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# MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Tuesday, September 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.

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## September 2011

*Charlie Larwood, Chair*

*Kevin Viera, Vice-Chair*

### **Member**

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

### **Representing**

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

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE SEPTEMBER 13, 2011

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*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 August 10, 2011 P&P TAC Meeting 1
  
- 5.0    **DISCUSSION ITEMS**
  - 5.1    2012 RTP/SCS Workshop Summary **Presentation: 5 min**  
       *(Mark Butala, SCAG Staff)* **Discussion: 10 min**  
  
       SCAG staff will provide a summary of the 2012 RTP/SCS Workshops.
  
  - 5.2    Proposed User Fee Revenue Estimates **Presentation: 15 min** 16  
       *(Tarek Hatata, SCAG Consultant)* **Discussion: 15 min**  
  
       SCAG consultant will present a presentation on the proposed User Fee revenue estimates.
  
  - 5.3    East-West Corridor Update **Presentation: 15 min**  
       *(Annie Nam, SCAG Staff)* **Discussion: 15 min**  
  
       SCAG staff will provide an update on the East-West Corridor.

\* Attachment under separate cover

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE SEPTEMBER 13, 2011

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*TIME*      *PG#*

5.4      Alternatives Analysis Framework Update  
*(Naresh Amatya, Mark Butala  
and Jacob Lieb, SCAG Staff)*

**Presentation: 15 min**  
**Discussion: 15 min**

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SCAG staff will provide an update on the alternatives analysis framework.

5.5      Environmental Justice Analysis Framework  
and Methodology  
*(Frank Wen, SCAG Staff)*

**Presentation: 5 min**  
**Discussion: 10 min**

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SCAG staff will provide a presentation on the environmental justice analysis framework and methodology.

## 6.0      FUTURE AGENDA ITEMS

- ◆ Potential Recommendations from the Freight Works Study
- ◆ Congestion Pricing Update

## 7.0      ADJOURNMENT

The next meeting of the P&P TAC will be Wednesday, October 12, 2011 from 1:30 to 4:30pm.

\* Attachment under separate cover

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

August 10, 2011

*Minutes*

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**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 August 10, 2011 meeting at SCAG's downtown Los Angeles Office.

**Members Present**

Charlie Larwood	Orange County Transportation Authority
Miles Mitchell	City of Los Angeles
Naomi Guth	City of Los Angeles – Alternate
Bill Trimble	San Gabriel Valley COG
Walter Siembab	South Bay Cities COG – Alternate
Deborah Diep	OCCOG
Nancy Pfeffer	Gateway Cities COG
Steve De George	Ventura County Transportation Commission/Ventura COG
Carol A. Gomez	South Coast AQMD
Lori Abrishami	Los Angeles County Metro
Sarah Jepsen	Los Angeles County Metro – Alternate
Kerry Cartwright	Port of Los Angeles
Melissa Joshi	Caltrans District 7
Genie McGaugh	Ventura County APCD
Ty Schuiling	San Bernardino Associated Governments
Marlon Boarnet	UCI Department of Planning, Policy and Design
Michael Hollis	Metropolitan Water District of Southern California
Valarie McFall	Transportation Corridor Agencies
Ryan Snyder	Non-Motorized Transportation
Marc Seferian	Las Virgenes/Malibu COG
Gloria Ohland	Move LA
Lisa Webber	North LA County – South
Terry Roberts	Air Resources Board
William Gayk	Riverside County Planning Department
Valerie Edwards	Los Angeles Unified School District
Mike Behen	North LA County - North – Alternate
Diana Chang	Westside Cities COG
Maureen El Harake	Caltrans District 12

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Richard Kite	North LA County – North
Mark Roberts	Caltrans District 8
Dave Simpson	Orange County COG
Kevin Viera	Western Riverside COG
Carla Walecka	Transportation Corridor Agencies – Alternate
Earl Withycombe	Air Resources Board – Alternate
Danny Wu	South Coast AQMD

**Members Excused**

**Members Not Present**

Aimee Kratovil	Federal Highway Administration – Alternate
Alan Ballard	Ventura County APCD – Alternate
Alan De Salvio	Antelope Valley AQMD/Mojave Desert AQMD
Aurora Wilson	Coachella Valley AG – Alternate
Beth Landrum	Caltrans District 11 – Alternate
Connie Chung	County of Los Angeles – Alternate
David Cordero	SCAG Regional Special Districts
Dianna Watson	Caltrans District 7 – Alternate
Eric Shen	Port of Long Beach
Kim Fuentes	South Bay Cities COG
Franklin Dancy	Morongo Band of Mission Indians
Gregory Nord	OCTA
Steve Smith	San Bernardino Associated Governments
Everett Evans	Caltrans District 12 – Alternate
Fred Zohrehvand	Arroyo Verdugo
Grace Alvarez	Riverside County Transportation Commission - Alternate
James Camarillo	Caltrans District 8 – Alternate
Jolene Hayes	Port of Long Beach – Alternate
Karen Heit	Gateway Cities COG – Alternate
Kathryn Higgins	South Coast AQMD – Alternate
Larry Stevens	San Gabriel Valley COG – Alternate
Marianne Kim	American Automobile Association
Mark Baza	Imperial County Transportation Commission
Mark Herwick	County of Los Angeles
Martha Eros	Westside Cities COG – Alternate
Mary E. Pritchard	Los Angeles Unified School District - Alternate
Matt Dessert	Imperial County APCD
Maurice Eaton	Caltrans District 11
Rosa Lopez-Solis	Imperial County Transportation Commission - Alternate
Shirley Medina	Riverside County Transportation Commission

Stephen Finnegan	American Automobile Association – Alternate
Dave Peterson	North LA County - South – Alternate
Monica N. Soucier	Imperial County APCD – Alternate
Sera Wirth	SCAG Region Local Agency Formation Commissions
Fernando Castro	Caltrans District 7 – Alternate

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

The meeting was called to order at 1:08 p.m. by Charlie Larwood, OCTA & P&PTAC Chair.

## **2.0 PUBLIC COMMENT PERIOD**

Chair Larwood noted a request has been made to present a public comment during agenda item 5.6.

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

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

## **4.0 CONSENT CALENDAR**

### **4.1 Approval Item**

#### **4.1.1 Minutes of July 12, 2011 P&P TAC Meeting**

There were no requested revisions and the minutes were approved as submitted.

## **5.0 DISCUSSION ITEMS**

### **5.1 Active Transportation Chapter Update**

Margaret Lin, SCAG Staff, provided an update on the active transportation portion of the 2012 RTP. Ms. Lin stated there are 4 key goals; 1) Increase dedicated funding for bicycle and pedestrian infrastructure, 2) Increase accommodation and planning for bicyclist and pedestrians, 3) Increase transportation options, 4) Decrease bicycle and pedestrian fatalities and injuries. Ms. Lin added the conditions in the region are ideal for active

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transportation due to the climate and moderate annual rainfall. Additionally the political environment is supportive with the enactment AB 32 in 2006, AB 1358, the Complete Streets Act in 2007 and SB 375, Regional Targets in 2008. Ms. Lin stated this is an optimal time to consider active transportation policies.

Ms. Lin stated each county in the region currently has a non-motorized transportation plan. Next, Ms. Lin presented a pie chart showing the commuter trip mode share in the region for active transportation. The data is from the American Communities Surveys and indicates in 2008 there was a greater than 3% active transportation mode share. Additionally, Ms. Lin stated that there has been a decrease in car, truck or van commuter trips.

Next, Ms. Lin reviewed active transportation fatalities and injuries in the state. Ms. Lin presented data from the Statewide Integrated Traffic Records System. The first chart examined traffic related fatalities involving cyclist. It demonstrates the 3.98% total for the SCAG region is greater than the state average of 3.82%. The next chart demonstrated bicycle related traffic injuries and showed 4.31% for the SCAG Region compared to the state average of 4.86%.

Ms. Lin next reviewed fatalities involving pedestrians and showed 20.94% of traffic related fatalities in the SCAG Region involve pedestrians. That is higher than the state average of 18.88%. Pedestrian injuries in the SCAG region amount to 5.74% which is greater than the 5.54% state average.

Ms. Lin further stated a GIS analysis was conducted to determine active transportation user's access to transit. It was determined pedestrians will travel 0.5 miles to access transit and bicyclist 2 miles. Additionally it was determined cyclist will, on average, travel 0.27 miles to access a bikeway. Ms. Lin presented maps showing bicyclist and pedestrian access to transit for each county. Next, Ms. Lin presented a chart showing the access to transit for the county and region. It indicates total populations with access to transit and demonstrates 97% of the regions' bicyclists have access to transit and 85.7% of pedestrians have access. Ms. Lin noted while much of the region's active transportation users have access to transit it does not indicate how frequently they will use it.

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Next, Ms. Lin reviewed access to bikeways. Ms. Lin presented maps for each county showing those with direct access to bikeway and those along the 0.27 mile buffer. Additionally it indicates bikeways currently proposed by local jurisdictions. A chart was presented showing, on average, 42.6% of region has access to bikeways. Additionally, completion of the locally proposed bikeways increases access to over 62% of the population.

Based on this preliminary analysis the following strategies are suggested, 1) Decrease bicyclist and pedestrian fatalities and injuries by adopting the Safe Routes to School Policy. 2) Increase accommodation and planning for bicyclists and pedestrians by adopting a Complete Streets Policy. 3) Encourage development of local active transportation plans through pedestrian safety action plans. 4) Produce a comprehensive regional active transportation plan which would include the SCAG Regional Bikeway Network, completion of the California Coastal Trail and increase compliance with EDA. 5) Increase bicycle and pedestrian use in the SCAG region.

Ms. Lin concluded her presentation by showing a regional map indicating existing bikeways, locally proposed bikeways and the bikeways network proposed by SCAG which connects gaps in the current network. Additionally, a map was presented showing the California Coastal Trail and its segments that are currently adequate and other segments which require substantial improvements.

Chair Larwood led the committee through a discussion of this item. Nancy Pfeffer asked about SCAG's bike/ped wiki. Ms. Lin explained the site remains active and a draft is available on the site for review.

Ryan Snyder, Non-Motorized Transportation, suggested planning can go further and feels an optimal bikeway network for the region would include bike paths every half mile. Mr. Snyder encouraged specific wording that promotes a more involved bikeway network as well as funding allocation which designates a percentage of the budget to support its construction and maintenance. Chair Larwood agreed with this and stated many cities are seeking to connect local bike networks and an interconnected bikeway system would promote greater use. Additionally, efforts should be made to promote non-motorized systems to the public so they can feel confident and safe when they use them.

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Ryan Snyder encouraged efforts to expand both the scope and funding allocation for bikeways and pedestrian trips.

## 5.2 **Potential Technology Alternatives Analysis**

Jonathan Nadler, SCAG Staff, presented an update on potential technology alternatives. Mr. Nadler stated this item seeks to facilitate discussion on the role of technology in transportation systems and which concepts may be integrated into the 2012 RTP. Mr. Nadler further stated preliminary discussions have centered on emission reductions to attain targeted regional air quality standards and further discussion is sought to examine ways to achieve these targets.

Mr. Nadler stated SCAG has historically put forth initiatives that have helped the region toward a cleaner transportation system. Those include facilitating the linkage of a regional HOV system, initial planning for Metrolink, the conceptualization of the Alameda Corridor, telecommuting, a comprehensive goods movement system and cleaner locomotives. Additionally, SCAG and regional partner agencies have collaborated on state and Federal grant applications on the location of electric vehicle charging stations and has been a champion for clean air technology.

Mr. Nadler stated today's discussion is part of an effort to identify which concepts are candidates for the 2012 RTP or the strategic plan of the RTP. Jacob Lieb, SCAG Staff, continued the presentation by stating RTP Workshops are underway around the region to help shape the direction of the Plan. Mr. Lieb further stated the workshops have been useful in narrowing down land use and transportation strategies in a way the public can comprehend and that promotes effective public dialogue.

Mr. Lieb stated the concepts embedded in the strategies involve but are not exclusively related to land use changes and how those concepts affect outcomes. The scenarios are designed to show different outcomes based on different conceptual choices relating to transportation and land use. Mr. Lieb stated the concepts being discussed are not limited to density strategies to leverage mode shift. It also employs a mix of uses to get to trip length. Additionally, Mr. Lieb stated there is compatibility with limited range vehicle fleet conversion.

Ty Schuiling, San Bernardino Association of Governments, stated it may be useful for the committee to remain cognizant of fuel cost when planning

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toward the year 2035. Mr. Schuiling further stated a technology shift may be an important response to increasing energy cost.

Wally Siembab, South Bay Cities COG, provided an overview of efforts in the South Bay to demonstrate the use of neighborhood electric vehicles. Mr. Siembab, stated he is following up on the July P&PTAC discussion on vehicle electrification. Mr. Siembab stated he has written a paper titled, "Fleet Electrification Strategy for Air Quality Attainment" which details the current strategies underway in the South Bay.

Mr. Siembab further stated efforts promoting electric vehicle use in the South Bay are coupled with a strategic land use initiative. Further, Mr. Siembab stated the South Bay land use strategy is consistent with most of the RTP scenarios under development as they seek to leverage regional compactness and increasing density. However, Mr. Siembab noted the South Bay's land use strategy varies from the Transit Oriented Development initiative in the region. As TOD seeks to create densification around transit corridors the South Bay initiative seeks to compact commercial destinations. It also serves both goals to reduce VMTs and GHG emissions. This is termed "Neighborhood Oriented Development (NOD)" and it seeks to facilitate the development of neighborhood commercial centers to promote compact destinations. It seeks to create densification around trip destinations rather than trip origins.

Mr. Siembab added TOD is more appropriate in Los Angeles where there is a greater transit presence. However, mature suburbs have a different profile and are best addressed with a slightly different strategy. Mr. Siembab stated problems have arisen from efforts to increase housing densification such as over burdening sewage and other infrastructure.

Mr. Siembab stated one benefit of NOD is that it doesn't necessitate the construction of large public works projects. It seeks to facilitate ongoing commercial development. Mr. Siembab further stated the South Bay has outlined eight initiatives which assist private market activity.

Chair Larwood led the committee through the following discussion. Nancy Pfeffer, Gateway Cities COG, stated a NOD strategy would need to include a freight movement component. Mr. Lieb stated zero emissions relating to freight movement is being considered and as the RTP is developed it will include a freight movement component.

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Ryan Snyder, Non-Motorized Transportation, stated he agrees with an initiative to convert to electric vehicles and that can include efforts for battery pack exchange stations and overcoming the issue of vehicle range.

Mr. Siembab stated electric vehicles as a mode of transportation are smaller, easier to park, use less energy and are useful in mature suburbs as most trips are short and destinations are compacted.

Ty Schuiling, San Bernardino COG, stated there is a great likelihood energy costs will likely be higher in 2035 and this will act as a limiting factor to economic growth until a transition can be made to more fuel efficient system and away from the internal combustion engine economy. Mr. Schuiling stated this element should be reflected in the RTP.

Carol Gomez, South Coast AQMD, added dedicated freeway lanes and rail electrification should be brought into discussions of freight movement strategies.

Chair Larwood further stated this discussion has brought forth three issues relative to crafting the RTP. Those are; 1) Conservation of energy. This is achieved through trip reduction, land use and other aspects represented under the SCS. 2) Transit Oriented Development. How to leverage the existing transit infrastructure and the existing high frequency transit corridors. 3) Neighborhood Oriented Development. How to incorporate strategies which are appropriate to the unique characteristics of existing neighborhoods.

Wally Siembab concluded the presentation by stating additional information can be found at [Southbaycities.org](http://Southbaycities.org).

### 5.3 **Performance Measure Update**

Naresh Amatya, SCAG Staff, presented an update on RTP performance measures. Mr. Amatya stated during the April 2011 P&PTAC a subcommittee was tasked with reviewing performance measures and providing recommendations for the 2012 RTP. Those subcommittee meetings were held May 31<sup>st</sup> and August 10<sup>th</sup>, 2011 and much positive feedback has been received. Mr. Amatya stated all the feedback received has been incorporated into the recommendations.

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Mr. Amatya stated the subcommittee's work has yielded nine categories of targeted outcomes. Each outcome is accompanied by a set of indicators or performance measures which depicts the outcome being sought in the plan. Mr. Amatya stated that it is important to clearly differentiate performance measures which can be used to compare various alternatives.

Mr. Amatya stated two new outcomes are being proposed. The first is location efficiency which seeks to capture the results of initiatives coordinating land use and transportation planning. And, safety and health has been modified as an outcome to address issues such as particulate matter 2.5 and asthma rates.

The nine outcomes presented by the subcommittee include; 1) Location Efficiency, 2) Mobility/Accessibility, 3) Reliability, 4) Safety and Health, 5) Productivity, 6) Environmental Quality, 7) Economic Well Being, 8) Investment Effectiveness, 9) System Sustainability.

Mr. Amatya stated the next step involves getting approval from the policy committees before the performance measures can be used in the 2012 RTP. It is anticipated these will be presented to the RTP Subcommittee in September 2011. Mr. Amatya concluded his presentation and welcomed the committee's feedback.

Chair Larwood led the committee through a discussion. Miles Mitchell, City of Los Angeles, stated he would like to see a greater visibility of TDM in the performance measures. Mr. Mitchell stated he is concerned TDM is not getting the focus it deserves and would like to see greater attention to this strategy. Tarek Hatata, System Metrics Group, stated, as a matter of structure, performance measures are not indicated for each specific strategy. Mr. Hatata further stated to do so would alter the fundamental structure of the current approach.

Wally Siembab, South Bay Cities COG, stated he would like see if each component can be presented in a format that lists them with three levels of effort and budget intensity. This would provide an easier comparison and may better inform decision makers. Tarek Hatata stated the process is wide in scope and there is a need to be judicious on how many elements can be tested.

Chair Larwood concluded discussion by stating additional questions and thoughts that arise can be submitted to SCAG Staff and the committee and

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while the meetings are to engage discussion the process can be viewed as ongoing.

#### 5.4 **Base Year and Baseline Transportation Preliminary Model Results**

Tarek Hatata, System Metrics Group, presented an update on Base Year and Baseline Transportation Preliminary Model Results. Mr. Hatata stated model result numbers are being received and are available to share with the committee. Mr. Hatata further stated the data covers base year 2008 and extends to baseline year 2035. The baseline 2035 figure contains only committed and fully funded projects included in the TIPP.

Mr. Hatata began the presentation with a graph demonstrating population growth by county and the SCAG region. It indicates Los Angeles is the largest population jurisdiction and it shows each county and the region will experience growth.

Next Mr. Hatata presented a graph showing percentage of growth per county and region. It demonstrates Los Angeles and Orange counties will see the smallest percentage of growth and the region will grow over 20% during this time adding an additional three to four million residents by 2035.

Mr. Hatata next presented a graph showing projected vehicle hours delay. Each county and the region will see an increase in vehicle delay as their populations increase. Mr. Hatata stated for every 1% in population growth, a three to four percent increase in traffic delay is experienced. For example, Los Angeles County is expected to see a 12 – 13% increase in population, however, that will result in a 50% increase in traffic delay.

Mr. Hatata concluded his presentation by stating even though the recession has reduced overall congestion, traffic delays increase almost four times as much as population. Mr. Hatata stated strategies will be needed to address projected growth.

Chair Larwood led the committee through a discussion by first stating the data demonstrates for every 1% population growth three times as much traffic delay is experienced. This is the result of an infrastructure system that is being pushed beyond capacity.

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Ryan Snyder, Non-Motorized Transportation, stated his concern about the emphasis on congestion. That congestion itself should not be the sole factor in transportation planning. Mr. Snyder stated other goals such as GHG reductions, access, health and other issues should play a greater role in planning. Further Mr. Snyder states only pricing has shown to have an effect on congestion.

## 5.5 **East – West Corridor Update**

Annie Nam, SCAG Staff, presented an update on East–West Freight Corridor. Ms. Nam stated efforts have been underway for several years to identify an appropriate route for an east–west freight corridor. It is anticipated a preferred route will emerge from this study with a threshold level of consensus to incorporate it into the 2012 RTP. Ms. Nam stated several parameters are examined in the process including proximity to warehousing and manufacturing, right-of-way constraints, traffic impacts, community impacts and political acceptance including outreach, cost and financial feasibility and the impact on other planned projects including the rest of regional truck lane system.

Next, Ms. Nam presented a chart showing the proximity of proposed corridors to existing warehouse space. The chart shows three corridors are located near the greatest percent of warehousing space. Those are SR-60 which is located within 5 miles of 50% of the regions warehouse space, UP Line which is located near 52% of total warehouse space and I-10 which is close to 43% of the region’s warehouse space.

Ms. Nam next presented a chart showing corridors located near manufacturing employment. It indicates SR-60 is within 5 miles of 26.9% of regional manufacturing employment and the UP Line is near 28.2% of manufacturing employment.

Further, Ms. Nam noted five potential alignments have emerged as promising options. Four of them are variations on each other utilizing the San Jose Creek Channel which is a flood control channel that follows the basic alignment of SR-60. The San Jose Creek Channel is closer to industrial activity and considered less impactful on communities. In some cases the majority of land is owned by the public sector (LA County DWP and USACE). There is also potential for a “win-win” outcome that leads to needed improvements to the flood control channel.

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They five alignments being considered include; 1) UPRR Adjacent to San Jose Creek Channel to SR-60. 2) UPRR Adjacent to San Jose Creek channel Termination at SR-57. 3) SR-60 to San Jose Creek Channel to SR-60. 4) SR-91 to I-605 to San Jose Creek Channel to SR-60. 5) I-105 to I-605 to San Jose Creek Channel to SR-60. Ms. Nam noted SR-91 was examined as a comparison choice although there are ROW constraints which limit its appeal. Ms. Nam stated there have been discussions with the City of Industry and public works officials on preliminary planning.

Ms. Nam stated the benefits of a dedicated freight corridor include the reduction of traffic delays for all traffic in the influence area. Additionally, it would reduce delay of heavy-duty truck traffic particularly on parallel routes. Additionally, the study has reviewed the option of a zero emission system with consideration given to electrified trucks and other options.

Ms. Nam concluded by noting the consequences of doing nothing which include continued and increasing levels of truck traffic on general purpose lanes leading to greater congestion, traffic accidents and constrained economic development in the region. A map was presented showing the greatest number of regional truck accidents/incidents occur on the SR-60, I-605 and I-710.

Chair Larwood led the committee through a discussion of this item. Ryan Snyder asked about the source of financing. Ms. Nam stated there would likely be a private-public partnership with tolling or a user fee mechanism. Ms. Nam further stated a public subsidy would be needed. Mr. Snyder stated the larger percent of financing should come from the freight and manufactured goods industries and to the extent the goods are bound for nationwide destinations federal funding should be a component.

Kerry Cartwright, Port of Los Angeles, stated this is a national issue as the region is a national asset for freight movement and this has been conveyed to the federal government. Mr. Cartwright stated when passenger vehicle and truck routes are separated there are considerable public safety benefits achieved as well as a reduction in traffic delays.

## 5.6 **Integrated Growth Forecast and RHNA Methodology**

Ma'Ayn Johnson, SCAG Staff, provided an update on Integrated Growth Forecast and RHNA Methodology. Ms. Johnson stated the attached document outlines the proposed RHNA methodology SCAG staff will be

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recommending to CEHD for approval and then to the Regional Council. Ms. Johnson stated the RHNA Subcommittee will meet on August 12, 2011 to consider the proposed methodology.

Ms. Johnson highlighted the methodology framework. First is determining existing housing needs. This involves processing data from the 2010 Census along with additional statistical information such as a local jurisdictions' share of the regional housing needs, household characteristics including over-payment, overcrowding and housing stock condition. Other factors include inventory of land suitable for residential development, vacant sites and those with potential for redevelopment. Additionally, special needs housing such as those for the elderly, persons with disabilities, large families, farm workers and other key data.

Ms. Johnson stated the next step is determining the projected housing need, or, how the methodology will be applied to regional determination to arrive at the projected housing need. The first part involves working with HCD on a Regional Housing Needs Determination. Ms. Johnson stated a regional determination has not been received from HCD but it is anticipated on August 31, 2011 and will be submitted to CEHD on September 1, 2011. Ms. Johnson stated, next, projected household growth is determined from information received from the AB 2158 surveys, determination of a jurisdiction's healthy market vacancy rate, housing replacement need and the amount of excess vacant units in a jurisdiction's existing housing stock.

Ms. Johnson stated once the proposed methodology is distributed there will be a 60 day public comment period before the adoption of the final methodology which is anticipated in November 2011. The public hearing in conjunction with the 60 day public comment period will be decided by the RHNA Subcommittee Friday, August 12, 2011.

Gail Shiimoto-Lohr, City of Mission Viejo, made a public comment. Ms. Shiimoto-Lohr stated she is confirming the housing replacement procedure part of the RHNA methodology. Ms. Shiimoto-Lohr stated one component of the methodology involves the replacement of demolished housing and seeks confirmation on the method of replacement for those units. Ms. Shiimoto-Lohr stated her understanding is replacement units would be replaced on an income affordability category and subject to the fair share allocation assigned to the specific jurisdiction. It was confirmed Ms. Shiimoto-Lohr's understanding is accurate.

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5.7 **Aviation Update**

Michael Armstrong, Aviation Program Manager, presented an aviation update. Mr. Armstrong stated the important analysis the aviation program contributes to the 2012 RTP is the aviation demand forecast. Mr. Armstrong stated forecasting aviation demand has proven challenging due to two factors; 1) a lack of aviation demand modeling tools for this RTP, and; 2) the aviation passenger demand trend line has been stagnant over the past 12 years, with no net change from 1998 to 2010, so it is difficult to ascertain future trends. Mr. Armstrong stated a forecast scenario was constructed using a conservative Constrained/No Project scenario from the 2008 RTP. It forecasts 145 million air passengers (MAP) or 2.5% growth rate. Mr. Armstrong stated this is viewed as the baseline scenario with the low growth scenario forecast at 130 MAP and the high growth scenario forecast at 164 MAP.

Next, Mr. Armstrong presented a graph showing air passenger activity from 1960 to 2010 and forecasted activity through 2035. Mr. Armstrong stated while air passenger activity showed a steady rise in the 1970's and 1980's there was a noticeable decline in air passengers following September 11, 2001 and in 2007 prompted by the Great Recession. Mr. Armstrong presented a chart indicating total air passengers for each airport in the region. Mr. Armstrong introduced Diane Ricard who continued the presentation with a report on High Occupancy Public Transportation to airports.

Diane Ricard, DMR Consulting, presented a status report on public transportation to airports. Ms. Ricard stated that the overall objective of her report is to examine planned or conceptual new high occupancy public transportation projects serving airports that have the potential to influence ground access mode share and reduce vehicle trips to airports, and to examine high occupancy transportation effects on traffic near airports. Ms. Ricard stated that the goal is to identify public transportation airport ground access options for inclusion in the 2012 RTP.

Next, Ms. Ricard reviewed factors that air travelers consider when choosing public transportation over their preferred modes. Ms. Ricard stated the first consideration is the ability of the service to match a chosen flight schedule. Ms. Ricard stated air travelers seek a service with frequency and hours of operation matching their flight schedules which at some airports mean 24 hour a day departures. For example, the Metrolink service from Union

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Station to East Ontario and Riverside is viewed as a low quality option. Assuming there was a shuttle service to Ontario Airport, it would be limited as service is provided only on weekdays and there are only 6 trips per day. This level of service is not viable for air passengers seeking a transportation mode to the airport.

Ms. Ricard stated the Union Station FlyAway from downtown Los Angeles to LAX is an example of a high quality service that air passengers are more likely to use. It operates 365 days per year, 24 hours per day with half hour service most of the day. It was further noted for distance to the airport of 10 to 30 miles headways should be no greater than 30 minutes. For distances above 25 – 30 miles, an hourly headway is acceptable.

Further, Ms. Ricard stated that another factor is travel time, which should be competitive with more commonly used modes. Mrs. Ricard presented a chart showing automobile mode share to Ontario Airport at 91% and 71% to LAX. Additionally, the location of the boarding point affects mode share. Boarding points should be along travelers' traditional route to the airport. Also, there should be sufficient parking at the boarding point to be appealing to travelers.

Further, Ms. Ricard presented a chart showing that daily commuters are the most price sensitive while business travelers are the least sensitive to pricing. Ms. Ricard further stated that for the FlyAway concept to work best, an airport should serve a minimum of 18 to 20 million annual passengers.

Ms. Ricard concluded her presentation with a list of current transit projects and their relevance to LAX travelers.

## **6.0 FUTURE AGENDA ITEMS**

Alternatives Evaluation  
Preliminary Regional SCS (Mark Butala)  
Express Choice Study  
Freight Works Study

## **7.0 ADJOURNMENT**

The meeting adjourned at 4:10 p.m. The next meeting of the Plans & Programs Technical Advisory Committee will be held on Tuesday, September 13, 2011 from 1:30 p.m. to 4:30 p.m.

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