

Agenda items for this meeting included:

1) RTP Development Process and Integration of Goods Movement Plan, 2) I-710 Tolling Analysis Update (LA County Metro), 3) East-West Freight Corridor, 4) On-Road Emissions Reductions, and 5) New Technology Alternatives for Line-Haul Freight.

### **RTP Coordination Summary**

Goods movement plan needs to be prepared between May – July to be incorporated into the 2012 RTP draft, due in November. The steering committee meetings will be scheduled on a monthly basis and begin to collaborate with our transportation committee. Staff will be reporting to SCAG's Transportation Committee on the project progress.

Information on rail technology will be presented at the next meeting along with freight rail volume simulation results. The relationship of environmental strategies for both truck and rail will be discussed in subsequent meetings.

### **I-710 Tolling Analysis Update**

LA County Metro has evaluated all their projects in the long-range plan to identify potential projects for Public Private Partnership (PPP) opportunities. Out of 14 PPP potential projects, 6 initial projects were selected: 3 transit and 3 highway projects. Metro is currently conducting a strategic assessment of these projects, evaluating risks and the potential for PPP implementation. Some preliminary assessment of the I-710 project was discussed; nevertheless, further tolling analysis is anticipated over the next few months.

Options for alternative technology power sources such as underground vehicle charging were not included in this analysis due to a lack of data availability. However a participant commented that Calstart, AQMD and Metro are initiating evaluation of zero emission technologies. This effort may provide valuable information regarding costs.

A participant commented on a need to revisit the mixture of conventional trucks and zero-emission trucks for tolling purposes. In ten years, there will be high penetration rates for hybrid trucks and ZEVs among the truck population. At that time, tolling such trucks needs to be considered.

### **East-West Freight Corridor**

Three major components for the RTP highway strategies on goods movement:

- 1) freight corridor option
- 2) Critical freight bottlenecks--addressing congestion hotspots pertinent to truck traffic.
- 3) Truck emission reduction – is the freight corridor an exclusive element of the emissions strategy or should we evaluate broader approach to capture various truck markets?

Additional key questions included:

- Do nothing is one option, but is this an acceptable option?
- Additional criteria have to be considered to determine regional freight mobility needs

A criterion for success includes identification of community benefits. Our latest findings from SCAG's recent work on port origin-destination surveys and locations of industrial land use distribution show that East/West corridor is going to serve a different market than direct port-related truck traffic. The East/West corridor is going to serve secondary international cargo trips, domestic cargo trips and miscellaneous urban goods movement.

The RTP is subject to the federal fiscal constraint requirements. As such, this project may be categorized under the unconstrained portion of the Plan; however, SCAG staff believes it is important to continue analysis and discussion on defining an alignment.

The project team's approach is to remain technology neutral; however we have to be cognizant of the technology options that can relate to various market segments. The location of freight – intensive land uses throughout the region indicates the need for more than a corridor based approach to addressing air quality impacts. Widespread vehicle based technology options may be more appropriate to capture a larger market and yield larger benefits for the region.

A participant suggested exploring a mid-point in terms of technology since solely rail or fixed guideway systems seem difficult to implement. Also, if a right-of-way is identified, then it might be easier to identify what technology will fit into the right-of-way.

Comments were made regarding community concerns from San Gabriel Valley specific to the SR-60 alignment. The SCAG project team was cautioned to be sensitive about the SR-60 alignment until inputs are received from the impacted communities. They may also be suggestions for different evaluation criteria than what have been considered to date. To gain more credibility, the communities need to be included in the transportation planning process, especially when there are multiple conflicting projects being proposed or debated over the same alignments.

A participant requested a project road map to a true decision point, which will lay out the interaction of all the analysis to date, evaluation criteria, and other pending items for agreements. The project team suggested developing a white paper to document a clear picture of the "No-project alternative" and a clear process for key decisions in order develop a goods movement strategy for consideration by the SCAG Regional Council for inclusion in the 2012 RTP.

### **On-Road Emissions Reductions**

This presentation was intended to provide information on major drivers of truck emissions and to receive input on potentially a larger policy strategy on how to address emissions reductions.

How should the region implement different mitigations? What should the scope of mitigations be? Should it be infrastructure/corridor or vehicle based? Mobile sources contribute to 90% of NOx emissions. Goods movement is responsible for 42% of NOx, 12% of PM 2.5 and 54% of Diesel PM, and trucks contribute a greater share of emissions than other modes.

Much of the work done for the I-710 projects will be included in this study including new public perspectives on ultrafine particulates and any secondary impacts such as truck diversion due to tolling.

Vehicle based technology offers the benefit of capturing a greater portion of regional VMT as opposed to an infrastructure based approach. Regardless of the approach/technology, the air quality benefit has to outweigh the tradeoffs. Cost effectiveness for both public and private entities has to be taken into consideration.

A need for legislative or regulatory action at both federal and state level was highlighted as a means to pursue technology deployment to reduce emissions. Incentives tend to have smaller impacts. The port truck program is a good example of how mandates may be more effective than market incentives.

### **New Technology Alternatives for Line-Haul Freight**

This presentation was based on the work of several previous studies; ZECMS (POLA/LB), and I-710 EIR/EIS. This is a review of literature focusing on three families of technology; 1) self contained power, 2) wayside power, and 3) Intelligent Transportation System. The objective of electric battery truck systems evaluated for the I-710 EIR/EIS focused on vehicles that could operate with electricity on a fixed guideway then switch to battery for other operations. Rail technologies were not covered in this presentation and will be addressed at a later meeting. Some technology products may have elements or features that can be used in other technology products or systems. Findings of the literature review are:

There is no currently viable product for a zero-emission system. A zero local emission technology will need to be a synthesis of multiple technologies.

Terminal, near-dock, off-dock, or a regional system has different objectives and therefore technology needs. Currently evolving technologies might be better than a new never-tested technology. Flexibility and adaptability are required.

We need to make a decision about who will use the system and if standard trucks will have access to facilities. We need to more clearly define the specifications that are needed for this technology.