

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](http://www.scag.ca.gov)

**Officers**

President

Larry McCallon, Highland

First Vice President

Pam O'Connor, Santa Monica

Second Vice President

Glen Becerra, Simi Valley

**Executive/Administration  
Committee Chair**

Larry McCallon, Highland

**Policy Committee Chairs**

Community, Economic and

Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Margaret Clark, Rosemead

Transportation

Greg Pettis, Cathedral City

## MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Wednesday, April 13, 2011**

**1:30 p.m. – 3:30 p.m.**

### **SCAG Offices**

**818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Board Room**

**Los Angeles, CA 90017**

**(213) 236-1800**

**Videoconferencing is available with a 72-hour advance notice** by contacting Margaret Lin at [lin@scag.ca.gov](mailto:lin@scag.ca.gov) or 213-236-1866.

### **Teleconferencing Information:**

Number: 1-800-230-1085

### **Silent Live Web PowerPoint Presentations:**

<https://www.webmeeting.att.com>

Meeting #: 8772145010 | Participant Code: 159785

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Margaret Lin at 213-236-1866 or [lin@scag.ca.gov](mailto:lin@scag.ca.gov)

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) 236-1866 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) 236-1866.

# Membership

April 2011

*Charlie Larwood, Chair*

*Kevin Viera, Vice-Chair*

## **Member**

Lori Abrishami  
Jacob I. Alvarez  
Mark Baza  
Marlon Boarnet  
Kerry Cartwright  
Diana Chang  
David Cordero  
Alan De Salvio  
  
Steve DeGeorge  
  
Matt Dessert  
Maurice Eaton  
Valerie Edwards  
Maureen El Harake  
Kim Fuentes  
Carol A. Gomez  
Mary Heim  
Mark Herwick  
Michael Hollis  
  
Melissa Joshi  
Marianne Kim  
Richard Kite  
Charlie Larwood  
Valarie McFall  
Genie McGaugh  
Shirley Medina  
  
Miles Mitchell  
Nancy Pfeffer  
Mark Roberts  
Terry Roberts  
Ty Schuiling  
Marc Seferian  
Eric Shen  
Dave Simpson  
Ryan Snyder  
Bill Trimble  
Sera Wirth  
  
Kevin Viera  
Lisa Webber  
Fred Zohrehvand

## **Representing**

Los Angeles County Metro  
Coachella Valley AG  
Imperial County Transportation Commission  
UCI Dept. of Planning, Policy, and Design  
Port of Los Angeles  
Westside Cities COG  
SCAG Region Special Districts  
Antelope Valley AQMD  
Mojave Desert AQMD  
Ventura County Transportation  
Commission/Ventura COG  
Imperial County APCD  
Caltrans District 11  
Los Angeles Unified School District  
Caltrans District 12  
South Bay Cities COG  
South Coast AQMD  
California Department of Finance  
County of Los Angeles  
Metropolitan Water District of Southern  
California  
Caltrans District 7  
American Automobile Association  
North LA County – North  
Orange County Transportation Authority  
Transportation Corridor Agencies  
Ventura County APCD  
Riverside County Transportation  
Commission  
City of Los Angeles  
Gateway Cities COG  
Caltrans District 8  
Air Resources Board  
San Bernardino Associated Governments  
Las Virgenes/Malibu COG  
Port of Long Beach  
Orange County COG  
Non-Motorized Transportation  
San Gabriel Valley COG  
SCAG Region Local Agency Formation  
Commissions  
Western Riverside COG  
North LA County – South  
Arroyo Verdugo

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE APRIL 13, 2011

---

*TIME*    *PG#*

- 1.0    **CALL TO ORDER**  
       *(Charlie Larwood, OCTA and P&P TAC Chair)*
  
- 2.0    **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 Plans & Programs Technical Advisory Committee, must fill out and present a speaker’s card to the assistant prior to speaking. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty minutes.
  
- 3.0    **REVIEW AND PRIORITIZE AGENDA ITEMS**
  
- 4.0    **CONSENT CALENDAR**
  - 4.1    **Approval Item**
    - 4.1.1    Minutes of March 8, 2011 P&P TAC Meeting 1
  
- 5.0    **DISCUSSION ITEMS**
  - 5.1    Corridor System Management Plans (CSMP) **Presentation: 30 min** \*  
       *(Tarek Hatata, SCAG Consultant)* **Discussion: 10 min**
  
  - SCAG Consultant will provide a summary of several Corridor System Management plans completed in the SCAG region.
  
  - 5.2    Update on 2012 RTP Financial Plan Development **Presentation: 20 min** \*  
       *(Annie Nam, SCAG Staff)* **Discussion: 10 min**
  
  - SCAG staff will provide a brief update on the status of the financial planning work conducted to date, including draft regional revenue projections.

\* Attachment under separate cover

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE APRIL 13, 2011

---

*TIME*      *PG#*

- 5.3      RTP/SCS Alternatives Scenario Planning and Performance Measures  
*(Jacob Lieb, Mark Butala, Naresh Amatya, SCAG Staff)*
- Presentation: 20 min**  
**Discussion: 10 min**



SCAG Staff will describe the process and considerations for determining alternative scenarios and performance measures for the 2012 RTP.

- 5.4      5<sup>th</sup> Cycle RHNA Methodology Framework  
*(Frank Wen, SCAG Staff)*
- Presentation: 15 min**  
**Discussion: 10 min**



SCAG staff will present the framework and key element of the RHNA methodology.

## 6.0      MEETING DETAILS

### 6.1      Meeting Extension

Discuss the potential extension of future meetings.

Two Meetings per Month	Extend Meetings		
	10:00-3:00 (with a lunch break)	11:30-3:30	12:30-3:30
<b>1</b>	<b>8</b>	<b>12</b>	<b>10</b>

## 7.0      FUTURE AGENDA ITEMS

- ◆ CEDP Process (Jacob Lieb/Frank Wen)
- ◆ Modeling for Dummies (Jonathan Nadler/Frank Wen)

## 8.0      ADJOURNMENT

The next meeting of the P&P TAC will be Tuesday, May 10, 2011 from 1:30 to 3:30pm.

Meeting of the  
Plans & Programs Technical Advisory Committee (P&P TAC)  
of the  
Southern California Association of Governments

March 8, 2011

*Minutes*

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AND/OR DISCUSSIONS BY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE. AUDIO OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S DOWNTOWN LOS ANGELES OFFICE.**

The Plans & Programs Technical Advisory Committee held its March 8, 2011 meeting at SCAG's downtown Los Angeles Office.

**Members Present**

Earl Withycombe	Air Resources Board - Alternate
Naomi Guth	City of Los Angeles - Alternate
Miles Mitchell	City of Los Angeles
Gregory Nord	OCTA
Marc Seferian	Las Virgenes/Malibu COG
Nancy Pfeffer	Gateway Cities COG
Lori Abrishami	Los Angeles County Metro
Michael Hollis	Metropolitan Water District of Southern California
Deborah Diep	OCCOG
Charlie Larwood	Orange County Transportation Authority
Ty Schuiling	San Bernardino Associated Governments
Bill Trimble	San Gabriel Valley COG
Steve De George	Ventura County Transportation Commission/Ventura COG
Walter Siembab	South Bay Cities COG - Alternate
Alan Ballard	Ventura County APCD - Alternate
Dave Peterson	North LA County - South - Alternate
Richard Kite	North LA County - North
Carol A. Gomez	South Coast AQMD
Diana Chang	Westside Cities COG
Beth Landrum	Caltrans District 11 - Alternate
Kathryn Higgins	South Coast AQMD - Alternate
Fernando Castro	Caltrans District 7 - Alternate
Dave Simpson	Orange County COG
Kevin Viera	Western Riverside COG
Ryan Snyder	Non-Motorized Transportation

**Members Excused**

Eric Shen	Port of Long Beach
-----------	--------------------

**Members Not Present**

Stephen Finnegan	American Automobile Association - Alternate
Alan De Salvio	Antelope Valley AQMD/Mojave Desert AQMD
Fred Zohrehvand	Arroyo Verdugo
Maurice Eaton	Caltrans District 11
Maureen El Harake	Caltrans District 12
Terry Roberts	Air Resources Board
Melissa Joshi	Caltrans District 7
Mark Herwick	County of Los Angeles
Shirley Medina	Riverside County Transportation Commission
Valarie McFall	Transportation Corridor Agencies
Valerie Edwards	Los Angeles Unified School District
James Camarillo	Caltrans District 8 - Alternate
Genie McGaugh	Ventura County APCD
Sarah Jepson	Los Angeles County Metro - Alternate
Mike Behen	North LA County - North - Alternate
Steve Smith	San Bernardino Associated Governments
Kim Fuentes	South Bay Cities COG
Marianne Kim	American Automobile Association
Marlon Boarnet	UCI Department of Planning, Policy and Design
Monica N. Soucier	Imperial County APCD - Alternate
Martha Eros	Westside Cities COG - Alternate
Everrett Evans	Caltrans District 12 - Alternate
Dianna Watson	Caltrans District 7 - Alternate
Mark Roberts	Caltrans District 8
Kerry Cartwright	Port of Los Angeles
Mark Baza	Imperial County Transportation Commission
Aurora Wilson	Coachella Valley AG - Alternate
Connie Chung	County of Los Angeles - Alternate
Aimee Kratovil	Federal Highway Administration - Alternate
Karen Heit	Gateway Cities COG - Alternate
Matt Dessert	Imperial County APCD
Rosa Lopez-Solis	Imperial County Transportation Commission - Alternate
Mary E. Pritchard	Los Angeles Unified School District - Alternate
Lisa Webber	North LA County - South
Jolene Hayes	Port of Long Beach - Alternate
Grace Alvarez	Riverside County Transportation Commission - Alternate
Larry Stevens	San Gabriel Valley COG - Alternate
Kim Uhlich	SCAG Region Local Agency Formation Commissions
David Cordero	SCAG Regional Special Districts

---

Sam Elters                      Transportation Corridor Agencies - Alternate  
Danielle Coats                WRCOG

## **1.0 CALL TO ORDER AND INTRODUCTIONS**

The meeting was called to order at 1:37 p.m. by Charlie Larwood, OCTA & P&P TAC Chair.

## **2.0 PUBLIC COMMENT PERIOD**

There were no public comments made.

## **3.0 REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no comments regarding the review and prioritization of the agenda items.

## **4.0 CONSENT CALENDAR**

### **4.1 Approval Item**

#### **4.1.1 Minutes of February 9, 2011 P&P TAC Meeting**

There were no comments or corrections to the minutes and they were approved as submitted.

## **5.0 DISCUSSION ITEMS**

### **5.1 Goods Movement Update**

Akiko Yamagami, SCAG Staff, presented an update on the Comprehensive Regional Goods Movement Plan and Implementation Strategy. Ms. Yamagami stated the previous goods movement presentation presented to the committee in the summer of 2010 focused on the goals and objectives of the study and project status. The goals and objectives include, 1) capacity enhancements to meet mobility challenges and maintain the region's competitiveness 2) emissions reductions to meet air quality challenges and promote public health including green house gas reductions, 3) financial plan.

---

Ms. Yamagami stated the Project Status Report in the previous presentation focused on technical components to enhance analytical capability. The primary attention was on the heavy duty truck model enhancement plan and associated data collection. Also presented were the components of the goods movement system which includes highway, railway systems and land use components such as warehouse and distribution centers. Ms. Yamagami stated the regional warehouse needs assessment was also examined. This includes mapping current warehouse locations, future warehouse demand based on current ports forecast and the likely location of future warehouse development.

Ms. Yamagami indicated the process examined highway strategies, environmental and community impact mitigation and rail strategies. Part of the highway strategy examined using a dedicated freight corridor. However, a comprehensive study of a freight corridor first required an analysis of heavy truck usage. Ms. Yamagami stated while the majority of truck trips in the region are port related there is an increasing trend toward local delivery truck trips. Truck trip analysis revealed 5 principle uses defined as; 1) direct trips from ports to warehouses, rail yards, and transload facilities, 2) secondary international cargo trips, 3) domestic cargo trips to/from warehouses, 4) local manufacturing related trips, and, 5) miscellaneous urban goods movement (local deliveries to grocery and department stores).

Ms. Yamagami presented a map showing warehouses in the region and density. The map shows clusters of warehouses closer to ports, the 710, 5, 10, and 60 freeways and in the Inland Empire.

Next, Ms. Yamagami presented a map showing manufacturing facilities in the region. Ms. Yamagami stated the manufacturing sites tend to fall in clusters similar to warehouse sites. They also cluster along east-west corridors under consideration such as SR-60, the Union Pacific line, I-10 and SR-91. Ms. Yamagami added part of the study of a dedicated east-west corridor has included outreach to stakeholders. Meetings have taken place with Gateway Cities COG, San Gabriel Valley COG, key cities in the San Gabriel Valley, Alameda corridor east, the Los Angeles County Public Works Department as well as key county transportation commissions.

Ms. Yamagami added the rail strategy development has centered on freight movement. There has been an evaluation of the rail projects in the 2008 RTP as well as an update in the regional rail volume forecast with a

---

simulation model. There will be a Goods Movement Steering Committee meeting later in March and it is anticipated recommendations will be discussed. It may be appropriate to return to the P&PTAC in April or May to update on any of the Steering Committee recommendations.

Ty Schuiling, SANBAG, stated he has been working on the freight movement issue and added his perspective. Mr. Schuiling indicated current freight movement efforts are different from previous actions as it focuses on domestic in addition to international freight. The Cambridge Systematics team concluded that domestic freight tonnage exceeds international so planning efforts should consider both types of freight transit. However, by 2031, growth in international freight movement will outpace domestic.

Mr. Schuiling added that while several options are being considered for a dedicated east – west corridor, the 60 freeway continues to emerge as a favored choice. However, efforts have not proceeded with its development due to local opposition.

Mr. Schuiling added the need for warehouse space in relevant locations is significant. While there was hope that warehouses would be developed outward in the Victor, Antelope and Coachella valleys, it has been discovered that warehouses and distribution centers too far from ports are less preferred by the freight movement community.

Nancy Pfeffer, Gateway Cities COG, asked if there has been participation by business with the Good Movement Steering Committee. Ms. Yamagami stated there is participation by Union Pacific, BNSF, as well as California Environmental Associates and some participation by the trucking industry. Warehousing is represented by Watson Land Company and Majestic Realty. There has also been outreach to environmental groups.

Walter Siembab, South Bay Cites COG, asked about a recent study that indicated an increasing cost of energy toward the year 2030. As a result there would be less international trade and an increase in domestic manufacturing.

Mr. Schuiling indicated this scenario is not foremost in current discussions.

Ryan Snyder, Non-Motorized Transportation, also stated there is concern that the high cost of fuel will make freight movement more costly and will challenge the existing infrastructure. Mr. Ryan presented the question about

---

the general need to continue to accommodate demand or will it make sense to simply divert excess flow to other ports outside this region.

Mr. Schuiling responded that an additional aspect in addressing growth may require asking if the current infrastructure can be used more efficiently.

Ms. Yamagami stated current port capacity is defined as 43 million TEU's annually by the year 2035. As capacity is finite it is expected that some cargo will be diverted to other ports. Additionally, with the Southern California ports complex being the Country's largest it is not known how much overflow can be accommodated by other ports. Ms. Yamagami indicated that planning can seek to not only prepare for a greater volume of freight but also grow green so harmful effects of increased volume is anticipated and mitigated.

Ms. Pfeffer asked about the study of a dedicated east-west corridor and if the goal is to arrive at a definitive recommendation.

Annie Nam, SCAG Staff, responded that there is an intention to recommend a best choice recommendation to the Regional Council.

## 5.2 **Preliminary Discussion of RTP/EIR Alternatives and Performance Measures**

Jacob Lieb, SCAG Staff, presented an update of RTP/EIR Alternatives and Performance Measures. Mr. Lieb stated this is a preliminary discussion with the P&PTAC as the SCAG staff prepares to propose alternatives to the 2012 RTP and the Environmental Impact Report, as well as performance measures. Mr. Lieb stated the purpose of the discussion was to get the committee's preliminary thoughts on both the proposed alternatives and the performance measures.

Mr. Lieb stated past approach to this process involves holding constant most of the alternatives variables and altering one to create a distinction and judge its relevance among alternatives. For example, in a previous cycle there were alternatives considered regarding land use and growth while transportation initiatives components remained fixed. Mr. Lieb stated the process for the upcoming cycle will likely include blended alternatives where variations in transportation initiatives are considered along with

---

variations in land use. Mr. Lieb stated the structure of the alternatives considered should be familiar to the committee since the structure will be similar to the SB 375 target scenarios.

Mr. Lieb said there have been consultations with other MPOs in the state on not only elements such as SB 375 but also performance measures. Mr. Lieb indicated SANDAG has identified groupings for potential performance measurements. It includes items such as mobility, reliability, environment, equity and economy.

Mark Butala, SCAG Staff, continued the presentation. Mr. Butala indicated on March 9, 2011 the tenth planning session will be conducted in partnership with OCCOG and OCTA. Mr. Butala added that other MPOs are further along in their planning to meet the kind of changes called for in SB 375.

Naresh Amatya, SCAG Staff, continued the presentation. Mr. Amatya stated when considering additional capacity capital projects there also needs to be a demonstration that resources are available to sustain them. These can be in the form of tolls, loans, public/private partnerships or new taxes.

Charlie Larwood, OCTA and P&PTAC Chair, asked how much the Sustainable Communities Strategies will drive the alternatives selection process. Mr. Lieb stated green house gas emissions will be one of the performance measures of the plan. Mr. Lieb added the RTP has a range of objectives that need to be considered in addition to those that have been historically addressed such as mobility, safety reliability, etc. Mr. Lieb said it is important the Regional Council have a number of alternatives to select from. Mr. Lieb indicated several alternatives are being considered that would not only address green house gas emission but other elements as well.

Bill Trimble, San Gabriel Valley COG, asked if unique performance measures are being considered for both the target years 2020 and 2035. Mr. Amatya responded that as 2020 is the closer target its strategies and therefore its performance measures will more likely involve transportation projects while 2035 goals would involve a greater level of land use planning.

Ty Schuiling, San Bernardino Associated Governments, asked if regional freight strategies would be affected by the various alternatives. Mr. Amatya

---

stated the goods movement strategy has its own process; however, SCAG staff looks to the goods movement process to inform other strategies in process. Mr. Schuiling stated he foresees the possibility of the freight strategy remaining constant in the blended alternatives process while other alternatives roll out potentially changing the dynamics for an effective freight strategy.

Tarek Hatata, SCAG Consultant, stated the goods movement strategy may depend to greater degree on funding rather than the dynamics created by other alternatives. Mr. Hatata added the themed approach referred to by Jacob Lieb may provide the best approach as it provides an ability to match elements from the different alternatives toward addressing larger objectives.

Ryan Snyder, Snyder and Associates, encouraged that the next RTP consider expenditures for bicycle and pedestrian transportation. Mr. Snyder stated Portland, Oregon has improved mobility with comparably small but strategic investment in this area. Mr. Snyder indicated this increased the number of non motorized trips from 1% to 6%. Additionally, SANDAG has made a long range commitment of \$2 billion for this type of infrastructure. Mr. Snyder added this type of transportation also meets overall goals of reducing both green house gasses and congestion.

Mr. Snyder encouraged the committee to consider a bus centered transit system. Mr. Snyder stated the investment in rail has not proven useful when other transportation options are available. Mr. Snyder also encouraged an aggressive land use policy to reduce green house gas emissions while considering an aggressive pricing strategy such as parking tolls and a regional gas tax for revenue.

Miles Mitchell, City of Los Angeles, asked if a list of alternatives can be presented to the committee.

Mr. Butala suggested there is a hesitation to forward initiatives that lack proper support. Therefore, it would be useful to first hear from local representatives about the kind of initiatives they have interest in.

Mr. Mitchell stated he would prefer to first see a list of proposed alternatives. That asking a municipality what it would prefer can be seen as too large a question. Mr. Mitchell stated there is little risk to staff of putting out initiatives for consideration.

---

Mr. Lieb stated caution should be considered when putting out initiatives which have not been vetted. Mr. Lieb stated, based on past experience with RTP cycles, it is best to have open ended discussions before presenting a staff proposal.

Mr. Mitchell stated it may be best to forward the initiatives and preface the reader appropriately to assuage concerns about misinterpretation.

Mr. Amayta stated a certain amount of caution is warranted before issuing forth initiatives. Mr. Amatya stated, from the transportation perspective, there are two major studies underway, goods movement and regional congestion pricing which may be controversial and it may be best to fold these into the process carefully.

Mr. Schuiling stated it would be useful if there were a rationale attached to each alternative. To present the story or critical aspects of the alternative that inherently answers why it is important and why it should be included. Mr. Schuiling stated alternatives should contain the following objectives, economic vitality, social equity, and environmental quality. Using these as a measure for success for an RTP could lead to a positive direction.

Walter Siembab, South Bay COG, stated there is great variety in the region and various maturities among suburban areas. Mr. Siembab stated a map showing mature and denser suburbs may be useful. These mature suburbs are different from others so generalizing across a region becomes less useful.

Mr. Snyder indicated other MPOs such as SACOG conducted an extensive outreach effort to inform key partners about options and their rationales. Mr. Snyder encouraged honest outreach to the public about costs and what can be achieved. Mr. Snyder indicated his perception of SCAG's function is to inform the public about what can be achieved, its cost and the consequences of non action.

### 5.3 **Transit Performance Assessment**

Stephen Fox, SCAG Staff, presented a report on Transit Performance Assessment. Mr. Fox stated the goals of the analysis; 1) to show the regions ability to attract and retain new riders, 2) assess the region's utilization of

---

transit resources, 3) show availability of connectivity to smart growth/TOD, 4) show the effects of the recession on regional transit.

Mr. Fox stated the analysis looked at 22 local transit operators that provide inter city transit service. Mr. Fox noted, in addition to the list presented, there has been a request to include Simi Valley Transit. Additionally, committee members suggested the inclusion of Morongo Basin Transit Authority (MBTA) and Mountain Area Regional Transit Authority (MARTA). Mr. Fox stated these will be added to the analysis.

Mr. Fox presented a series of maps showing population density for the 5 Southern California counties as well as the types of transit serving each area. The transit services identified include Express Bus, Bus Rapid Transit, Metrolink and Metro Rail. Next, Mr. Fox presented maps showing the bus headway times for each of the 5 counties.

Next, maps were presented showing population and employment density for each county. Mr. Larwood asked about the maps design and intent. Mr. Fox stated the maps demonstrate population and employment density for each county overlaid by the transit modes serving them. This provides a segregated view of the two major drivers of transit service needs, population and employment and how the current transit structure is serving them.

Nancy Pfeffer, Gateway Cites COG, asked how the committee should view this information. Mr. Fox stated the committee can see if there are any areas that are not well served by transit. Additionally, in the counties other than Los Angeles, to see areas that are not served by rail just local bus service.

Bill Trimble, San Gabriel Valley COG, asked if the maps demonstrate commuter patterns between counties. Mr. Fox stated these maps do not specifically demonstrate this, however, when models are run showing transit destination patterns that information can be demonstrated as well as deficiencies in cross-county transit service.

Ty Schuiling, San Bernardino Associated Governments, asked about a recent presentation at the Western Riverside COG which asserted that concentrated employment well served by transit promotes transit use better than concentrated residential density. Mr. Fox stated he agrees with this assertion particularly in the case of rail and BRT as these serve employment destinations.

---

Ryan Snyder, Non-Motorized Transportation, suggested adding categories to the headway legend of less than 5 minutes or 5 – 8 minutes. Mr. Snyder suggested waits over 5 minutes decrease ridership and this level of evaluation may suggest deficiencies not otherwise noted.

Tarek Hatata, SCAG Consultant, stated recent analysis indicates subsidies per transit passengers is growing in each county and increasing busses on the street to reduce headway is not financially viable at this time. Mr. Hatata stated current planning is challenged by the disconnect between what the public wants, what is financially achievable and what the planning community feels is optimal.

Mr. Fox stated in some places in Los Angeles County increasing bus service reaches a point of diminishing returns. For example, Wilshire Boulevard can only accommodate a finite amount of buss traffic.

Mr. Fox concluded his presentation by summarizing availability and connectivity findings. Mr. Fox stated 22 – 34% of Los Angeles County jobs are within one-half mile of Metrolink. However, only 14% - 21% of the general population is served by those lines. MetroRapid accesses approximately 50% of Los Angeles jobs, however, Metro Rail reaches only 19% of them. Ventura County Express service reaches 50% of their jobs. Additionally, only Los Angeles has 20% or greater of its population accessible to 15 minutes or fewer local bus frequency.

Mr. Fox reviewed the recession's effect on local transit planning. Mr. Fox stated there has been a loss of \$759 million of transportation funding in the SCAG region since 2008. Additionally, the Local Transportation Fund is down 21% from 2007. Half of the 22 operators reviewed have cut service. Also, 14 of the 22 operators have reduced boardings; however, this is a response to the loss of jobs in the area. Almost all operators have raised fares in the last 2 years.

Mr. Fox stated that some less-established service areas show increases in service hours, however, boardings have not increased accordingly. Santa Monica's Big Blue bus has increased boardings by 5% by providing free ridership to full and part time students at Santa Monica College, a frequent transit destination. Metro Rail continues to increase boardings during the recession. Metrolink boardings are down 6%.

---

5.4 **Corridor System management Plans (CSMP)**

Due to time considerations this agenda item was deferred to a future meeting.

5.5 **California Employment Development Department (EDD) Benchmark Revision**

Frank Wen, SCAG Staff, presented an update on census results and employment projections. Mr. Wen presented a table comparing 2000 census results with 2010 figures for each city in the region. It also shows the growth change in actual numbers and percentage. Mr. Wen also stated the SCAG region shows a population of approximately 18 million which is 900,000 fewer than DOF estimates.

Mr. Wen presented a graph indicating EDD Employment Projections alongside historical trends. Mr. Wen stated forecasting efforts sought to identify the low point of the recession. Forecasting anticipated 2009 as the recession's low point and projected a 3.3% job loss, however, actual job loss was much greater at 6.6%. Mr. Wen stated they will continue to maintain baseline projections while altering the base year range.

6.0 **FUTURE AGENDA ITEMS**

Freight Movement Study (Annie Nam)  
Congestion Pricing Update (Annie Nam)  
Transportation Finance Update – Highway Trust Fund (Annie Nam)  
CEDP Process (Jacob Lieb/Frank Wen)  
Modeling for Dummies (Jonathan Nadler/Frank Wen)

6 **ADJOURNMENT**

The meeting adjourned at 4:00 p.m.

The next meeting of the Plans & Programs Technical Advisory Committee will be held on Wednesday, April 13, 2011 from 1:30 p.m. to 3:30 p.m.

---