of the disadvantaged communities.

- Third, areas with high noise levels due to roadways or airports should also be considered.

The public comment period for CalEPA to receive comments was extended until October 16, 2012. There is no fixed date yet for issuance of its final report. CalEPA staff has informed that it will have a statewide meeting in December to discuss revisions in response to the comments it receives. Staff recommends authorization for SCAG to forward these considerations to CalEPA and follow up at the December revisions meeting to provide any assistance to assure full consideration by CalEPA of these factors for determination of disadvantaged communities. Staff believes that consideration of the above factors in CalEnviroScreen will support both the communities in most need, which suffer from the highest concentrations and levels of exposure to criteria pollutants as well as highest traffic densities, as well as most deserving projects throughout the region.

Additionally, the bill is legislatively tied to enactment of AB 1532 (Nunez), also chaptered on September 30, 2012, which establishes a three-year investment plan to set procedures for the investment of revenues derived from cap and trade (including investment within and for benefit of disadvantaged communities pursuant to SB 535, as well as for transportation and other purposes.) AB 1532 requires the Department of Finance (DOF), in consultation with ARB (and any other relevant state entity), to develop and submit a three-year investment plan to the Legislature for the May Revise (May 1, 2013). Beginning in the FY 2016-17 budget and every three years thereafter, DOF is required to include updates to the investment plan. All money must be appropriated through the annual Budget Act consistent with the investment plan. ARB is required under the bill to conduct two public workshops in different regions of the state and one public hearing on the proposed investment plan prior to the submission of the plan by DOF, but does not specify dates and ARB has not yet established the date and location of these workshops.

The LCMC approved staff recommendation to authorize SCAG to work with ARB, DOF, as well as transportation, local government, environmental, and other stakeholders to include the objectives of the statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria for projects funded by cap and trade revenues, to be incorporated into the investment plan submitted by DOF to the Legislature for funding through the budget process. Transportation comprises approximately 40% of the state's share of GHG emissions in total; thus, recognizing that cap and trade represents the only new significant funding source to reduce GHG emissions, the transportation sector and low-carbon transportation improvements should receive a substantial share of proceeds from the cap and trade program.

ATTACHMENT: None

This Page Intentionally Left Blank

REPORT

AGENDA ITEM NO. 3

DATE: November 1, 2012

TO: Transportation Committee

FROM: Naresh Amatya, Manager of Transportation Planning, 213-236-1885, amatya@scag.ca.gov
Ryan Kuo, Senior Regional Planner, 213-236-1813, kuo@scag.ca.gov
Margaret Lin, Associate Regional Planner, 213-236-1866, lin@scag.ca.gov

SUBJECT: Anticipated Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
At its April 4, 2012 meeting, the Regional Council (RC) adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee (TC). In response to requests from several county transportation commissions (CTCs) to amend the 2012-2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule, staff anticipates beginning the process to amend the 2012-2035 RTP/SCS in mid-November 2012. Based on the time needed to conduct the transportation conformity analysis, including the air quality conformity and fiscal constraint analysis, and public outreach as required by federal law, and depending on the scope and complexity of the amendment, staff anticipates that Amendment No. 1 would be presented to the RC for adoption no later than June 2013. This report outlines the process and key milestones associated with Amendment #1.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
At its April 4, 2012 meeting, the RC adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee TC. On June 4, 2012, the 2012-2035 RTP/SCS was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and by the US Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) for compliance with the Clean Air Act (transportation conformity). Since that time, staff has received requests from several CTCs to amend the 2012-2035 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

In response to those requests, staff anticipates beginning the process to amend the 2012-2035 RTP/SCS in mid-November 2012. Below is an outline of key milestones and corresponding activities associated with Amendment No. 1 so as to meet all federal requirements, as well as an anticipated schedule that is subject to change based on various factors, including the quantity and types of project amendment requests received, as well as any other unforeseen complications that may arise during the amendment development process.

- November 2012: Staff solicits RTP/SCS project amendment requests from all six (6) CTCs.
- December 2012: CTCs submit project amendment requests, and staff begins the technical work to prepare the draft Amendment No. 1 document.
- March/April 2013: The TC considers releasing the draft RTP/SCS Amendment #1 for public review and comment.
- May/June 2013: The TC considers recommending that the RC approve the RTP/SCS Amendment No. 1. The RC considers approving Amendment #1 and directing staff to submit the document to the federal reviewing agencies for conformity determination.

An addendum to the Program Environmental Impact Report (PEIR) associated with the 2012-2035 RTP/SCS will be prepared in compliance with the requirements of the California Environmental Quality Act (CEQA).

After approval by the federal agencies, the RTP/SCS Amendment No. 1 would allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

FISCAL IMPACT:
Funding for Amendment No. 1 is provided in the FY12-13 Overall Work Program under WBS No. 13-010.SCG00170.

ATTACHMENT:
None.

REPORT

AGENDA ITEM NO. 4

DATE: November 1, 2012

TO: Transportation Committee (TC)

FROM: Mike Jones, Senior Regional Planner, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: SCAG Goods Movement Border Crossing Study

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
In December 2010, SCAG commissioned the Goods Movement Border Crossing Study to assess the mobility of commerce at the California-Baja California border. The primary purpose of the project was to gather and synthesize information on goods movement across the U.S.-Mexico border in Imperial County to assist SCAG in the development of potential freight planning strategies that could address long term trade and transportation infrastructure needs in the region. Using a variety of data collection methods to measure border-crossing travel time and other conditions faced by system users, the study evaluated performance and reliability indicators for commercial Ports-Of-Entry (POEs) in Imperial County. Significant analysis was conducted to define appropriate performance statistics and identify possible strategies to reduce current congestion delay, improve travel time reliability and/or safety, and anticipate potential shifts of commodity flows and traffic across modes and routes at the POEs. The study concluded with a set of policy recommendations to be considered by regional stakeholders to address opportunities to increase freight efficiency at the POEs.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improvement of regional decision-making by providing leadership and consensus building on key plans and policies, Objective a) Produce high quality planning documents and reports which are approved by the Regional Council and which constitute the basis for regional policy leadership; Objective b) Establish initiatives which bolster the ability and skills of the Regional Council and SCAG staff to understand articulate and utilize emerging ideas, policies and trends; and Objective c) Maintain transparency in all aspects of Agency's regional planning work; and Goal 4 - Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner, Objective a) Develop data and information to support planning, modeling and assessment programs and initiatives.

BACKGROUND:
International border crossings between the U.S. and Mexico are critical components of the freight transportation system in Southern California. Mexico is the third-largest trading partner of the U.S. behind Canada and China, with a $367.5 billion trade volume in 2008, accounting for 11 percent of total U.S. foreign trade. It is also the largest market for exports of goods made in California, accounting for approximately $20.5 billion (14.1 percent) of California's overall goods exports in 2008. In 2010, the amount of trade passing through the POEs in Imperial County was $10.4 billion alone. Most of the merchandise flows in the California-Baja California region are made by truck, often to support the export-oriented manufacturing and maquiladora industries that lie on the Mexican side of the international border.

In order to plan for the potential growth in cross-border trade driven by increased manufacturing and other economic catalysts, it is critical to gather and analyze information on origin-destination patterns and end-to-end travel times for freight traffic. In response, SCAG undertook the Goods Movement Border Crossing Study to assess the mobility of commerce at the California- Baja California border and develop freight planning strategies that would address long term trade and transportation infrastructure needs in the region. The study examined the trends and characteristics of international trade that determine the demand for freight activities across the border, focusing on international trade between the United States and Mexico, and considering regional economic integration. The study results are attached. Accommodating expected growth in cross-border trade will require close coordination and partnership among federal, state, regional, and local agencies on both sides of the border to maintain the regional economic benefits provided by these international border crossings. As a result, this study identifies a set of policy recommendations to be considered by regional stakeholders to address opportunities to increase freight efficiency at the POEs.

FISCAL IMPACT:
Funding for this effort was included in the FY 11/12 OWP (WBS 12-130.SCG01237.01).

ATTACHMENT:
PowerPoint Presentation: “SCAG Goods Movement Border Crossing”

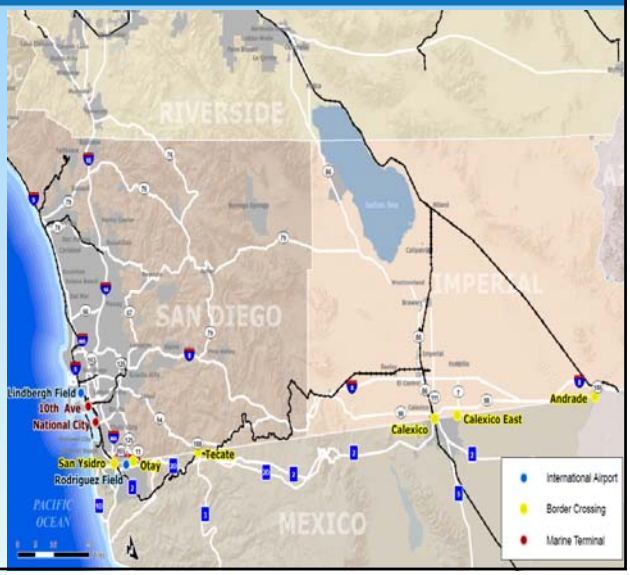
SCAG GOODS MOVEMENT BORDER CROSSING STUDY

SCAG TRANSPORTATOIN COMMITTEE
November 1, 2012

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

OVERVIEW OF THE STUDY AREA

- Three Major Cities in Imperial County (El Centro, Calexico, and Brawley)
- Mexicali is the capital and second largest city in the State of Baja California
- Three Ports-of-Entry in Imperial County (Calexico West-Mexicali I, Calexico East-Mexicali II, and Andrade-Los Algodones)



PROJECT OBJECTIVES

- Support regional planning efforts
- Assess current infrastructure needs in the California-Baja California border region
- Assess the mobility of commerce at the California-Baja California border region
- Develop freight planning strategies to address long term trade and transportation infrastructure needs

Project Overview

Tasks & Main Deliverables

Tasks	Primary Data Collection
Task 1: Overview of International Trade and Commercial Vehicle/Rail Activities	• Targeted interviews
Task 2: Cross-Border Commercial Vehicle/Rail Origin and Destination Survey	• O/D surveys – truck intercept • O/D surveys – manufacturing companies • O/D surveys – custom brokers
Task 3: Collection of Border Travel Time and Delay Data	• Wait time for passenger vehicles • Wait time for commercial vehicles • Bluetooth and GPS
Task 4: Data Analysis and Final Study Report	

4

Task 1 - Targeted Interviews
Summary Findings

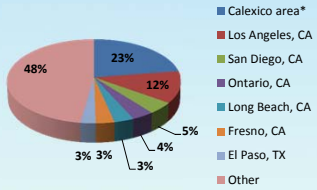
Logistics and Supply Chain	• Small degree of interaction between large companies and local firms
Private Sector Processes	• Drayage is common component of border-crossing goods transportation
Origin Destination	• Import origin and export destination geographically concentrated
Border-crossing Travel Time	• Unpredictable border-crossing time
Transportation Procedures	• Limited benefits of FAST / C-TPAT
Strategic Infrastructure Development	• Unclear impact of NAFTA trucking provisions • Unclear future characteristics of transportation in region • No important challenges or impediments identified by transportation experts

Task 2 – Origin/Destination And Willingness-To-Pay Data Collection

Survey Type	Survey Instrument	Data Collected
Origin/Destination Surveys with Regional Manufacturing Companies and Customs Brokers	• Interviews with Regional Freight Stakeholders • Shipment Information from Regional Freight Stakeholders	• Origin/Destination Data (including mode, equipment type, number of truck providers, use of FAST/C-TPAT) • Types of Goods Transported • Use of Drayage
Origin/Destination Surveys with Truck Drivers	• Truck Intercept Surveys	• Origin/Destination Data (including equipment type, frequency of border crossings, perceived wait time, use of FAST/C-TPAT) • Types of Goods Transported
Willingness-To-Pay Survey with Regional Manufacturing Companies and Customs Brokers and Truck Drivers	• Interviews with Regional Freight Stakeholders • Truck Intercept Surveys	• Willingness-to-pay for reductions in border-crossing time • Required time savings to Pay a Fee

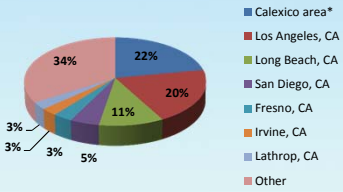
Reported Destination for Northbound Shipments Company Surveys

- About 79% of the shipments were destined for a city in the State of California
- 61% of shipments were destined for cities in the SCAG region
- 35% of total shipments had destinations in the Calexico and Los Angeles areas



Reported Destination for Southbound Shipments Company Surveys

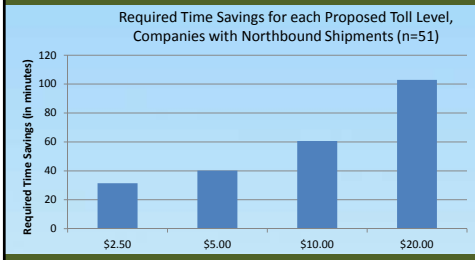
- 63% of shipments originated in a city in California
- 35% originated in cities in the SCAG region
- 52% percent of total shipments originated in the Calexico and Los Angeles areas

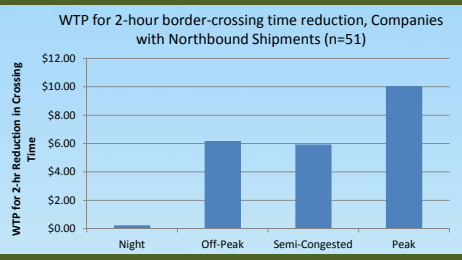


Strategic Infrastructure Development

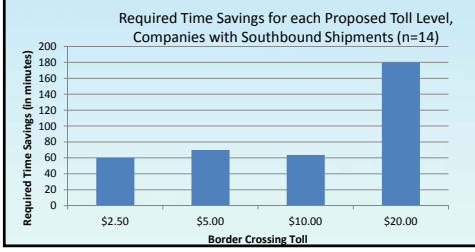
Willingness-to-Pay for New Infrastructure

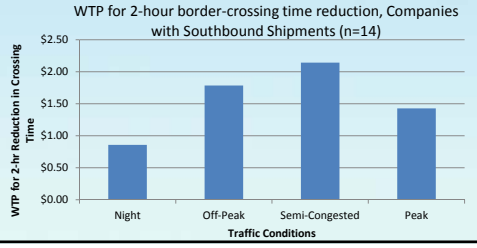
Northbound





Southbound





Task 2 - Origin-Destination Surveys

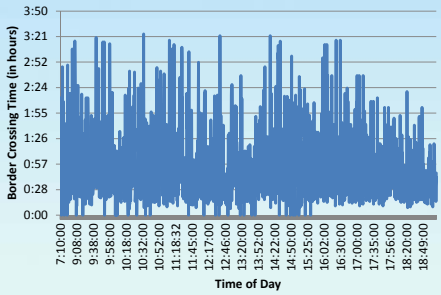
Summary Findings

Origin – Destination	• Vast majority of trucks using Calexico East POE travel locally – i.e., between Mexicali and Calexico • Goods movement in the area occurs primarily between manufacturing facilities and warehouses
Private Sector Processes	• Drayage is an important component of local supply chain • Inbound shipments do not use third parties for transportation
Transportation Procedures	• Logistic companies do not use FAST program
Impact of Delays	• Three out of every four trucks in the region cross the border at least once a day
Willingness-To-Pay	• Users not opposed to idea of tolled border crossing lanes for predictable travel time

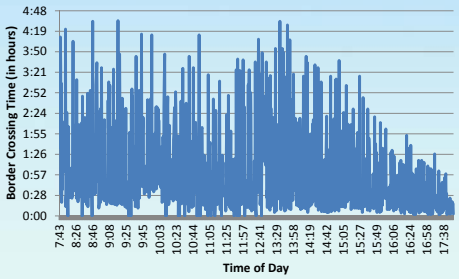
Task 3 – Collection of Border Travel Time and Delay Data

- Measurement of border travel times completed using photographic time stamps
- All data collected at Calexico East – Mexicali II Border Crossing

Northbound (n=1,567)



Southbound (n=1,134)



Task 3 - Collection of Border Travel Time and Delay Data

Summary Findings

Wait Time At Crossing	• Truck crossings show similar performance and reliability indicators for aggregate Northbound and Southbound trips • Breakdown of truck trips by type of cargo shows clear differences in border-crossing performance and reliability for empties, FAST and loaded • Day-of-the-week and time-of-day of crossing affect border-crossing wait time for trucks • Border-crossing wait times in Calexico are high compared to busier Border-Crossing Points • Calexico ranks fourth in average crossing time for northbound trucks in a sample of travel times that includes, in addition to Calexico, the five busiest southern land border POEs

Task 4 - Policy Recommendations

Optimize use of the existing system and infrastructure	• Initiate appointments at the borders crossings • Explore variable pricing and value pricing • Implement "windows" of priority • Provide Information to Users (e.g., promotion of efficient dispatch schedules)
Improve throughput	• Reduce Mingled and Diverse Traffic Types at the Border Crossing (e.g., exclusive lanes for low risk agricultural products) • Expand trusted traveler programs • Explore Streamlined Processing Centers (i.e., integration of Mexican export inspections, and U.S. security, trade, and safety, and state inspections)
Increase capacity	• Explore expansion of physical infrastructure (including existing improvements and/or new infrastructure) • Increase staffing and operation hours

Next Steps

- Develop an understanding of the drivers of cargo in the region by studying the region's warehouses/ distribution centers in detail for true origin and destination
- Study the macroeconomic implications in the region due to increased maquiladora activity and expansion of free-trade zones
- Support and promote ICTC's request with General Services Administration and U. S. Customs and Border Protection to promote expansion of port-of-entry in Imperial County.

Next Steps

- Study included initial discussion about the potential for variable pricing. It is recommended to study this in detail before any major policy recommendations are made
- Coordinate with SANDAG to assess existing regional border crossing challenges

Thank You

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS