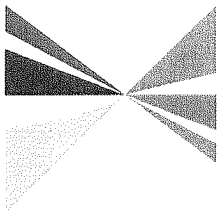
SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

MEETING OF THE

GOODS MOVEMENT TASK FORCE

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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www.scag.ca.gov

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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Troy Edgar, Los Alamitos • Paul Glaab, Laguna Niguel • Robert Hernandez, Anaheim • Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseño Indians

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

6.21.07

Wednesday, February 20, 2008
9:30 a.m. – 11:30 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Conference Room Riverside B
Los Angeles, CA 90017
213.236.1800

VIDEO CONFERENCE LOCATION

SCAG Inland Empire Office
3600 Lime Street, Suite 216
Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Mike Jones at 213.236.1978 or jonesm@scag.ca.gov

Agendas and Minutes for the Name of Committee are also available at:

http://www.scag.ca.gov/goodsmove/

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. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

GOODS MOVEMENT TASK FORCE

AGENDA

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

			Pg.	
1.0	**CALL TO ORDER & PLEDGE OF ALLEGIANCE**	**Hon. Art Brown, Chair**		
2.0	**PUBLIC COMMENT PERIOD** **Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.**			
3.0	**REVIEW and PRIORITIZE AGENDA ITEMS**			
4.0	**CONSENT CALENDAR**			
4.1	Approval Items			
4.1.1	Minutes of July 18, 2007 Meeting **Attachment**			
5.0	**INFORMATION ITEMS**			
5.1	Multi-County Goods Movement Action Plan Update **Attachment** Update on the Multi-County Goods Movement Action Plan Final Draft	**Mr. Sam Morrissey, Wilbur Smith Associates**	**11**	**15 minutes**
5.2	Missing Link Truck Study Overview and update on the progress of the Missing Link Truck Study **Attachment**	**Viggen Davidian, Iteris, Inc.**	**23**	**15 minutes**
5.3	Goods Movement Air Quality Strategy Study Update on the progress of the Environmental Mitigation Plan for Goods Movement Study	**Jeff Ang-Olson, ICF Consulting**	**31**	**20 minutes**

GOODS MOVEMENT TASK FORCE

AGENDA

6.0 STAFF REPORT

7.0 COMMENT PERIOD

7.0 NEXT MEETING

The date of the next Goods Movement Task Force meeting will be April 16, 2008.

8.0 ADJOURNMENT

GOODS MOVEMENT TASK FORCE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

July 18, 2007
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE GOODS MOVEMENT TASK FORCE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Goods Movement Task Force held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Art Brown, Chair, OCTA.

Members Present

Baldwin, Harry	City of San Gabriel
Bone, Lou	City of Tustin
Brown, Art-**Chair**	OCTA
Capelle, Joanna	SCRRA
Cartwright, Kerry	POLB
Daniels, Gene	City of Paramount
Greenwald, Peter	South Coast AQMD
Goodwin, Art	ACTA
Lai, Sue	POLA
Marquez, Jesse	Coalition for a Safe Environment
Neely, Sharon	ACE/SGVCOG
Ten, Mike	City of South Pasadena
Smith, Steve	SANBAG
Valdez, Lupe	UP

Via Video Conference

Dale, Lawrence	City of Barstow

1.0 CALL TO ORDER

The Hon. Art Brown, Chair, called the meeting to order at 9:36 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

GOODS MOVEMENT TASK FORCE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

July 18, 2007
Minutes

4.1 Approval Item

4.1.1 May 30, 2007 Minutes

A **MOTION** was made to approve the Consent Calendar.
The **MOTION** was **SECONDED** and **APPROVED**.
One member abstained **(Hon. Gene Daniels).**

5.0 INFORMATION ITEMS

5.1 Inland Port Feasibility Study Phase II Final Draft

Dan Smith, Tioga Group, stated that there was not a final draft of the Feasibility Study due to the changes that occurred as the study neared completion. There are three objectives to the study. The principal objective is to see if containers can be moved to and from the ports using a combination of an inland port and a rail-shuttle to reduce net VMT, congestion, and emissions and help influence the course of development in developing areas of the region to promote a more rational grouping of distribution centers and other traffic generators. This will set the stage for efficient freight movement in the future, and make it feasible to reduce the 116 truck mile round trip to the inland empire to 40 truck miles.

An inland port rail-shuttle combination is technically and economically feasible. The combination appears reasonably comparable to other traffic congestion mitigation measures and is therefore, a reasonable strategy to pursue. It can reduce net VMT and highway congestion. It could also reduce net emissions but this would depend on the truck-rail tradeoffs and types of technology being used. Although it can favorably influence land use patterns and is likely to be cost effective in comparison to other congestion relief options, there exist some serious challenges. There is a timing issue. The terminal sights in the Inland Empire are relatively few and are disappearing fast. If action is not taken within 3~5 years, there will be no terminal sights left. It will require a permanent operating subsidy, equivalent of $100+ per container, and will require upgrades to the port area rail network to add gathering capacity, along with public investment to maintain the mainline rail capacity to hold the rail shuttles.

In terms of feasibility with the original concept, a large conventional inter-modal terminal was being sought in the Inland Empire. There are some circumstances

where land may eventually become available, but they are complex and far off in the future. Because of this, a conventional rail operation to a large inter-modal can not be done in the Inland Empire. There are also institutional and economic barriers, and a rail capacity problem. Because of this, the operation had to be re-thought and a commuter concept was proposed for consideration as a result. This concept would look for 30-50 acres to build a small commuter inland terminal/s.

In the long-term mitigation strategies for goods movement, reducing truck emissions by replacing current trucks with 2007-2010 compliant models is an option which would effect the equation for truck rail trade-offs changing over a period of time. The final report will mirror what the trade-off looks like now and in 2015. The need for rail activity at the ports to put together shuttle trains is a bigger factor to the cost of the emissions.

In order to examine cost effectiveness, a comparison needs to be made to compare the potential for inland port and rail-shuttles with other public initiatives since the same resources are being drawn upon in terms of funding and rail capacity. Metro Link was used as a model for the comparison study, examining fair box recovery and terminal sites. The feasibility requirements for getting a rail-shuttle in place either in the Inland Empire or Victorville/Barstow are public/private capital investments and a negotiated limit on daily trains.

The study has reflected that an operating subsidy needs to be offered to the railroads. If the subsidy could reach the point of neutrality, where the railroads are made even on their cost and it is made financially interesting for the railroads.

The study started by asking if an inland port rail-shuttle combination is a good idea, and whether it can help reduce regional congestion, VMT, and emissions. The answer is yes, but the difficulty lies in putting it in context with everything else the region would like to do. One issue is timing, i.e. if there is a window of time for the concept to work. The answer at this point is maybe. The best market for near term VMT reduction is the Mira Loma market. However, terminal sites are disappearing and if the region does not take action in the next 3-5 years there will no longer be options. In considering Victorville, Barstow, or other sites, those areas are not ready to support a rail shuttle to and from the ports due to market linkages to the ports and lack of large enough truck volumes to justify bringing those off onto rail. It may be that even though this is a good idea, there is no time in the marginal timelines where

the region could establish an inland port and run the rail shuttle long enough to reap the benefits.

Our region has multiple congestion emission priorities and limited resources. There are two kinds of resources, one is funding and the other is infrastructure capacity. Currently the long haul inter-modal is probably the first priority. Domestic car load traffic, domestic inter-modal traffic, and the passenger rail traffic are all competing for the same rail capacity.

To complete the study a detailed cost analysis needs to be done because of the changed circumstances. A follow up on the concept will be done with all three railroads, along with checking with customers on what the interest would be.

SCAG anticipates doing an extended study expanding upon the current Inland Port Feasibility Study and will update the committee at its next meeting. SCAG is also in the process of having the rail capacity studies updated and will present them to the committee in the near future.

5.2 Rail Emissions Reductions Strategies

Tarek Hatata, System Metrics, stated that there was an effort lead by SCAG based on the reports on fatalities due to PM2.5 and other emission factors and a need for action at the regional level to reduce air pollutants significantly. Two proposals have been brought forward, the truck only lanes and the high speed freight rail/agile port concept. After discussions with the commissions, SCAG was directed to drop both proposals due to difficulty implementing them in a reasonable time. SCAG was asked to look for alternatives that were more achievable by 2014.

Staff is attempting to address the Freight Rail Emission Reduction Strategy with a two pronged approach. One is to address congestion reduction strategies involving rail expansion and grade separations, along with addressing environmental concerns and electrification. At the same time, staff is proposing to evaluate the possibility of packaging rail expansion and grade separations with engine upgrades to Tier 4 to address environmental concerns. Staff can address both of these strategies concurrently. This two pronged approach consists of three elements:

- Congestion Reduction
- Alternative Power

- Cleaner Engines Technologies

A recent analysis of emissions reductions for rail capacity and grade separations reflected between 11-13% reduction from baseline for NOx and PM. Attainment should be reached by 2014.

In the area of rail electrification there are 3 phases:

- *Phase 1* electrifies the major east west freight rail corridors from the ports to Colton and San Bernardino.. This phase would electrify 250 miles, 360 locomotives at a cost of 3.4 billion.
- *Phase 2* involves an electrification extension. This would be from San Bernardino to Barstow, from Colton to Indio, from West Colton to Cajon Summit up to the beginning of the UP Colton cut-off. This phase would electrify 170 miles, 360 locomotives at a cost of $2.5 billion.
- *Phase 3* electrifies also involves an electrification extension. This would be from Chatsworth and the San Fernando Valley. This phase would electrify 40 miles, 55 locomotives at a cost of $0.53 billion.

With Phase 1 of the electrification process, our region will see reductions of NOx and PM of just over 50% for each pollutant by the year 2014. Adding on Phases 2 and 3, the number is about 80% for each pollutant. Also by 2014, Tier 3 engine deployment can provide reductions of NOx and PM of 10% and 45%, respectively. Adding on 100% Tier 4 engine deployment, which is possible by 2020, the reductions will jump to 82% for NOx and 88% for PM, by 2020.

In terms of cost effectiveness, Phase 1-3 electrification and Tier 3 engine deployment will cost $2.8 million per ton of pollutant through 2014. Through 2020, these improvements plus Tier 4 engine deployment will cost $3.3 million per ton. Note that the cost of reducing PM is over 90% of the total cost. If the region can offer enough financial incentives to accelerate deployment, the railroads may find Tier 4 to be an attractive option.

The proposed cost allocation strategy calls for rail capacity additions and grade separations to be funded by the railroads, the state, and the cities and CTCs. In addition, rail capacity additions will also be funded by Metrolink, and grade separations by the ports.

With regards to proposed container fees (SB974) for electrification and Tier 4, the amount in consideration is $14.60 per container for Phase 1. This would decrease to $9.28 by 2030. Phase 1 & 2 starts at $25.53 and decrease to $16.24 by 2030. Phase 1, 2 &3 starts at $27.85 and decrease to $17.71 by 2030. All three phases would continue through 2040. If only Tier 4 is executed and the region pays for the entire cost without the railroads paying for any of locomotive cost, it would start at $8.80 and decrease to $6.97 by 2030, then to $0.0 0 by 2040. SCAG's environmental consultants and others, however, have told staff Tier 4 can not be implemented by 2014.

Staff will be talking with the AQMD about its testing and its work with the private sector to try to expedite Tier 4. Staff is also getting the names of locomotive vendors, General Motors and GE, and contacts to organize an informal discussion about what incentives they would need in terms to expedite Tier 4. Additionally, the ARB has extended its deadline to approve the SIP for PM and NOx to October.

5.3 Environmental Mitigation Plan for Goods Movement Study

Jeff Ang-Olson, ICF International, stated that ICF has completed its preliminary Task 1 Analysis and held three public outreach workshops in the region. ICF has since completed a literature review and detailed analysis of goods movement emissions strategies, their cost, and cost effectiveness. ICF is now moving into the last project task of developing an action plan.

By 2030, goods movement sources will be responsible for half of all NOx emissions in the south coast air basin. Goods movement is a smaller portion of the PM2.5 inventory because most PM2.5 emissions come from wildfires, dust, and agriculture. On the other hand, goods movement would be the dominate source of diesel particulate matter, which is classified as a carcinogenic by ARB.

Some examples of the more cost effective NOx reduction strategies for trucks was to replace model year 1994-2002 heavy-heavy duty diesel trucks (HHDDT) with model year 2010 trucks. In the area of operational strategies for trucks, the virtual container yard and expanding the pier pass program are in consideration. With regards to rail, retrofit strategies, electrification strategies, idling reduction strategies, and operation strategies were evaluated.

In terms of PM, the strategies are very similar to NOx with the exception that there are some additional strategies that can be done for trucks. For example, there are a number of retrofit devices that work on trucks to reduce PM emissions. Consequently there are more options to reduce PM emissions from trucks than there are for NOx emissions.

The three outreach workshops held in the region were attended by a diverse group of stakeholders. The feedback indicated there was a desire for more detail as many individuals who attended the meetings did not have time to review or have the full report. Another comment that was consistently made was the interest in evaluating localized impacts because SCAG's study focuses on regional emission reductions that primarily benefit the south coast air basin. There are some strategies that result in benefits to the region in net terms, but may result in localized increases. An assessment of this kind of trade-off should be made.

There were some good suggestions for additional strategies for consideration. As a result of this, the preliminary analysis is being expanded to include other strategies that are likely to be feasible by in the 2015-2020 timeframe. In the area of trucks, the strategies include port truck idling reduction, hybrid-electric trucks, natural gas trucks, electric trucks, and truck-only toll roads. In the area of rail, the strategies include regenerative braking locomotives, full rail system electrification, and advanced locomotive emission control system.

The next steps will be to conduct an analysis of additional strategies identified in the outreach workshops and identified by SCAG. Then move on to developing an action plan identifying the top priorities for 2020, determine total feasible emissions reduction and cost, and examine key implementation barriers.

5.0 STAFF REPORT

Mike Jones, SCAG, announced that the Goods Movement Task Force has been invited to attend the multi-county goods movement action plan meeting at the SCAG office on July 25, 9:30 a.m. to12:00 p.m.

6.0 COMMENT PERIOD

GOODS MOVEMENT TASK FORCE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

July 18, 2007
Minutes

7.0 ADJOURNMENT

Hon. Art Brown adjourned the meeting at 11: 20 a.m.
The next meeting of the GMTF is yet to be determined.

REPORT

DATE: February 20, 2008

TO: Goods Movement Task Force

FROM: Mike Jones, SCAG Staff, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Multi-County Goods Movement Action Plan

BACKGROUND:

In 2004, Multi-County Goods Movement Task Force, led by Metro, was created with the intent of preparing the Multi-County Goods Movement Action Plan. In 2005, the group retained Wilbur Smith Associates to assist in the process of reaching out to various regional stakeholders to gather input to aid in the creation of the Plan. The current objective of the Multi-County Goods Movement Task Force is to draft an action plan that identifies the most cost- effective, environmentally feasible projects based on a set of relevant criteria defined by the consultant's work with project partners and the Technical Advisory Committee as well as feedback from stakeholders, county commissions and committees, county boards, and the public.

Mr. Sam Morrissey of Wilbur Smith Associates will provide an update on the progress of the Multi-County Goods Movement Action Plan.

Multi-County Goods Movement Action Plan

Metro

Caltrans

Governments SANBAG Working Together

VCTC

OCTA

SANDAG

Presentation to the SCAG GMTF

February 20, 2008

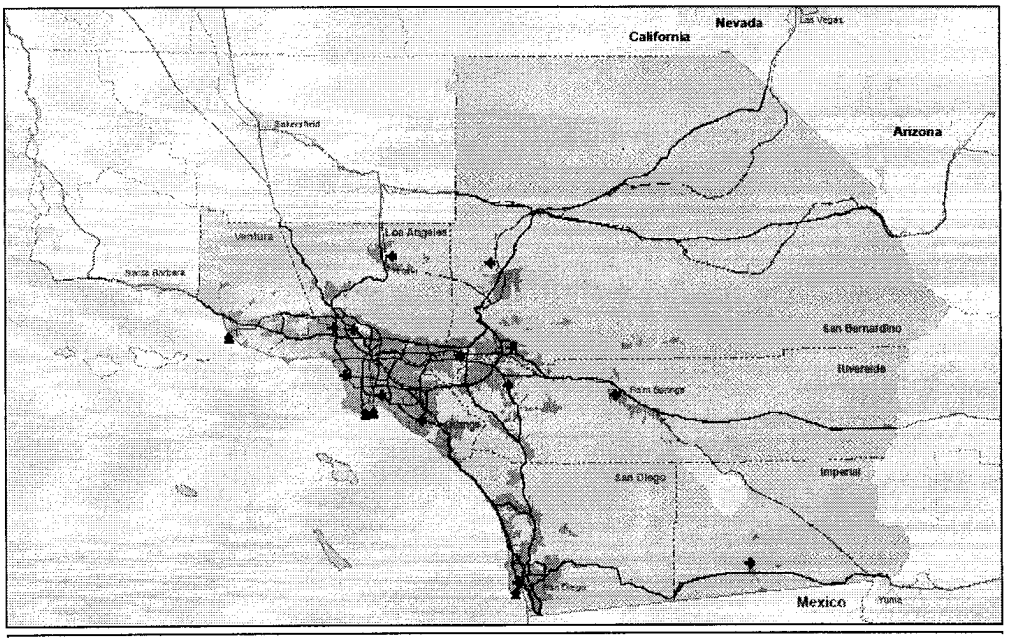
1

Overview of the Action Plan

- The master plan for goods movement in Southern California.
- Intended to be used as a guide in preparation of state, regional, and local transportation plans.
- Regional in scope.
- Represents a partnership between county, regional, and state transportation agencies.
- Presents regional modeling of freight facilities.
- Presents a market segmented approach to addressing goods movement and associated issues.
- Respects Agency Roles and authority.

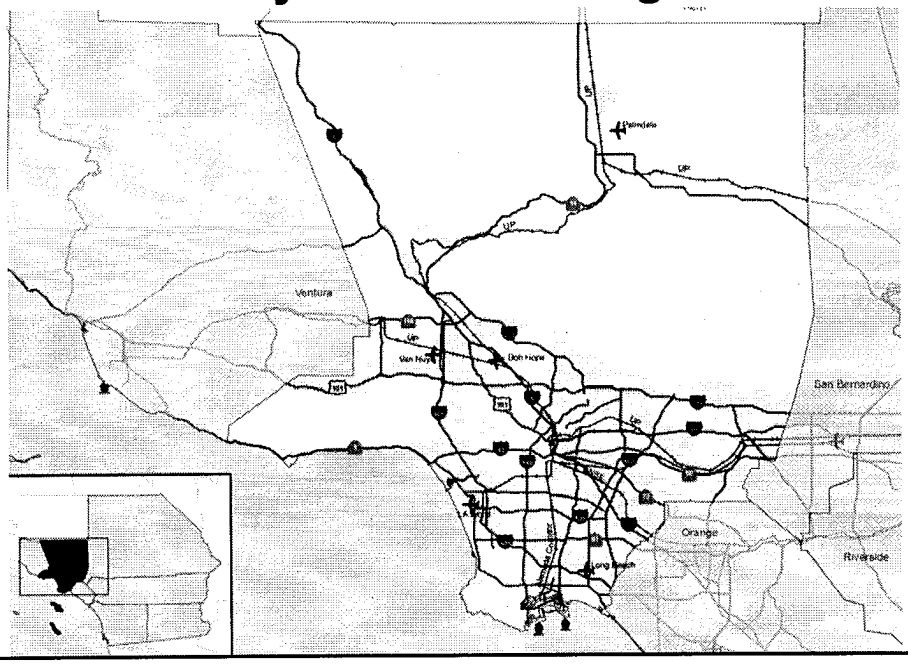
2

MCGMAP Study Area



3

MCGMAP Study Area – Los Angeles County

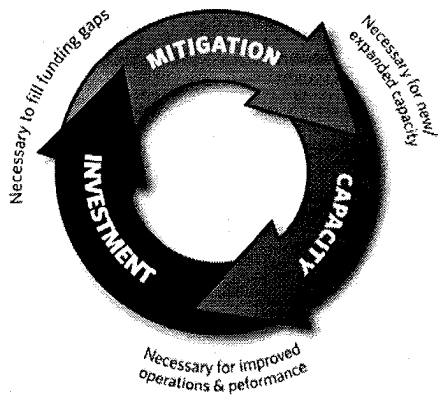


4

Implementation Principles

1. Guideline
2. Investment
3. Cost Distribution
4. Management
5. Public Benefit
6. Land Use Compatibility

SIMULTANEOUS AND CONTINUOUS



Challenges

Major Container Port Gateway (2005)

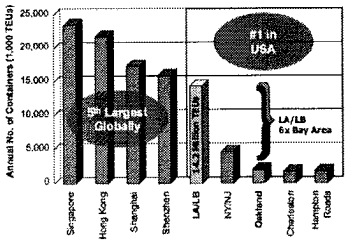
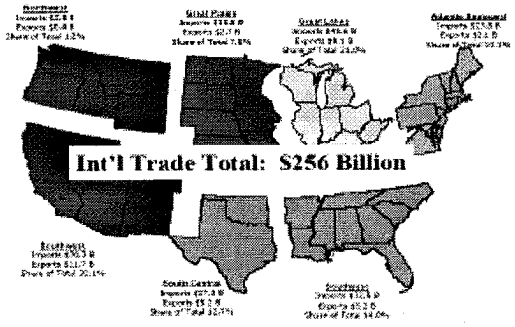


Figure 2 – Total Value of Containerized Trade Moving through the Ports of Los Angeles and Long Beach, 2005



Source: BST Associates
Note: Alaska and Hawaii not shown

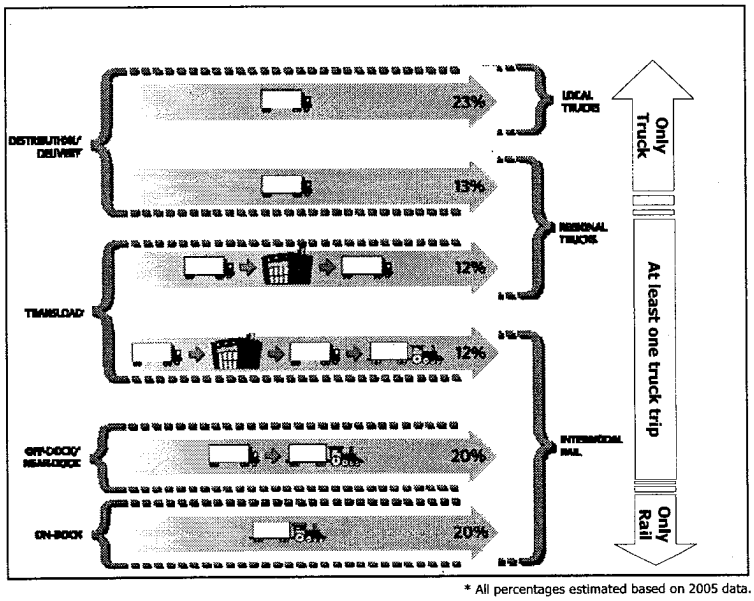
Challenges (Continued)

- Mobility
  - More than doubling of regional VMT and freight rail traffic by 2030
  - 5.4 million hours of daily delay by 2030
  - Some freeways may carry more than 80,000 trucks per day
- Environment and Community
  - Air quality
  - Community Impacts
  - Health costs due to freight transport
  - Premature deaths
  - Emissions reductions needed

Challenges (Continued)

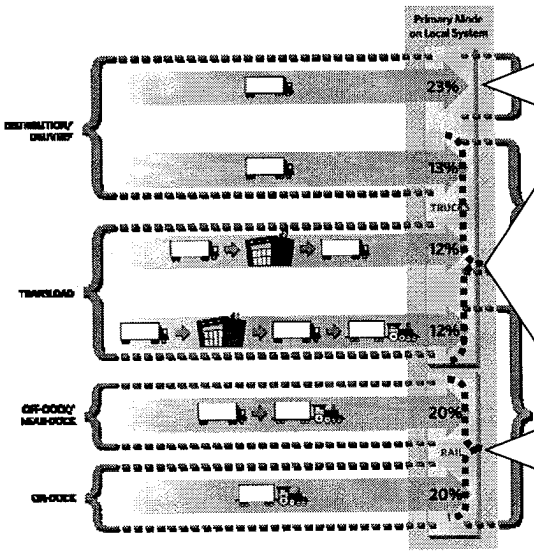
- Funding
  - More than $50 billion required to fund Action Plan projects and programs in the next 30 years
- Economic
  - Logistics activity is directly responsible for 6.6% of the region's economy
  - One logistics job supports 2.2 new jobs
  - Border crossing delays resulted in the loss of $3.9 billion from the binational economy

Modal Market Segments



* All percentages estimated based on 2005 data.

Strategic means to address ... Truck Issues

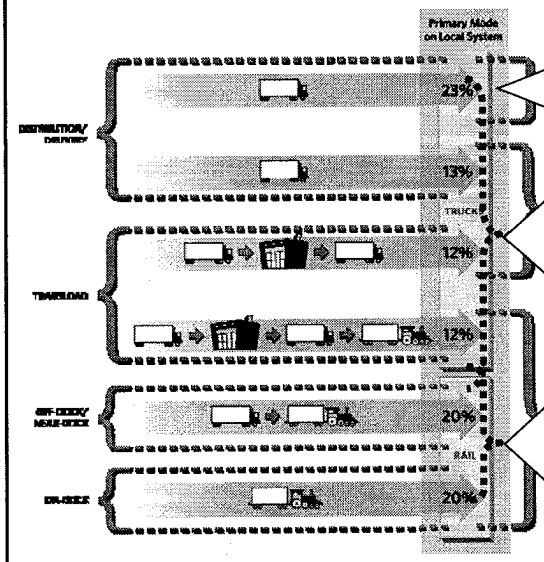


Hwy Operations & Capacity
General purp. hwy network

Innovative Strategies
1) Inland staging areas (inland port);
2) Separated corridor (truck lanes, rail, maglev, other shuttle technologies);
3) Clean fuels & efficient vehicles (LNG trucks, maglev, LNG locomotives);
4) Warehouse clustering around inland port.

Maximize On-Dock Rail
Minimize local truck drayage

Strategic means to address ... "Fair Share" Funding

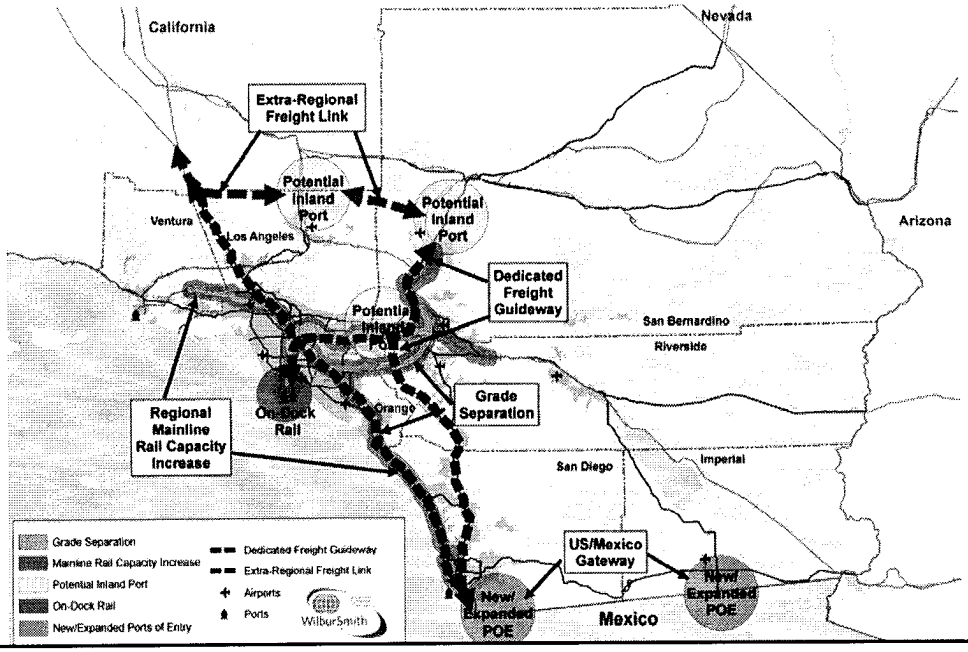


Minimal Opportunity
Traditional funding sources – strained

Moderate Opportunity
Target specific users/beneficiaries
- Regional truck markets
- Combine with innovative strategies

Maximum Opportunity
Target ALL users/beneficiaries
1) State and Federal
2) User fees

Potential Future System



Four Sets of Actions

ACCELERATE Regional Environmental Mitigation

1) Region-wide approaches 2) Project specific mitigation measures

RELIEVE Congestion and Increase Mobility

1) Increased intermodal and mainline rail capacity 2) Improved highways/roadways

IMPROVE Operational Efficiencies

1) Improve marine terminal productivity, truck turn times, and intermodal operations 2) Improve highway operations

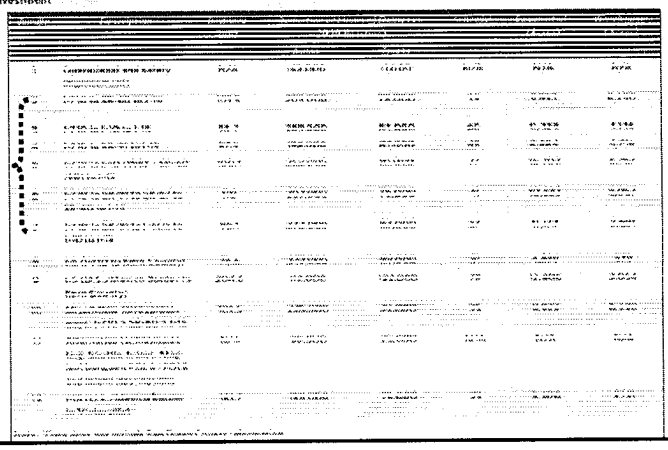
DEVELOP EQUITABLE Public/Private Funding Strategy

1)Maximize the region's fair share of Federal/state funds
2)Obtain private sector contribution

Freight Growth Scenarios & Evaluations

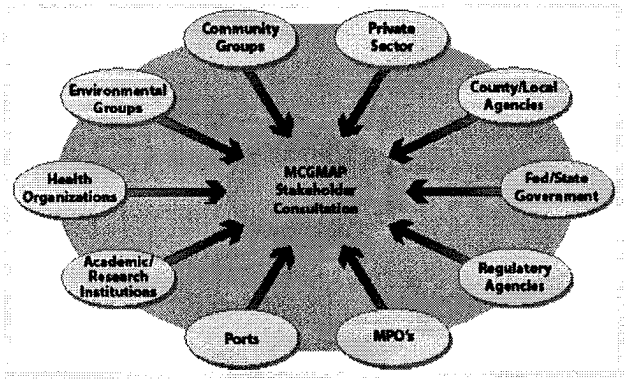
Scenario	Assumptions	2030 Employment impact (number of jobs)	Change relative to Scenario 1
1	San Pedro Bay port growth of 42.5 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation	1,601,476	-
2	San Pedro Bay port growth of 24 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation	1,013,101	-36.7%
3	San Pedro Bay port growth of 33 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation	1,303,490	-18.6%
4	San Pedro Bay port growth of 42.5 million TEUs by 2030; SCAG 2004 Regional Transportation Plan baseline implementation supplemented by additional projects and private investment sources and fees	1,601,476	0.0%

SPB Ports to Victor-ville



Outreach Efforts

- Occurred throughout plan development
- **Stakeholder Advisory Group Meetings**
  - Began in 2005
  - Various locations
  - Diverse attendance
- **One-on-one meetings**



Core Mandates

Environment

•Avoid, reduce and mitigate environmental, community, and health impacts.

Mobility

• Promote the safe and efficient movement of all transportation modes and reduce congestion.

Economy

• Ensure the economic well-being of the region and the state.

Funding

• Secure the region's fair share of public and private funds for investment in the freight transportation system.

Action Plan Projects/Strategies

- Included in Draft Executive Summary
  - Two lists – Regional and County level
  - Over $50 billion in total cost, of which approximately $2.4 billion is currently committed
- Project/Strategy Categories
  - Project-specific environmental mitigation emissions reductions
  - Rail
  - Intermodal ground access
  - Alternative technology
  - Freeway/highway

Next Steps

- Environmental and Community Impacts
- Partnership and Advocacy
- Mobility
- Funding
- Additional Plans/Studies
  - Environmental Justice Grant for MCGMAP (Underway)
  - Los Angeles County Strategic Plan (Late Summer 2008)
  - SCAG Goods Movement Implementation Plan (Late Spring 2008)

Application of the Action Plan

- Master plan for goods movement in Southern California
- Use as a guide for transportation plans
  - Projects and strategies are at different stages of development
  - Implementation consistent with roles & responsibilities

Completion Schedule

- **Receive stakeholder comments on the Draft Action Plan and Executive Summary – February through March, 2008**
- **County workshops – December, 2007 through February, 2008**
- **Release of Final Action Plan and Executive Summary – April, 2008**
- **Board presentations and approval – February through March, 2008**

Questions & Answers

More Information:
www.metro.net/mcgmap

REPORT

DATE: February 20, 2008

TO: Goods Movement Task Force

FROM: Mike Jones, SCAG Staff, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Missing Link Truck Study

BACKGROUND:

In March 2007, SCAG retained Iteris, Inc. to perform the Missing Link Truck Study. The study is designed to evaluate truck traffic patterns and volumes in the Arroyo-Verdugo subregion and determine the impact on truck movements in the study area if the I-710 gap closure is completed and if the I-710 gap closure is not completed. The study will produce on overview of truck demand and truck impacts and recommend improvements that might alleviate impacts to the study area that may occur based on the completion of the I-710 gap.

Mr. Viggen Davidian of Iteris, Inc. will provide an update on the progress of the Missing Link Truck Study.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

ITERIS

Missing Link, Truck Study

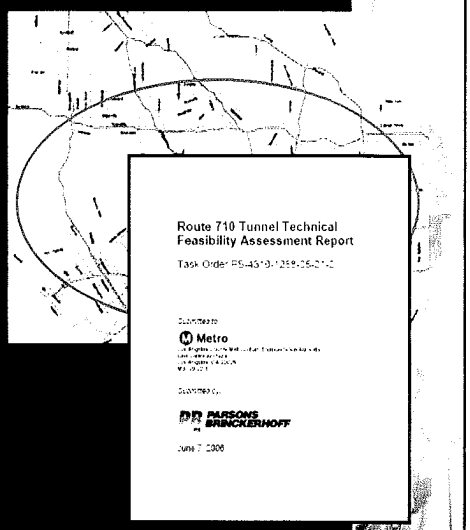
SCAG Goods Movement Advisory Committee

Presentation

February 20, 2008

The Missing Link

- Part of Original Metropolitan 42-mile Loop System
- 4.5-mile Gap through Pasadena, South Pasadena, Los Angles and Alhambra
- In SCAG RTP since 1989 and in RTIP since 1991
- Deep Tunnel Latest Proposed Solution to Environmental Issues
- Tunnel Feasibility Study Evaluated Physical, Environmental and Financial Viability
- Traffic Reduction from Parallel Freeways and Arterials
- 2,500 pce/hour increase on I-210 (+7%)



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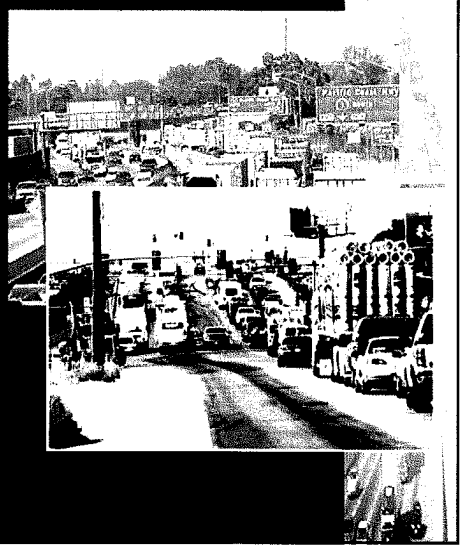
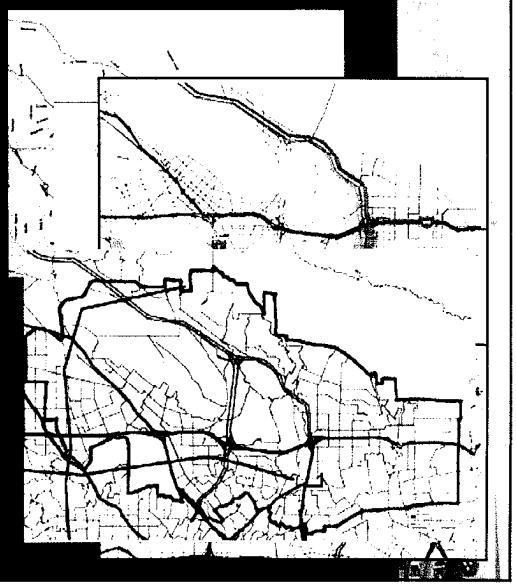
Purpose

- Full Effects of the Gap Closure and Truck Lanes Not Clear
- Need for More Detailed Analysis of Traffic Patterns, Truck Impacts and Community Concerns
- Analyze Alternative System Improvement Scenarios, Improvement Measures and their Effectiveness
- Help Answer Communities' Questions through Better and More Comprehensive Information



Technical Approach

- Definition of the Study Area and Key Facilities is Critical
- A combined Technical/Agency Coordination Process
- Consider Metro's CSAN Study Network
- Land Use and Population Patterns and Major Activity Centers
- Use of the SCAG Model and "Select Link Analysis"
- Stakeholder Consensus on Study Area and Facilities



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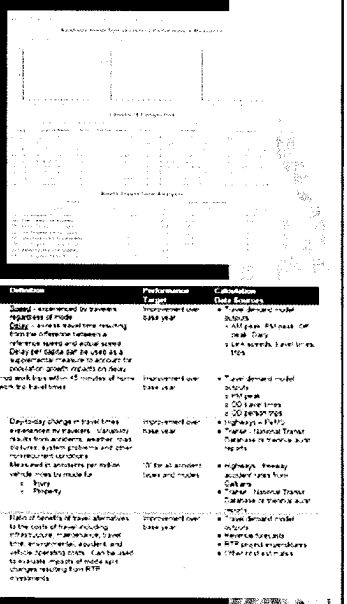
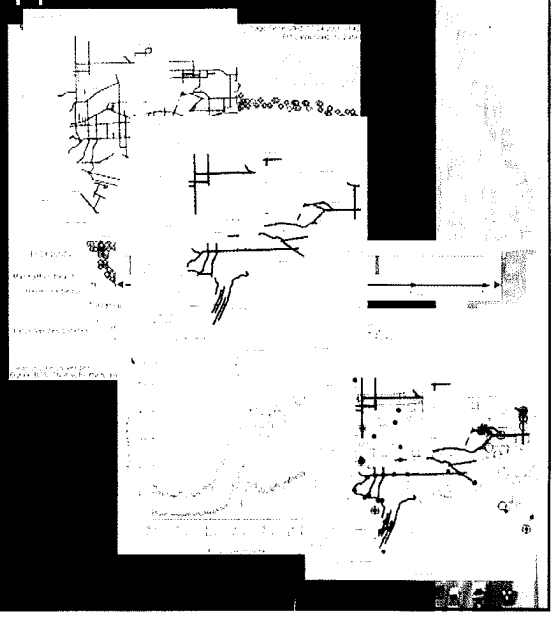
Technical Approach

- Performance Criteria Provide a Strong Analytical Base and Clear Benefit/Impact Assessment
- Two Sets of Criteria:
  - Overall Subregional Assessment
  - Effectiveness of Alternative Improvements
- Potential Criteria:
  - Volume/Capacity Ratios (V/C)
  - Levels of Service (LOS)
  - VMT
  - Truck Accidents
  - Air/Noise Emissions
  - Cost and Cost Effectiveness
  - Delay
  - Time/Cost Savings
- SCAG Performance Criteria

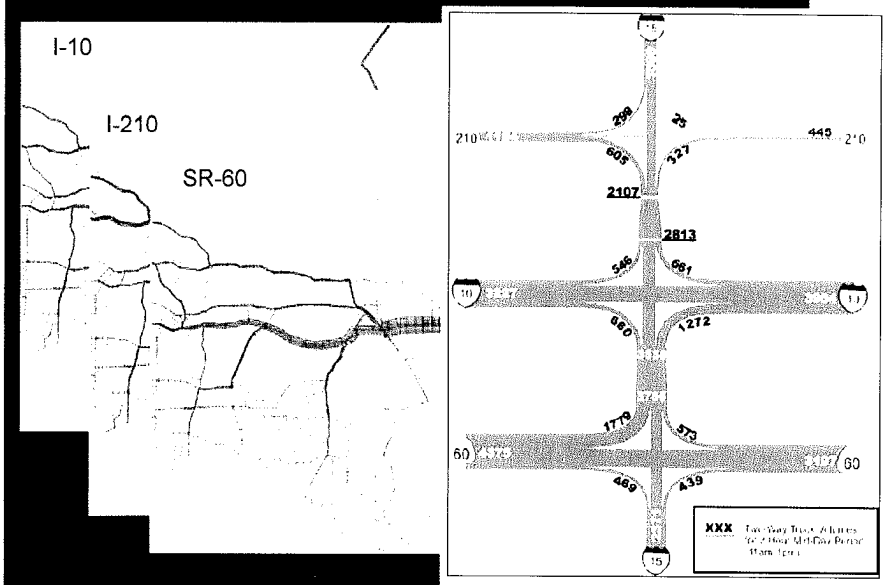


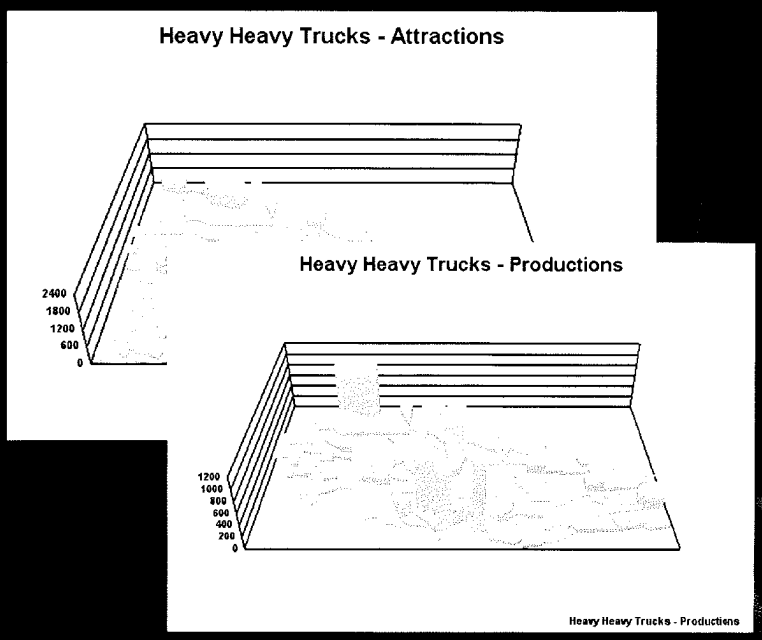
Technical Approach

- Establish the Baseline with a Clear Existing Conditions Analysis
- Maximum Use of Existing Data
- Research and Collect Traffic Counts and Available Data
- Map Major Truck Trip Generators
- Conduct Telephone Surveys of Local and Regional Trucking Firms
- Use Mapping to Identify Travel Patterns
- Use Modeling Techniques



Understanding Truck Patterns





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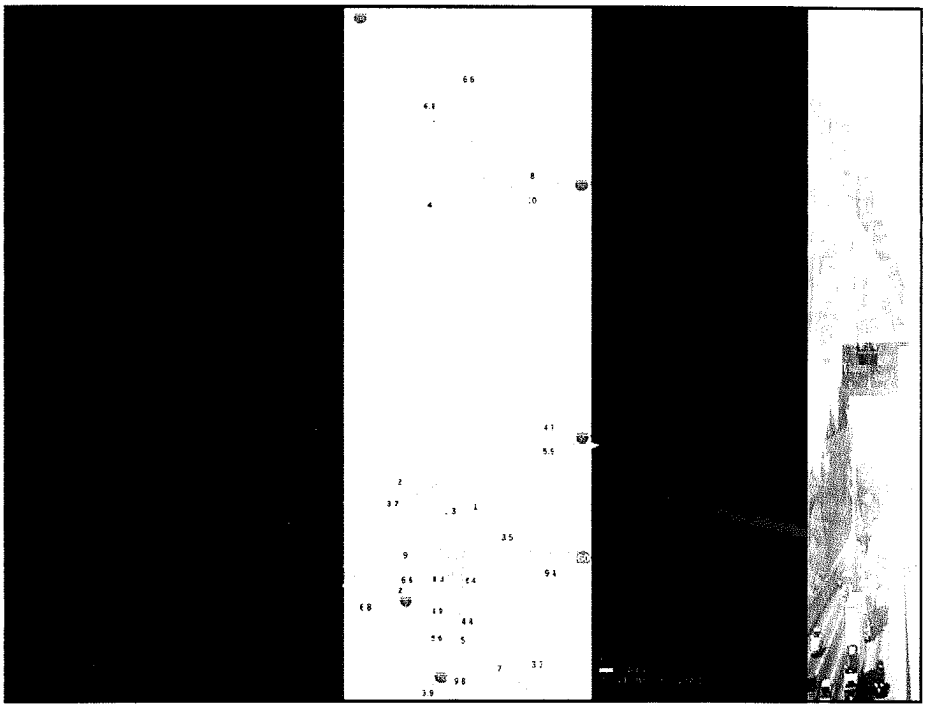

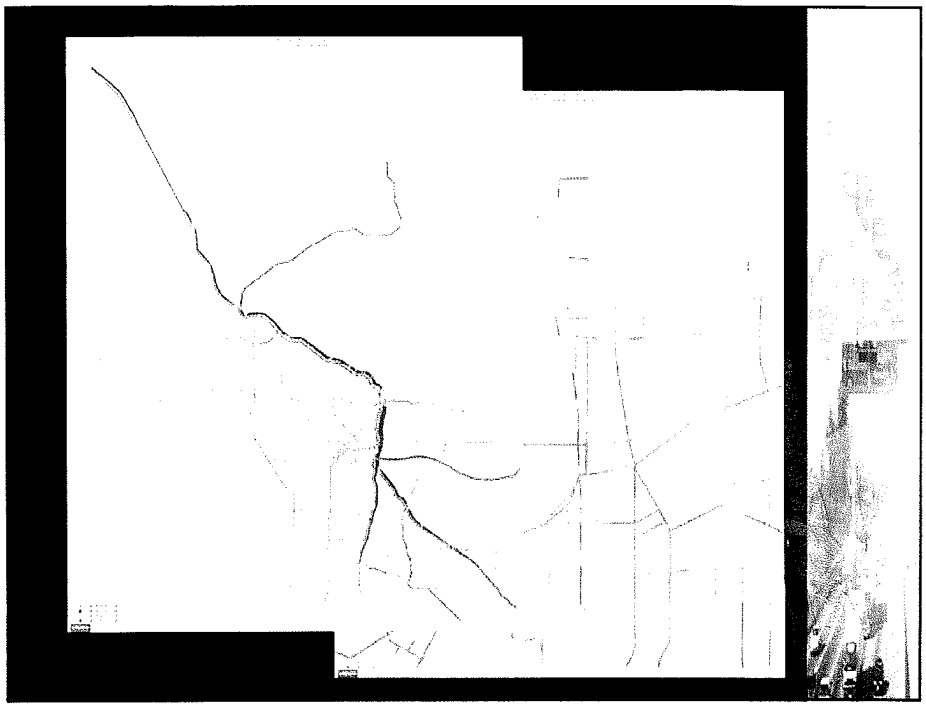

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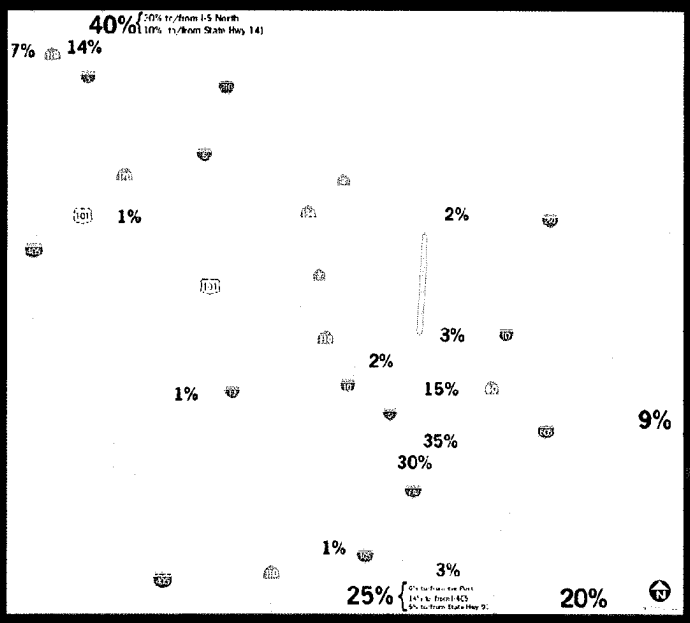

Technical Approach

- Future Baseline Conditions Sets the Base for Comparing Alternative Scenarios and Actions
- No Gap Closure is Assumed in this Scenario
- Analysis Items Include:
  - Projected Volumes
  - Truck Volumes
  - Levels of Service
  - Major Capacity Deficiencies
  - Subregional vehicle-miles travel (VMT) and Delay
  - Emissions

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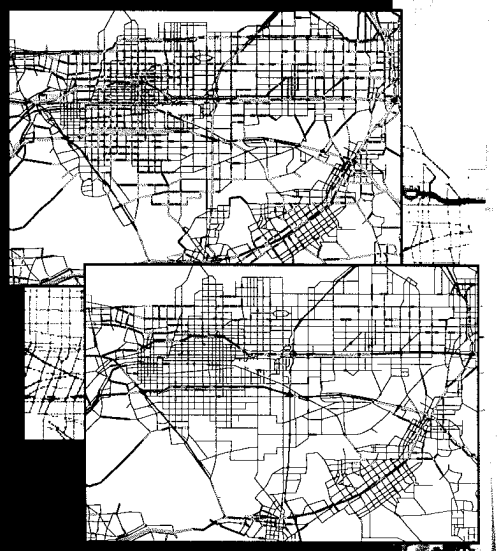
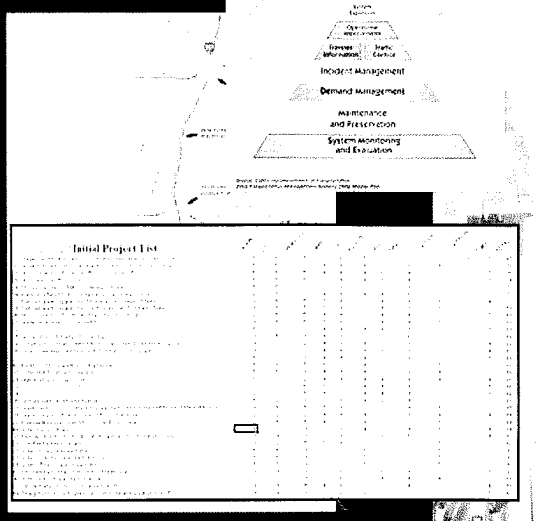
Technical Approach

- Future Scenarios with the Gap Closure Provide a Comparison of Additional Infrastructure Capacity Needs
- First Alternative Assumes Completion of all RTP Projects
- Second Alternative Assumes Completion of Only the RTP Baseline Projects
- Model Both Scenarios and Analyze Impacts and Changes to the System and Facilities
- Comparative Analysis Using the Established Performance Indicators



Technical Approach

- Mitigation Measures and Recommendations Need to be Practical, Effective and Acceptable to Stakeholders
- Short and Long Term Recommendations for Each Alternative Scenario
- Develop Fact Sheets for Each Improvement with Costs, Impacts and Feasibilty
- Rank and Prioritize based on Effectiveness, Community Support and Project Readiness



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REPORT

DATE: February 20, 2008

TO: Goods Movement Task Force

FROM: Mike Jones, SCAG Staff, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Goods Movement Air Quality Strategy

BACKGROUND:

In May 2006, SCAG retained ICF Consulting to perform the Goods Movement Air Quality Strategy study. The objective of the study is to assist SCAG and other agencies in achieving the region's air quality goals as they make decisions about investments in the region's transportation infrastructure. Specific tasks included analyzing emission reduction strategies for goods movement, with analyses focused upon emission reduction benefits (i.e. cost and cost-effectiveness) of individual strategies and presenting recommendations for mitigating emissions associated with Goods Movement sources for 2010 and 2020.

Mr. Jeff Ang-Olson of ICF Consulting will provide an update on the progress for the Goods Movement Air Quality Strategy study.