Environmental Factors" (PEF): (1) Ease of street crossings; (2) sidewalk continuity; (3) local street characteristics (grid vs. cul de sac); and (4) topography. The study demonstrates that vehicle trips per household decline as much as 30% with increases in PEF (see "Figure 9"). 1000 Friends of Oregon, *Making Land Use Transportation Air Quality Connections, The Pedestrian Environment*, Vol. 4A (Dec. 1993)(at www.bts.gov/ntl/docs/tped.html). A study by Susan Handy related that residents in an older community in the San Francisco area walked to the supermarket more than sprawling subdivisions, and the pedestrian mode share was at 8% (Handy, "Understanding the Link Between Urban Form and Nonwork Travel Behavior," *J. Planning Education & Research* 15:183-198 (1996)).

Other studies demonstrate trip reductions for mixed use/transit-oriented/new urbanist development (see Crane, ''Cars and Drivers in the New Suburbs: Linking Access to Travel in Neotraditional Planning," 62 *APA Journal* 51 (Winter 1996)(summarizing studies). Some studies have shown that mixed use development can reduce trip generation rates by as much as 25%. Cervero, "Land-Use Mixing and Suburban Mobility," *Transportation Quarterly* (citing Colorado/Wyoming Section Technical Committee, "Trip Generation for Mixed Use Developments," *ITE Journal* 57, 2 (1987): 27-32). An American Society of Civil Engineers simulation study estimated that Traditional Neighborhood Development (TND) produces 57% of the Vehicle Miles Traveled (VMT) of a conventional suburban development, with a 9.78% reduction in the Volume to Capacity ratio (V/C) for arterials (0.83 v. 0.92), a 7.45% reduction for collectors (0.87 v. 0.94), and 4.55% reduction for local streets (0.22 v. 0.21) (American Society of Civil Engineers, *Traditional Neighborhood Development-Will the Traffic Work?* (ASCE 1990)(summarized on Bookout, "Neotraditional Town Planning: Cars, Pedestrians & Transit," *Urban Land* (Feb. 1992), at 10, 15)). Further, conventional suburban neighborhoods were found to have trip rates 60% higher than traditional neighborhoods in San Francisco Bay area (Crane, *supra*). A study by Handy in San Francisco was inconclusive about substitution, but her later studies in Austin confirmed that many walk trips do substitute for car trips.

Some studies have documented that residents of older neighborhoods travel less in terms of mileage and number of trips (Handy (1996), supra; Friedman, Gordon & Peers, "Effect of Neotraditional Neighborhood Design on Travel Characteristics," *Transportation Research Record* 1466: 63-70 (1993); Holtzclaw, *Explaining Density and Transit Impacts on Land Use* (Presented by the Natural Resources Defense Council and the Sierra Club to the State of California Energy Resources Conservation and Development Commission, April 19, 1990); Kitamura, Ryuichi, Mokhtarian & Laidet, *A Micro-Analysis of Land Use and Travel in Five Neighborhoods in the San Francisco Bay Area* (Institute of Transportation Studies, University of California at Davis, Nov. 1994)).

Publication/Article	Description	Findings		
		Trip Generation	Trip Length	Other
1000 Friends of Oregon, Making Land Use Transportation Air Quality Connections, The Pedestrian Environment, Vol. 4A (Dec. 1993)(at	Utilized Western Bypass around Portland Oregon; identified alternate land use	Model suggests that a 10% reduction in the VMT can be achieved with a region-wide increase in the quality		Unlike other determinants of travel behavior, the built environment can

Publication/Article	Description	Findings		
		Trip Generation	Trip Length	Other
www.bts.gov/ntl/docs/tped.html)	development patterns that reduce travel demand & increase use of alt. travel modes; developed reliable transportation modeling that forecast travel behavior assoc. with the alternate land use patterns	of pedestrian environments to a level comparable to Portland's most pedestrian oriented zones.		be modified by public policy and investments.
Kulash, "Traditional Neighborhood Development-Will the Traffic Work?" American Society of Civil Engineers, (ASCE 1990);	Addresses traditional neighborhood design in relationship to traditional traffic planning criteria: vehicular capacity, travel speed, and safety.	TND has a superior traffic capacity unrelated to travel demand reduction.	Superior capacity is unrelated to reduction of travel distances. TND has shorter trip lengths. TND has lower trip speed, but comparable trip time to conventional suburban development.	TDN offers greater route alternatives. There are no criteria that measure livability.
Bookout, "Neotraditional Town Planning: Cars, Pedestrians & Transit," Urban Land (Feb. 1992), at 10, 15.	Notes a 1990 ASCE hypo found that a 700 acre TND had 57% VMT of conventional development applicable only to trips internal to the development	ASCE does not estimate # of trips generated by a TND design.	Nationwide VMT increased 41% b/t 1983 and 1990, pop. Increased by 6%.	
Cervero & Kockelman, "Travel Demand and the 3Ds: Density, Diversity, and Design, Transportation Resource-D, Vol. 2, No. 3 (1997)	Expectation: density, diversity, and pedestrian orientated design should lower personal vehicle trip rates. Studied 50 San Francisco neighborhoods.	Compact, mixed-use, pedestrian friendly designs can "degenerate" vehicle trips. It was 56% more likely a person would drive alone to a neighborhood shop if all buildings are surrounded by front and side lot parking versus if all buildings have rear lot parking. Vehicle usage generally increases with non-work trip distance. Paid parking within neighborhoods can encourage people to walk to shops and other non-work destinations.	Compact, mixed-use, pedestrian friendly designs can "degenerate" vehicle trips. Neighborhood retail stores that were vertically mixed verses neighborhoods with retail with no vertical mix averages 11.1 fewer vehicle-miles-traveled (VMT) per household per day. Neighborhoods with all four-way stop intersections verses all three-way stop intersections averages 32 fewer VMT per household each day. Four-way intersections encourage walking and non-motorized trips by providing controlled street crossings and more access points.	Model suggests that plentiful neighborhood retail shops and pedestrian oriented designs, not residential densities, are significant factors in encouraging people to commute by transit & non-motorized means.
Cervero, "Land-Use Mixing and Suburban Mobility," Transportation Quarterly (1988)	Utilizes Institute of Transportation Engineers *Trip Generation Manual* to look at effects of a hypothetical 1,000 sf mixed-use development compared to same	A mix of 25,000 sf of office, 25,000 sf of R&D, 40,000 sf of multi-family residential and 10,000 sf of specialty retail would drop trip generation by 18.7 percent and spread		Trips are more evenly spread across the day in the mixed-use project reducing peak-hour volumes.

Publication/Article	Description	Findings		
		Trip Generation	Trip Length	Other
	square footage of general office space.	trips more evenly across the day.		
Colorado/Wyoming Section Technical Committee, "Trip Generation for Mixed Use Developments," ITE Journal 57, 2 (1987): 27-32)	Study purpose to determine whether trip generation rates for mixed-use development are lower than those predicted by strict application of ITE rates.	Total daily trips generated by a mixed-use site can be accurately estimated using ITE rates. An 8% differential found in the study determined not to be statistically significant. Peak hour trip generation for mixed-use based on ITE rates may be overestimated by average of 2.5%.		
Crane, "Cars and Drivers in the New Suburbs: Linking Access to Travel in Neo-traditional Planning," 62 APA Journal 51 (Winter 1996);	Crane is skeptical about the benefits of a grid-like subdivision form. He thinks shorter trips will be offset by more trips and traffic benefits are more likely the result of "traffic calming" and cluster destinations. He notes a lack of empirical studies.			
Friedman, Gordon & Peers, "Effect of Neo-traditional Neighborhood Design on Travel Characteristics," Transportation Research Record 1466: 63-70 (1993)	Comparison of trip generation reported by residents of pre-World War II and post-war residential developments.	Traditional households generate 25% fewer daily trips by all modes than suburban households, and 32% fewer auto-driver trips.		Variable factors: proximity and access to large employment concentrations; internal jobs-housing balance; individual neo-traditional design characteristics; amount of free parking; transit quality
Holtzclaw, "Using Residential Patterns and Transit to Decrease Auto Dependence and Costs" (1994)	28 communities in CA were analyzed regarding 4 factors; 1) residential density, 2) transit access, 3) neighborhood shopping, 4) pedestrian access. Goal: to allow at least one method of calculating annual transportation cost savings for an individual house or neighborhood compared to a base case of a typical low density suburb.	Findings: communities with double the density will have 25-30% less driving per family when the impacts of all conditions generally accompanying higher density are included. (better transit more local shopping, and pedestrian friendly environment.		Variations in automobile usage per household and in personal transportation costs between communities can be quantified fairly accurately through two equations defined.
JHK & Associates. Transportation-Related Land Use. Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study, Final Report. Sacramento: California	Analysis of trip generation and VMT for various communities in San Francisco Bay region.	Trips ranged from 210 per person per year in downtown San Francisco to 900 in suburban Walnut Creek (328%	VMT ranged from 1,560 in downtown to 6,940 in suburban area (344% difference)	Automobile mode share ranged from 40% in San Francisco to 66% in suburban area

Publication/Article	Description	Findings		
		Trip Generation	Trip Length	Other
Air Resources Board, June 1995.		difference)		
Kulash, Anglin, & Marks, Traditional Neighborhood Development: Will the Traffic Work?, Development 21 (July/Aug.), 21-24	Simulation of conventional versus traditional neighborhood forms		57% reduction in VMT	
Moudon & Hess, et al., Effects Of Site Design On Pedestrian Travel In Mixed-Use, Medium-Density Environments (May 1997, Report No. WA-RD 432.1);	Effect of site design characteristics and safe pedestrian systems on incidence of pedestrian travel in mixed-use, medium density environments.			Holding other variables constant, urban versus suburban difference in route directness and completeness of pedestrian facilities (block size, sidewalk length, etc.) affects pedestrian volume. Avg. urban pedestrian volume: 37.7 pedestrians/hr. Avg. suburban volume: 12.5 pedestrians/hr.
Kitamura, Mokhtarian, Laidet, "Micro Analysis of Land Use and Travel in Five Neighborhoods in San Francisco" (Institute of Transportation Studies, University of California at Davis, Nov. 1994).	Premise: attitudes and lifestyle choices are relevant to the selection of a neighborhood and to travel behavior. Concludes that trip generation is largely determined by demographic and socio-economic factors, not land use.			Eight attitude factors: Pro-environment, pro-transit, suburbanite, automotive mobility, time pressure, urban villager, transportation control measures, workaholic.
Parsons, Brinckkerhoff Quade and Douglas Inc., "Building Orientation" – supplement to Pedestrian Environment Vol.4B, 1994.	Setback and building orientation of commercial structures, as they influence household vehicle miles of travel (VMT).	Number of trips by transit increase as proportion of buildings oriented toward street, i.e. pre-1951, increases.	An increase in residential density from 3 to 4 households per zonal acre corresponds to decrease of .8 miles in household vehicle travel. An increase of 30% in the proportion of commercial bldgs. in the zone built pre 1950 corresponded to a decrease of 1.3 miles (5%) in daily household VMT.	Variation in Portland building orientation at zonal level can account for changes of 10% or more in VMT per household.
Pushkarev & Jeffrey Zupan, Public Transportation and Land Use Policy (1977)	Study addresses relationships between urban densities, transit demand, and public transportation supply.	Density of 7 to 30 dwellings/acre is needed to sustain significant transit use in range of 5-40% of all trips. Density exceeding 60 dwellings/acre results in 50% of trips are made by public transportation. The higher the density of the non-residential destination the greater		

Publication/Article	Description	Findings		
		Trip Generation	Trip Length	Other
		the likelihood that auto owners will use transit.		
Frank & Pivo, Relationships between Land Use and Travel Behavior in the Puget Sound Region, WA St Trans Center, Seattle, 1994.	Greater employment density, population density, land-use mix and job-housing balance are associated with less auto use.	Significant movement from single occupant vehicles (SOV) to other modes does not occur to thresholds are met. Work trips: 50-75 employees/gross acre or 12 dwellings units per acre. Shopping trips: 75 employees/gross acre or 20 dwelling units per acre.	Population density, employment density and land-use mix at trip origins were all negatively correlated with trip distance.	
U.S. Department of Transportation, Federal Highway Administration, " 1990 Nationwide Personal Transportation Survey".)	National survey of travel characteristics	Sprawling development patterns increased trip generation by 25% nationally	Sprawl increased average trip distance by 38%	

1. Capital Costs

a. Urban Highways

The reduced trip lengths for compact development, documented above, leads to a direct saving to the community for roads and highways. These cost savings are manifested in several different ways. First, compact development requires fewer lane-miles of roadways than more efficient, compact development patterns. By reducing road lengths, fiscal impacts for capital costs are reduced. Further, environmental impacts are reduced because compact development patterns require significantly less impervious surface.

Second, the reduced impervious surface coverage produces savings in roadway maintenance. As cars and trucks travel longer distances, increased demands are placed on pavement, drainage and other maintenance needs. These increased demands occur over increasingly longer distances. Federal Highway Administration data indicate that over 70% of the nation's roads are in poor, mediocre or fair condition.[155] The diversion of road monies to capital costs diverts monies available for maintenance. These include costs not only to expand and widen roads, but also to add turn lanes to service uncontrolled growth along collector and arterial roads.[156] The reduced road mileage and impervious surface resulting from transit supportive development in Palmdale avoids this spiraling effect of capital expansion coupled with deferred roadway maintenance.

Third, compact development patterns minimize the growth inducing impacts of new development. These include minimizing new highways to other locations, and the phenomenon of "induced travel." Induced travel refers to increase in vehicular travel

[155] Surface Transportation Policy Project, Decoding Transportation Policy & Practice #9, "The State of Our Nation's Roads: Half of All Major Roads Are in Less Than Good Condition" (January 30, 2003), citing Federal Highway Administration. Highway Statistics Series 1997 and 2001. Table HM-64.
[156] Maine State Planning Office, at 9.

produced by an increase in highway expansion. A 1997 study identified a 0.6 – 0.7% increase in vehicle miles traveled on state highways for each 1 percent increase in highway miles.[157] This increase can offset the capacity of the incremental highway expansion. Compact development patterns more effectively utilize increases in roadway capacity by providing realistic access to alternative travel modes.

Finally, the environmental impacts of roadway expansions are well documented. These include: degradation of air quality, impairment of water quality associated with deposition of air pollutants, greenhouse gas emissions, traffic noise, and water quality impacts from activities associated with vehicle use such as oil spills.[158] Impervious surfaces collect pollution from the atmosphere, pollution and other sources, contribute to stream warming and impair stream biodiversity.[159] Smart growth patterns that minimize road construction not only avoid these impacts, but also free up land for green infrastructure, such as greenways.

The fiscal benefits of compact development and the costs of sprawl are well documented.[160] Compact development patterns reduce response times for public safety and services such as police, fire, and emergency management. In turn, this allows service providers more time to respond effectively to other events. More effective use of infrastructure also translates into cost savings for the service providers.

b. Emergency Services, Police and Fire Protection

Sprawling development patterns create inefficiencies in providing emergency services and police and fire protection. This is attributable in part to inefficient roadway patterns and increased distances from existing stations to low density development areas. This has the effect of increasing response times. Due to sprawling development patterns, some states have had to hire more police officers despite a declining crime rate.[161] A 1999 study by Northern Illinois University found that response times for sprawling development were longer than in compact jurisdictions by the following amounts:

Service	Percent increase in response time over compact development
Police	600%
Ambulance	50%

[157] U.S. EPA, supra, at 22; Mark Hansen and Yuanlin Huang, "Road Supply and Traffic in California Urban Areas," Transportation Research-A, 31:3 (1997), pp. 205-218; Transportation Research Board, Expanding Metropolitan Highways: Implications for Air Quality and Energy Use, TRB Special Report 245, Washington, DC: National Academy Press, 1995,.

[158] U.S. EPA, supra, at 25 (citing U.S. Environmental Protection Agency, Office of Policy. Indicators of the Environmental Impacts of Transportation: Highway, Rail, Aviation, and Maritime Transport. October, 1999, EPA 230-R-99-001.)

[159] Schueler, "The Importance of Imperviousness.", in Watershed Protection Techniques Vol. 1, No. 3 (Center for Watershed Protection, Fall 1994).

[160] Burchell, et al. *The Costs of Sprawl—Revisited.* Transportation Research Board, National Research Council, TCRP Report 39, 1998 (summarizing studies); Real Estate Research Corporation (RERC). 1974. The Costs of Sprawl: Environmental and Economic Costs of Alternative Residential Development Patterns at the Urban Fringe: (Volume I: Detailed Cost Analysis; Volume II: Literature Review and Bibliography). Washington, DC: U.S. Government Printing Office.

[161] Maine State Planning Office, at 9.

Fire	33%
Source: A. Ann Sorensen & J. Dixon Esseks, *Living on the Edge: The Costs and Risks of Scatter Development* (DeKalb, Illinois: Northern Illinois University. Center for Agriculture in the Environment; American Farmland Trust, Jan. 1999).	

In addition, sprawling development patterns are associated with an increased frequency of traffic accidents.[162] A recent study reported a difference of 29 fatalities per 100,000 residents between the most and least sprawling areas of the nation.[163] Despite safety improvements in vehicles, sprawling development has increased the amount of traffic safety work required for police.[164]

c. School Buses

The lack of neighborhood schools in sprawling subdivisions increases busing costs. Some states face rising costs to bus children even though school enrollment is declining.[165] The Northern Illinois University study also found that students in sprawling subdivisions spent from 30-58% more time on school buses than those in compact communities.[166] Students in sprawl subdivisions spent 159 hours or 24 equivalent school days per year in buses.

d. Substations

Palmdale's compact development form will also require fewer substations to provide services. As travel time and response times increase, service providers such as fire and police must provide substations and hire new staff persons.[167] This burdens existing public revenues for new capital, operating and salary expenses. This additional burden also constrains the service provider's ability to provide salary increases at competitive levels. This burden makes it difficult for the service provider to retain or to attract qualified personnel. Palmdale avoids these costs by locating residences within a reasonable distance of new fire and other service facilities, with the developer bearing the cost of those facilities.

C. Palmdale is a Regional Transportation Center

Palmdale is positioned as a regional center with a mix of transportation facilities. The City's planning area contains 11 miles of freeway frontage along SR-14. A large portion of the frontage is undeveloped, giving the city ongoing opportunities to attract quality development. A large area (17,750 acres) is designated, as a Regional Airport owned by the City of Los Angeles Department of Airports. More than 12,000 acres of vacant land are adjacent to the Airport site.[168]

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162 Measuring Sprawl, at 20.
163 Measuring Sprawl, at 20.
164 Maine State Planning Office, at 9.
165 Maine State Planning Office, The Cost of Sprawl (May 1997), at 8.
166 Sorenson, supra, at 9.
167 Sorenson, supra, at 8.
168 city's downtown area to provide transit supportive land use development envisioned by the state Transit Village Planning Act. At the same time, existing single family development within and around the city occurs at densities consistent with commuter rail,

and other long-range transportation systems are being furthered by multi-use traditional new development being built within Palmdale. The densities needed to support high speed rail systems are lower than those needed to support light rail and other high capacity transit systems that have more frequent headways and shorter resident-to-employment destinations. High speed rail benefits from executive housing, retirement populations, and workers in high tech industries such as aerospace and software. The Antelope Valley alignment maximizes those opportunities.

The Antelope Valley has an abundant supply of vacant, undeveloped land already served by transportation infrastructure (including arterials, transit, and airports), water, sewer, and other public utilities. By placing high capacity transportation infrastructure in the Antelope Valley, the region can absorb additional growth without extending new infrastructure beyond presently served areas. The Antelope Valley can accommodate this growth without further loss of agricultural lands, environmental resources, and significant increases in trip lengths, air quality degradation, and declines in infrastructure capacity. In addition, the Antelope Valley's existing land use patterns are ideal for high speed rail infrastructure. There are abundant opportunities in the city's downtown area to provide transit supportive land use development envisioned by the state Transit Village Planning Act. At the same time, existing single family development within and around the city occurs at densities consistent with commuter rail, and other long-range transportation systems are being furthered by multi-use traditional new development being built within Palmdale.

High speed rail benefits from executive housing, retirement populations, and workers in high tech industries such as aerospace and software. The Antelope Valley alignment maximizes those opportunities. Palmdale's land use policies support high speed rail because:

- Existing land use patterns are already served by a variety of transportation options and public facilities.
- The City's General plan policies support Smart Growth
- Transit Village Planning Act is available to provide densities that will support ridership at the Palmdale Transportation Center.
- Multi-use traditional new development will create walk ability and transit-supportive land use patterns.
- Appropriate densities are available for sustainable development.
- Appropriate demographics, economic development and revenue sources will support high speed rail utilization.

Conclusion

In summary, the Antelope Valley alignment is superior to the Grapevine alignment on all of the local, regional, state and federal land use environmental and smart growth policies. It protects agricultural resources from accelerated spillover growth, maximizes ridership, and supports regional and local land use patterns. To bypass Antelope Valley would

create an enormous gap between the high speed rail infrastructure and a large population searching for alternative transportation options. The Commission should approve the Antelope Valley alignment as it moves forward with this project.

The Palmdale development does not reflect or promote urban sprawl or leapfrog development. On the contrary it promotes all of the county's existing and draft General Plan objectives by introducing the full complement of Smart Growth techniques.

The Antelope Valley station should be included in order to comply with state smart growth mandates. First, the Antelope Valley alignment furthers state, regional and local smart growth policies. Second, it protects the state's valuable agricultural land from excessive conversion to urban uses. Third, it allocates the population impacts of high speed rail infrastructure in a way that supports regional smart growth policies. Fourth, it puts transportation facilities and related growth in places where infrastructure is already in place. Fifth, it positions the Palmdale Transportation Center as mixed use transportation corridor center. Finally, it takes advantage of local land use policies that already support high speed rail infrastructure and joint development opportunities that will generate revenue and ridership for the system. By approving the Antelope Valley alignment, you will take an important step to implement the state's essential smart growth policies.

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VIII. Palmdale's Land Use Policies Support High Speed Rail Infrastructure

Palmdale's existing land use patterns, coupled with its general plan policies, are ideal for high speed rail infrastructure. There are abundant opportunities in the city's downtown area to provide transit supportive land use development envisioned by the state Transit Village Planning Act. At the same time, existing single family development within and around the city occurs at densities consistent with commuter rail, and other long-range transportation systems are being furthered by multi-use traditional new development being built within Palmdale. The densities needed to support high speed rail systems are lower than those needed to support light rail and other high capacity transit systems that have more frequent headways and shorter resident-to-employment destinations. High speed rail benefits from executive housing, retirement populations, and workers in high tech industries such as aerospace and software. The Antelope Valley alignment maximizes those opportunities.

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USC Lusk Center for Real Estate and Urban Land Institute, Reality Check on Growth (2002).

Palmdale General Plan, at 1-5.

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Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

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STATEMENT OF CERTIFICATION

The signature below certifies that on Thursday June 3, 2004, the Regional Council of the Southern California Association of Governments, by unanimous vote, took action to adopt the Compass Growth Vision and Implementation Framework Program for the six-county, 17,000 square mile Southern California region.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me with reference to the Compass Growth Vision and Implementation Framework Program are true and correct.

Metropolitan Planning Organization (MPO) Authorizing Signature
Mark Pisano, Executive Director

8/25/04
Date

NO. 453

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

June 3, 2004

MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Council of the Southern California Association of Governments held its meeting at the Temecula Creek Inn, Temecula, California. The meeting was called to order by the President Councilmember Ron Roberts, City of Temecula. There was a quorum.

Members Present

Councilmember Ron Roberts, Temecula, President	District 5
Supervisor Hank Kuiper, Imperial County, 1st VP	
Mayor Toni Young, Port Hueneme, 2nd VP	District 45
Councilmember Bev Perry, Brea, Immediate Past President	District 22
Supervisor Marion Ashley, Riverside County	
Supervisor Paul Biane, San Bernardino County	
Supervisor Chris Norby, Orange County	
Councilmember Bonnie Flickinger, Moreno Valley	District 3
Mayor Ron Loveridge, Riverside	District 4
Mayor Lee Ann Garcia, Grand Terrace	District 6
Councilmember Deborah Robertson, Rialto	District 8
Mayor Bill Alexander, Rancho Cucamonga	District 9
Mayor Gary Ovitt, Ontario	District 10
Mayor Lawrence Dale, Barstow	District 11
Councilmember Richard Dixon, Lake Forest	District 13
Councilmember Tod Ridgeway, Newport Beach	District 14
Councilmember Lou Bone, Tustin	District 17
Councilmember Ron Bates, Los Alamitos	District 20
Councilmember Art Brown, Buena Park	District 21
Councilmember Paul Bowlen, Cerritos	District 23
Councilmember Gene Daniels, Paramount	District 24
Councilmember Keith McCarthy, Downey	District 25
Councilmember Frank Gurule, Cudahy	District 27
Councilmember Tonia Reyes-Uranga, Long Beach	District 30
Councilmember Margaret Clark, Rosemead	District 32
Councilmember Paul Talbot, Alhambra	District 34
Councilmember Harry Baldwin, San Gabriel	District 35
Councilmember Llewellyn Miller, Claremont	District 38
Councilmember Paul Nowatka, Torrance	District 39
Councilmember Jim Aldinger, Manhattan Beach	District 40
Councilmember Pam O'Connor, Santa Monica	District 41
Councilmember Dennis Washburn, Calabasas	District 44

Councilmember Thomas Buckley, Lake Elsinore	District 63
Councilmember Debbie Cook, Huntington Beach	District 64
Councilmember Ted Burgnon, Town of Apple Valley	District 65
Councilmember Robin Lowe, Hemet	RCTC
Supervisor Charles Smith, County of Orange	OCTA

Members Not Present

Supervisor Judy Mikels, Ventura County	
Supervisor Zev Yaroslavsky, LA County	
Supervisor Yvonne Burke, LA County	
Councilmember Jo Shields, Brawley	District 1
Councilmember Greg Pettis, Cathedral City	District 2
Councilmember Susan Longville, San Bernardino	District 7
Councilmember Cathryn De Young, Laguna Niguel	District 12
Councilmember Alta Duke, La Palma	District 18
Councilmember Richard Chavez, Anaheim	District 19
Councilmember Isadore Hall, Compton	District 26
Councilmember Judy Dunlap, Inglewood	District 28
Councilmember Bonnie Lowenthal, Long Beach	District 29
Councilmember Dick Stanford, Azusa	District 33
Councilmember Sid Tyler, Pasadena	District 36
Councilmember Tom Sykes, Walnut	District 37
Councilmember Bob Yousefian, Glendale	District 42
Councilmember Glen Becerra, Simi Valley	District 46
Councilmember Carl Morehouse, San Buenaventura	District 47
Councilmember Ed Reyes, Los Angeles	District 48
Councilmember Wendy Greuel, Los Angeles	District 49
Councilmember Dennis Zine, Los Angeles	District 50
Councilmember Tom LaBonge, Los Angeles	District 51
Councilmember Jack Weiss, Los Angeles	District 52
Councilmember Tony Cardenas, Los Angeles	District 53
Councilmember Alex Padilla, Los Angeles	District 54
Councilmember Bernard Parks, Los Angeles	District 55
Councilmember Jan Perry, Los Angeles	District 56
Councilmember Nate Holden, Los Angeles	District 57
Councilmember Cindy Miscikowski, Los Angeles	District 58
Councilmember Greig Smith, Los Angeles	District 59
Councilmember Eric Garcetti, Los Angeles	District 60
Councilmember Antonio Villariagosa, Los Angeles	District 61
Councilmember Janice Hahn, Los Angeles	District 62
Mayor James Hahn, Los Angeles	At-Large
Mayor Bill Davis, Simi Valley	VCTC

Staff Present

Mark Pisano, Executive Director
Jim Gosnell, Deputy Executive Director
Heather Copp, Chief Financial Officer

Colin Lennard, General Counsel
Karen Tachiki, Chief Counsel
Hasan Ikrata, Director, Planning & Policy
Huasha Liu, Acting Director, Information Services
Shelia Stewart, Executive Assistant

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Led by Councilmember Ron Bates, City of Los Alamitos

2.0 PUBLIC COMMENT PERIOD

There were no comments presented at this time. However Councilmember Bates announced his resignation after 30 years of public service. He thanked Regional Council members for their work on regional projects as well as the efforts to accomplish goals for the SCAG region. In addition he thanked SCAG staff for their help and work over the years.

SPECIAL PRESENTATION

President Roberts stated that outgoing Regional Council members as well as Chairs and Vice Chairs of policy committees were presented service awards at the 2004 General Assembly (GA). Mayor Bill Alexander was unable to attend the Awards Luncheon at the GA and was presented a service award by the President for serving as Chair of Community, Economic, and Human Development Committee for year 2004.

3.0 CONSENT CALENDAR

Items 3.1.3 and 3.1.6 were pulled for discussion The remaining consent calendar items were MOVED (Kuiper), SECONDED (Alexander) and UNANIMOUSLY APPROVED

3.1 Approval Items

3.1.1 Approve Minutes of May 6, 2004

It was noted that Supervisor Charles Smith attended the May & June meeting.

3.1.2 Contracts

- National Engineering Technology Corporation (NET)
- Rafiq & Associates

3.1.4 Approve New MOU with Riverside Transit Agency for ITS Transit Project

3.1.5 Approve Joint Meeting with Santa Barbara County Association of Governments to be held in July, 2004

3.1.7 Adopt Resolution #04-453-1 authorizing Executive Director to delegate authority to the Deputy Executive Director

3.1.8 Authorization to Execute MOU between SCAG & Calif. State University LA (CSULA) for grants awarded to CSULA by the FTA

3.1.9 Approve Submittal of Letter Supporting House & Senate Bill Provisions to Fund Transportation Programs for Indian Reservations in the Reauthorization of TEA-21

3.1.10 Support Housing Legislation AB 2158 (Lowenthal) and AB 2348 (Mullin)

Items Pulled

3.1.3 Authorize Submittal of Letter in Support of S.1107 (Thomas)

S. 1107 makes permanent a user fee presently collected as demonstration project by the National Park Service. The fees are used for visitor services, maintenance and repair of facilities, and cultural and natural resource management. The EEC was supportive of the bill however asked that a letter be sent to the author addressing Congress' ongoing need to commit funds to parks and extend the bill to the National Forest Service.

Councilmember Clark offered a substitute motion and recommended that a letter not be sent due to certain restrictions within the bill. It was MOVED and SECONDED. There were 7 AYES and 31 NOES. The motion failed

Main Motion

It was MOVED and SECONDED. There were 31 AYES and 7 NOES to send a letter of support. The motion passed.

3.1.6 Consideration to Adopt Master Fund Transfer Agreement

Karen Tachiki, Chief Counsel, stated that late in calendar year 2003, Caltrans requested all MPO's, in the state, including SCAG to enter into a new proposed Master Fund Transfer Agreement (MFTA). The MFTA is the agreement by which Caltrans administers the Consolidated Planning Grant funds.

It is recommended that the Executive Director be authorized to take appropriate action regarding the new Proposed MFTA. It was MOVED (Perry), SECONDED (Washburn) and UNANIMOUSLY APPROVED.

3.2 Receive & File

3.2.1 Contracts & PO between $5,000 - $25,000

3.2.2 Conflict of Interest Listing

3.2.3 SCAG Legislative Matrix

3.2.4 Key Issues from Policy Committees Meeting on May 6, 2004

3.3 PRESIDENT'S REPORT

3.1.1 Announcement of Chairs & Vice Chairs

CEHD – Councilmember Deborah Robertson selected as Chair
Councilmember Paul Bowlen selected as Vice Chair

TCC – Councilmember Lee Ann Garcia selected as Chair
Councilmember Harry Baldwin selected as Vice Chair

EEC – Supervisor Hank Kuiper selected as Chair
Councilmember Margaret Clark selected as Vice Chair

The Chair and Vice Chair for the Administration Committee will be announced at the August meeting.

3.3.2 Report on June Retreat

President Roberts stated that the retreat held on June 2 and June 3 at Temecula Creek Inn in the City of Temecula was well attended.

The focus of the retreat included discussions on Conformity and Funding Implications; Fiscal Year 2004-2005 Work Program Objectives; Task Force Review; and Succession Planning

In addition he gave a brief overview regarding the subcommittee and task forces. President Roberts stated he would adhere to the same process as last year. Subcommittee and task force members will be contacted to find out if they are still interested in serving in their current capacity.

Cancellation of July Meeting

It was MOVED (Perry), SECONDED (McCarthy) and UNANIMOUSLY APPROVED to cancel the July meetings and authorize the Executive Committee to convene in July if there is a need to act on any contract and forward to the Regional Council for ratification in August.

3.3.3 Appointments

There were no appointments however, President Roberts welcomed new RC member, Councilmember Jim Aldinger, Manhattan Beach. Councilmember Aldinger will represent District #40.

3.4 EXECUTIVE DIRECTOR'S REPORT

Mark Pisano noted that the items contained within his report were covered during the retreat. However he would be available to answer any questions regarding his report.

4.0 ACTION ITEMS

4.1 Community & Human Development Committee (CEHD) Report

4.1.1 Compass Growth Vision

Mayor Alexander, Chair, reported that on May 6, 2004 the CEHD unanimously approved Compass Growth Visioning Report and Implementation Framework. The report is culmination of 4 years of effort lead by CEHD's Growth Visioning Subcommittee. He stated that the report represented a broad consensus on the future of the region and has had participation of thousands of residents. The CEHD recommended that the Regional Council approve the report.

A power point presentation was given by John Fregonese, Consultant, on the Compass Growth Visioning Project. After the presentation and questions, it was MOVED (Alexander), SECONDED (Kuiper) UNANIMOUSLY APPROVED to approve the Compass Growth Vision and Implementation Program.

4.1.2 Report on Housing Summit

Councilmember Robertson gave a report on Housing Summit. There were approximately 200 attendees. Staff was thanked for their hard work and efforts in making the summit a successful event.

- **Off Agenda Item**

The need to take action arose after the posting of the agenda
It was MOVED (Alexander) and SECONDED (Perry) that AB 2702 (Steinberg) be added to agenda for action.

AB 2702 is intended to increase the supply of housing and spur in-fill development by limiting local governments' ability to deny or place restrictions on the development of second housing units.
While SCAG supports the concept of in-fill housing, AB2702 places restrictions on local government policy making ability and attempts to

impose a "one size fits all" rule to local governments not allowing for differences in communities.

It was MOVED (Alexander), SECONDED (Washurn) and UNANIMOUSLY APPROVED to oppose AB 2702.

4.2 Administration Committee Report

4.2.1 Legal Services Contract

The Executive Committee is currently reviewing legal services provided to SCAG. While that review is taking place it is recommended that a contract be entered into, terminable upon 30 days notice, for continuation of legal services with the Fulbright & Jaworski law firm to provide for the continuing representation of SCAG by Colin Lennard as SCAG's General Counsel. It was MOVED (Dixon), SECONDED (Brown) and UNANIMOUSLY APPROVED to approve continuation of legal services terminable with 30 days notice.

4.2.2 Authorize General Fund Expenditure For Legal Consultant Fees

SCAG's 2004 Regional Transportation Plan calls for the investment of $62 billion in private financing for regional transportation projects including truck and rail capacity enhancements and Maglev.

It is recommended that the Regional Council authorize the expenditure of up to $20,000 for specialized bill drafting assistance to implement the 2004 Regional Transportation Plan's private financing strategies while an opportunity exists to coordinate SCAG's efforts with similar efforts occurring on state and federal levels.

It was MOVED (Dixon), SECONDED (Kuiper) and UNANIMOUSLY APPROVED to approve the recommendation as presented.

4.3 Transportation & Communications Committee (TCC) Report

4.4.1 AB 2628 (Pavley) HOV Lanes

AB 2628 allows advanced technology Partial Zero-Emission Vehicles (PZEV or "hybrid" vehicles) to use high occupancy vehicle lanes (HOV) regardless of existing required vehicle occupancy levels. Current law, AB 71 (Cunneen), Chapter 330, Statutes of 1999 extends the privilege of HOV lane use to battery electric and compressed natural gas vehicles (Ulta-Low Emission Vehicles or Super-Ultra Low Emission Vehicles). AB 2628 would further extend that privilege to hybrid vehicles. The TCC recommended opposing AB 2628.

It was MOVED (Baldwin), SECONDED (Ashley, Perry) to oppose AB 2628 with one OPPOSE (Buckley).

4.5 **Energy & Environment Committee (EEC) Report**

No report.

4.6 **Communication Task Force Report**

Councilmember McCarthy reported that the task force discussed proposed revisions to the Communication Strategy Update which will be presented at the next Regional Council meeting. He also noted that the next Economic Conference is scheduled for November 18, 2004.

5.0 INFORMATION ITEMS

5.1 Monthly Financial Report

No report given at this time.

6.0 FUTURE AGENDA ITEMS

Councilmember Washburn requested to have the item "Watch the Road & Traffic Project" placed on the August TCC agenda.

7.0 LEGAL COUNSEL REPORT

7.1 **Closed Session**

It was MOVED, SECONDED and UNANIMOUSLY APPROVED to enter into closed session.

- Performance Evaluation of Executive Director
  Pursuant to California Government Code
  §54957 b(1)

- Morrison v. SCAG
  Conference with Legal Counsel Government Code section 54956.9(a) Morrison v. Southern California Association of Governments et al. Superior Court, Los Angeles County, Case No. BC 312066

Returning to open session:

The Executive Director's compensation was discussed and the action taken by the Regional Council will be reported under item 8.0

With regard to Morrison v. SCAG, a report was given but no action taken.

The following items were not discussed.

- Deanna Wetherbee-Distel et al. vs. City of Riverside; County of Riverside; Riverside County Transportation Commission; Riverside County Flood Control and Water Conservation District; Southern California Association of Governments; Riverside Transit Agency; Western Municipal Water District

  Conference with Legal Counsel re: pending litigation pursuant to California Government Code Section 54956.9

- HDR Appeal
  Conference with Legal Counsel – anticipated litigation Significant exposure to litigation pursuant to California Government Code Subdivision C §54956.9 (one potential case)

- SCAG v. HCD & BT&H
  Conference with Legal Counsel - existing litigation to be heard in closed session in pursuant to California Government Code Section §54956.9(a)

8.0 Executive Committee Recommendation on Executive Director Compensation

It was MOVED, SECONDED and UNANIMOUSLY APPROVED to increase the Executive Director salary 5%..

9.0 ANNOUNCEMENTS

There were no announcements at this time.

10.0 ADJOURNMENT

The next meeting is scheduled for September 2, 2004 at SCAG Offices downtown Los Angeles.

Mark Pisano, Executive Director