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MEETING OF THE

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Wednesday, October 12, 2011
1:30 p.m. – 3:30 p.m.**

**SCAG Offices
818 West 7th Street, 12th 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 or 213-236-1866.

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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

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October 2011

Charlie Larwood, Chair

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Lori Abrishami
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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 De George

Steve Smith
Terry Roberts
Ty Schuiling
Valarie McFall
Valerie Edwards

Representing

Antelope Valley AQMD/Mojave Desert AQMD
San Gabriel Valley COG
South Coast AQMD
Orange County Transportation Authority
WRCOG
Orange County COG
SCAG Regional Special Districts
OCCOG
Westside Cities COG
Port of Long Beach
Morongo Band of Mission Indians
Arroyo Verdugo
Ventura County APCD
Move LA
OCTA
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 Department 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
San Bernardino Associated Governments
Air Resources Board
San Bernardino Associated Governments
Transportation Corridor Agencies
Los Angeles Unified School District

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE OCTOBER 12, 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 September 13, 2011 P&P TAC Meeting 1

- 5.0 **DISCUSSION ITEMS**
 - 5.1 Environmental Justice Analysis Framework and Methodology **Presentation: 5 min**
(Frank Wen, SCAG Staff) **Discussion: 10 min** **11**

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

 - 5.2 SCAG Draft Public Participation Plan Amendment Number 3 **Presentation: 5 min**
(Angela Rushen, SCAG Staff) **Discussion: 5 min**

 SCAG staff will provide an update on the public comment period for the draft public participation plan.

 - 5.3 RTP Alternatives Description **Presentation: 15 min**
(Naresh Amatya, SCAG Staff) **Discussion: 10 min**

 SCAG staff will provide an update on the RTP Alternatives.

* Attachment under separate cover

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE OCTOBER 12, 2011

TIME *PG#*

6.0 **FUTURE AGENDA ITEMS**

- ◆ Potential Recommendations from the Freight Works Study
- ◆ Congestion Pricing Update
- ◆ Preliminary Modeling Results
- ◆ East-West Corridor Business Plan

7.0 **ADJOURNMENT**

The next meeting of the P&P TAC will be Tuesday, November 8, 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

September 13, 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 September 13, 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
Lori Abrishami	Los Angeles County Metro
Sarah Jepson	Los Angeles County Metro – Alternate
Franklin Dancy	Morongo Band of Mission Indians
James Camarillo	Caltrans District 8 – Alternate
Marianne Kim	American Automobile Association
Steve Smith	San Bernardino Associated Governments
Monica N. Soucier	Imperial County APCD – Alternate
Mark Baza	Imperial County Transportation Commission
Melissa Joshi	Caltrans District 7
Genie McGaugh	Ventura County APCD
Ty Schuiling	San Bernardino Associated Governments
Michael Hollis	Metropolitan Water District of Southern California
Marc Seferian	Las Virgenes/Malibu COG
Gloria Ohland	Move LA
Mike Behen	North LA County - North – Alternate
Diana Chang	Westside Cities COG
Maureen El Harake	Caltrans District 12
Grace Alvarez	Riverside County Transportation Commission - Alternate
Kathryn Higgins	South Coast AQMD – Alternate
Richard Kite	North LA County – North

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
Lisa Webber	North LA County – South
Terry Roberts	Air Resources Board
Carol A. Gomez	South Coast AQMD
Kerry Cartwright	Port of Los Angeles
Marlon Boarnet	UCI Department of Planning, Policy and Design
Valarie McFall	Transportation Corridor Agencies
Ryan Snyder	Non-Motorized Transportation
Kevin Viera	Western Riverside COG
Eric Shen	Port of Long Beach
William Gayk	Riverside County Planning Department
Dave Simpson	Orange County COG
Valerie Edwards	Los Angeles Unified School District
Mark Roberts	Caltrans District 8
Kim Fuentes	South Bay Cities COG
Gregory Nord	OCTA
Everett Evans	Caltrans District 12 – Alternate
Fred Zohrehvand	Arroyo Verdugo
Jolene Hayes	Port of Long Beach – Alternate
Karen Heit	Gateway Cities COG – Alternate
Larry Stevens	San Gabriel Valley COG – Alternate
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
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 1:30 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 5.4.

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 August 10, 2011 P&P TAC Meeting

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

5.0 DISCUSSION ITEMS

5.1 2012 RTP/SCS Workshop Summary

Mark Butala, SCAG Staff, provided an update on the 2012 RTP/SCS public workshops. Mr. Butala stated 18 workshops have recently been completed which brought together stakeholders and the public to receive their input on the different strategies under consideration for the 2012 RTP/SCS. Mr. Butala stated each workshop was approximately three hours in length and

reviewed 4 different scenarios and how their various components would interact as a part of the Regional Transportation Plan. Mr. Butala stated each workshop began with staff presentations. At the conclusion of the presentations participants were broken into smaller groups of 8 to 10 to further discuss their priorities and objectives for the 2012 RTP/SCS. Once the smaller group discussions were completed a representative from each group reported the results and the key issues that emerged.

Mr. Butala stated an additional 17 questions were presented to participants to gather further input on the various elements of the plan being considered. At the conclusion of each workshop the results of the polling and a transcription of the small group discussions were placed on the SCAG Web site. Mr. Butala stated the responses are being analyzed including a cross tabulation to compare responses received from the different geographic areas. Mr. Butala stated the results of the workshops will be coalesced and presented to the Joint Policy Committee and the Regional Council during the October meeting.

Mr. Butala stated the next round of public outreach workshops will take place after the release of the draft RTP in December 2011. Mr. Butala stated these workshops will be targeted toward elected officials. It is expected there will be two workshops per county for a total of 12 workshops.

Chair Larwood led the committee through a discussion. Chair Larwood asked about the specific dates of the next round of workshops. Mr. Butala stated those would be scheduled soon and it is anticipated they will take place at the start of 2012 after the holidays.

Miles Mitchell, City of Los Angeles, asked about the distinction between a small lot and a large one. Mr. Butala stated those 5,500 feet and greater are considered large lots. Mr. Mitchell asked about the difference between mix use walkable and urban infill. Mr. Butala stated differences relate to mix of uses, intensity of uses and density with urban infill having the greater concentration of density.

5.2 **Proposed User Fee Revenue Estimates**

Tarek Hatata, System Metrics Group, presented a report on proposed user fee revenue estimates. Mr. Hatata stated this presentation is a follow-up to previous analysis which shows a \$45 billion deficit for committed transportation projects through 2035. Mr. Hatata stated there is a continuing effort to examine revenue opportunities from strategies including cordon pricing and a HOT lane network. Mr. Hatata further added it is anticipated revenue generated from a use fee would be returned to the area where it is sourced.

Mr. Hatata stated today's presentation will examine two potential broad-based revenue sources; 1) gas tax (new regional gas tax) 2) use base fee (a mileage based fee to replace or augment gas taxes).

Ty Schuiling, San Bernardino Associated Governments, stated it is important for the committee to remain aware that in addition to the \$45 billion funding gap related to committed projects there is also a funding gap for Maintenance and Operations which totals approximately \$156 billion. Mr. Schuiling stated it would be useful to include the M & O shortfall as part of the RTP to enhance understanding among stakeholders of the two distinct deficits by crafting a message that presents the \$45 billion as additional to the greater deficit related to M & O.

Next, Mr. Hatata presented a graph which shows revenue estimates from 2011 to 2035 based on a 26 cents per gallon regional gasoline tax and a one cent per mile use fee. The revenue from each source is presented side by side for each year. Mr. Hatata noted as the trend of fuel efficiency increases revenue from gasoline tax decreases steadily through 2035. Additionally, revenue from the one cent per mile use fee increases through 2035 as VMTs increases with population growth.

Mr. Hatata stated if revenue sources are kept at current levels there will be a steady decline in revenue from gasoline tax as vehicle fuel efficiency increases. The decline of revenue due to a loss of gas tax funding is projected to be \$12 billion over the life of the RTP. Mr. Hatata stated in order to recover lost revenue an increase in the gasoline tax would be needed or revenue would need to be supplemented with, for example, a per mile use fee.

Mr. Hatata next presented a graph showing revenue projections based on a 2.7 cents per mile use fee and no increase in gasoline tax. Mr. Hatata stated a use fee of 2.7 cents per mile would replicate 2011 revenue and generate revenue of \$26 billion through 2035. Next, Mr. Hatata presented a graph showing projected revenue using a 2.7 cents per mile use fee with a yearly increase of 2% to offset inflation. This would provide revenue of \$61 billion through 2035.

Mr. Hatata stated the average driver would not notice a significant difference in fees paid as a 2.7 cents per mile fee would replace increases in gas tax. The only increase would be an additional 2% yearly to reflect inflation.

Chair Larwood led the committee through a discussion. Steve Smith, San Bernardino Associated Governments, referred to Table 3 of the 2008 RTP which identifies specific financing strategies and asked which of those would be carried over to the 2012 RTP. Mr. Hatata stated those decisions are made by policy makers and it is difficult to determine at this point how they may decide.

Marianne Kim, American Automobile Association, asked how the VMT fee would be applied if, for example, one county did not want to participate. Mr. Hatata stated if a county did not want to participate it would be exempted.

Wally Siembab, South Bay Cities COG, asked if a list can be provided which matches current projects with anticipated revenue to get a view of what can be achieved with available revenue streams. Ty Schuiling, San Bernardino Associated Governments, stated it would be valuable to the committee to see a scenario which provides a list of projects that can be programmed based on current revenue. Marianne Kim, American Automobile Association, agreed and asked if an analysis can be provided that lists projects on a per county basis.

5.3 **East-West Corridor Update**

Tarek Hatata, System Metrics Group, presented an update on the East-West Freight Corridor. Mr. Hatata stated SCAG staff has been examining the implementation of a dedicated east-west freight corridor to address the flow of freight in the region. Mr. Hatata stated the benefits of a dedicated freight

corridor include; 1) Reduced congestion for trucks and automobiles, 2) Reduced truck traffic on general purpose lanes, 3) Better facilitation of economic growth, 4) Improved safety by reducing truck and automobile interactions, 5) Reduced emissions and adverse health impacts, and, 6) It serves as a catalyst for advanced technologies.

Mr. Hatata stated analysis has yielded a preferred alternative which is a hybrid route using the San Jose Creek channel which is adjacent to SR-60. Mr. Hatata stated this route has emerged as the preferred alternative as it offers the following benefits; 1) It avoids significant residential property impacts, 2) It offers good connectivity to warehouse and manufacturing facilities, 3) It reduces traffic on parallel routes and it reduces overall as well as heavy truck delays, 4) It provides an opportunity to improve the flood control channel, 5) It provides an opportunity to redevelop UP-adjacent industrial property between I-710 and I-605 and to mitigate rail impacts in the area.

Mr. Hatata stated the next steps include development of a financial plan which involves an examination of the cost and revenue that can be generated through tolls and the subsidy required to fill the gap between cost and potential revenue. Additionally, it will review total benefits and determine if those outweigh costs.

Chair Larwood stated it is useful to remain cognizant that including a project in a major investment study does not indicate it will be built as planned, only that it is proven to be plausible. Further, Chair Larwood stated before a project such as this is begun there will need to be a lead agency, completed technical studies, an approved environmental document and community support.

Mr. Hatata stated this is a multi-county effort which increases planning and implementation complexities. Additionally, the financial and institutional framework for the proposed east-west freight corridor will be significantly more challenging than the I-710 project.

5.4 **Alternatives Analysis Framework Update**

Naresh Amatya, SCAG Staff, presented an update on Alternatives Analysis Framework. Mr. Amatya stated today's presentation is a revised version of previous RTP alternatives presented to the committee. Mr. Amatya further stated there are currently three alternatives that will be modeled using SCAG's travel demand models. They are currently titled; 1) Business as Usual, 2) Progressive Alternative, and, 3) Environmentally Superior Alternative. In addition, an Energy Cost Increase Alternative will be examined assuming doubling of fuel costs by 2035.

Mr. Amatya added the primary differences among alternatives relate to 1) Socio-economic data (SED), 2) congestion pricing and revenue generation strategies, 3) incremental spending from new revenues on transportation preservation, transit, environmental mitigation, regional projects and non-motorized.

Mr. Amatya stated the Business as Usual Alternative can be viewed as a modified 2008 RTP, amendment number four. The funding gap and preservation shortfalls would be addressed by various sources such as toll revenue on 710 truck lanes and an increase in gas tax commensurate with historical trends. There would be no additional regional projects or strategies beyond the 2008 RTP. Mr. Amatya stated this alternative will be examined for its ability to achieve conformity, address SB 375 goals and overall system performance.

Mr. Amatya stated the Progressive Alternative builds upon the Business as Usual Alternative by incorporating additional pricing strategies such as HOT lane networks and cordon pricing. It also includes Phase I of the High Speed Rail Proposal which links Palmdale to Union Station and further to Anaheim in our region. It also seeks to maintain the roadway system at its current condition and it intensifies strategies for non-motorized transportation and TDM. Mr. Amatya stated the Progressive Alternative would be examined on its impact on transit mode share, how many trips are eliminated, its effect in reducing VMT, congestion and greenhouse gasses.

Mr. Amatya stated the Environmentally Superior Alternative builds on the Progressive Alternative with an increased effort in land use beyond locally supported versions, congestion pricing strategies, increased effort in transit with increased funding for rail extensions and reduction of headways on

selected routes as well as increased funding for non-motorized transportation.

Ty Schuiling, San Bernardino Associated Governments, asked how the aviation strategy differs among alternatives. Mr. Amatya stated efforts are continuing with the Aviation Demand Forecast and three primary scenarios are being considered with the principle scenario likely being based on the 2008 RTP constrained plan based on 145 million air passengers for the region. Mr. Amatya further stated that staff anticipates assuming the same aviation demand scenario for the all the alternatives.

Mr. Amatya stated the Energy Cost Increase Alternative will be built on the 2008 modified strategy and changes fuel cost to look at the potential impacts of a dramatic increase in fuel prices. This alternative will be examined for its impact on SB 375 conformity, change in transit mode share, the number of trips eliminated, reduction in congestion, VMT and greenhouse gasses.

Ty Schuiling asked if the \$8 per gallon fuel cost noted in the Energy Cost Increase Alternative is based on 2010 dollars or 2035. Mr. Amatya stated it is based on 2010 dollars. Mr. Schuiling stated perhaps the better comparison, rather than comparing the effect of increased fuel cost relative to the 2008 RTP (Business as Usual Alternative), it would be more beneficial to examine the ability of a progressive strategy in adapting to dramatically increased fuel costs. Mr. Schuiling stated examining the progressive strategy along critical vectors of technology shifts such as vehicle electrification may yield more critical data when examining the effects of higher energy cost. Tarek Hatata stated this may be a useful exercise although time constraints are a factor during this evaluation period.

Mark Butala, SCAG Staff, continued the presentation with a review of SED and land use approaches corresponding to the current alternatives. Mr. Butala stated the Business as Usual Alternative approach is described as locally supported SED and is based on the most current growth forecast and was developed from discussions between SCAG Staff and local officials. It reflects the most current local general plans and land use data.

Mr. Butala stated the Progressive Alternative is currently described as Locally Supported SED – Enhanced. This is based on the locally supported SED but it reflects ongoing conversations with key jurisdictions with strategic growth opportunity areas such as growth centers and transit

corridors which may potentially accommodate additional growth. Additionally, there have been discussions with jurisdictions at the periphery of the region which think their growth totals may be too high and may not have the level of employment to accommodate additional growth. These are needed to remain consistent with regional totals.

Mr. Butala stated the Environmentally Superior Alternative is based on the locally supported SED enhanced. Then, seeks to potentially implement additional shifts of jobs and households across jurisdictions to achieve better jobs/housing balance in an effort to reduce commute trip distances and potentially increasing densities to a greater level around some fixed guideway transit systems.

Gail Shiomoto-Lohr, City of Mission Viejo, made a public comment. Ms. Shiomoto-Lohr stated she is proposing a general comment for staff regarding funding for High Speed Rail. Ms. Shiomoto-Lohr further stated should High Speed Rail funding falter at the federal level does that open the process to funding flexibility in the 2012 RTP.

Chair Larwood concluded this item after brief additional discussion.

5.5 **Environmental Justice Analysis Framework**

Due to time constraints this item was moved to the October 12, 2011 meeting.

6.0 **FUTURE AGENDA ITEMS**

Modeling Results
Congestion Pricing Update
East-West Corridor Business Plan

7.0 **ADJOURNMENT**

The meeting adjourned at 3:54 p.m. The next meeting of the Plans & Programs Technical Advisory Committee will be held on Wednesday, October 12, 2011 from 1:30 p.m. to 3:30 p.m.
