

**INTER-REGIONAL TRAVEL AND LOCAL DEVELOPMENT:  
THE TRANSPORTATION/LAND USE/AIR QUALITY CONNECTION**

***October 24-26, 1999***

UCLA Conference Center at Lake Arrowhead  
850 Willow Creek Road  
Lake Arrowhead, California

Global economic integration and technological advances have combined to significantly increase the movement of people, goods, and information between metropolitan areas, both domestically and internationally. These increases in inter-regional travel strain the capacity of our airports, seaports, railways, highways, and local streets. Often, the most daunting challenges arising from increased inter-regional travel are within metropolitan areas where the needs of international air transport, containerized shipping, and related surface traffic create both positive and negative impacts on neighborhoods, communities, and regions.

The 1999 Lake Arrowhead Transportation/Land Use/Air Quality Symposium examines the growth of travel between metropolitan regions. It focuses on the balance policy makers and planners must strike between the regional, national, and international benefits of increased passenger and goods movements, and the more local and regional land use, air quality, energy, and congestion problems arising from these increased movements.

Expanding metropolitan airports is nearly always a contentious local issue. Also, the increasing concentration of maritime trade at a few major ports can both hurt the economy in communities surrounding ports losing market share, and concentrate the environmental impacts of shipping in the communities gaining market share. Current proposals for a statewide high-speed passenger rail network call for public investment in new transportation facilities at a level not seen since the construction of the interstate highway system. Such major public investments may dramatically influence private investment and development patterns. Moreover, growing transportation demands and inter-regional facility investments can affect the spatial patterns of population and economic activity in sometimes unexpected ways.

This year's symposium examines these and related issues over two and one-half days of presentations and dialogue among participants. Presentations focus on alternatives facing policy makers, and the complicated institutional arrangements governing inter-regional travel and trade between and among regions, states and nations.

***Symposium Coordinators:***

**Joanne Freilich**, Program Director, UCLA Extension Public Policy Program

**LeRoy Graymer**, Founding Director, UCLA Extension Public Policy Program

**Brian D. Taylor**, Assistant Professor of Urban Planning and Associate Director, Institute of Transportation Studies, UCLA School of Public Policy & Social Research

## SUNDAY AFTERNOON, OCTOBER 24

1:30 pm      **Balancing Inter-Regional Travel with Local Impacts: A Symposium Overview**

*Brian Taylor*, Associate Director, Institute of Transportation Studies and Assistant Professor of Urban Planning, UCLA School of Public Policy & Social Research

2:00 pm      **The Context: Emerging Patterns and Trends in Inter-Regional Travel and Trade – Implications for Metropolitan Areas**

This session examines the current patterns and projected future trends in inter-regional travel. Two presentations examine inter-regional passenger travel and goods movement, with a focus on California's role as a nexus of travel on both the Pacific Rim and in the Western U.S. Presentations and subsequent discussion begin to explore the implications of projected changes in inter-regional travel on metropolitan growth patterns and, more specifically, the implications for inter-regional transportation facilities, such as highways, airports, seaports, and rail lines.

*Moderator: Brian Taylor*

- **Trends in International and Regional Passenger Travel**

*Alan Pisarski*, Consultant, Falls Church, VA

- **Trends in Inter-Regional Goods Movement**

*Paul O. Roberts*, Former Vice President, Science Applications International Corporation, Falls Church, VA

### **Dialogue Among All Participants**

3:30 pm      Break

3:45 pm      **Change and Growth in the Airline Industry: Implications for Airport Planning and Land Use Conflict**

Metropolitan airports are often unpopular with their residential neighbors. Wherever they are located, airports significantly affect the surrounding physical and social environments, adjacent development, and regional development patterns. Proposals to increase capacity at existing airports, to build new airports, or to convert dormant military airports are inevitably at the center of heated local land use conflicts. This session explores the rapidly evolving airline industry and the implications of this evolution for airports. Local and regional planning efforts to mitigate airport expansions and resolve local land use conflicts over new or expanded airport capacity will be discussed.

*Moderator: Brian Taylor*

- **Changing Airlines, Changing Airports**

*Mark Hansen*, Associate Professor of Civil and Environmental Engineering, UC Berkeley

- **The Challenges of Airport Development in Southern California**

*Steven Erie*, Associate Professor of Political Science, UC San Diego

- **Mitigating Land Use Conflicts Around Airports**

*David Lewis*, President, HLB Decision Economics Inc., Ottawa, Canada

- **Comment: Developing Cleaner Airports**

*Steven Howards*, Executive Director, Clean Airport Partnership, Lakewood, CO

### **Dialogue Among All Participants**

5:15 pm Reception

6:00 pm Dinner

### **SUNDAY EVENING, OCTOBER 24**

7:30 pm **High-Speed Rail: Plans, Prospects, and Implications for Metropolitan Development**

Over several decades, high-speed passenger rail service has gradually developed in Europe and Asia, along major conurbations of urban development. In the U.S., plans for inter-regional high-speed rail are on the table in several regions around the country, including California. This session provides an overview of current high-speed plans with a focus on their potential for shaping and directing new growth in California and elsewhere. The presentations will focus on identifying the situations where high-speed rail is most effective, and on the effect of these systems on local and regional land use, and vice versa.

*Moderator: Martin Wachs*, Director, Institute for Transportation Studies; and Professor of City & Regional Planning and Civil & Environmental Engineering, UC Berkeley

- **Evaluating the Feasibility of High-Speed Rail in the U.S.**

*Ronald Mauri*, Chief, Center for Transportation Information, John A. Volpe National Transportation Systems Center, U.S. Department of Transportation

- **Current Plans for High-Speed Rail in California**

*Dan Leavitt*, Deputy Director, California High-Speed Railway Authority

- **Comment: The Feasibility of High-Speed Rail in California**

*Norm King*, Executive Director, San Bernardino Associated Governments

### **Dialogue Among All Participants**

9:00 pm Informal Reception and Continued Dialogue

### **MONDAY MORNING, OCTOBER 25**

7:30 am Breakfast

8:45 am **High-Speed Rail and/or Increased Air Travel: Complementary or Competitive?**

While there is little disagreement that ongoing growth, development, and trade will significantly increase inter-regional travel in the coming years, significant disagreement arises over the best way to accommodate increased passenger travel demand. Some experts argue that increased airport capacity is the most cost-effective approach while others contend that high-speed rail offers long-term land use and environmental benefits over the expansion of airports and air travel. This session analyzes the respective roles of these two modes of passenger travel.

*Moderator: Martin Wachs*

*Sir Peter Hall*, Professor of Planning, University of London

*Adib Kanafani*, Professor and Chair, Department of Civil and Environmental Engineering, UC Berkeley

### **Dialogue Among All Participants**

10:15 am Break

10:30 am **Highways and Metropolitan Development: Past Experience and Future Prospects**

The Interstate Highway System is the largest public works project in world history, and the California highway system, taken as a whole, is the largest public works project ever built by a single organization. The influence of these highway investments on goods movement between cities, automobile use within cities, and suburban development around cities can hardly be overstated. While freeway systems are largely complete, they continue to exert enormous influence over travel and development. Currently expansions and extensions of existing highways are planned in most metropolitan areas. Presenters in this session explore the role of highways in inter-regional travel and local development and commenters debate the merits of new highway developments on the suburban fringe of metropolitan areas.

*Moderator: Donald Shoup*, Professor of Urban Planning, UCLA School of Public Policy & Social Research

- **Overview: Interstate Freeways and Local Travel**

*Brian Taylor*

- **Within Regions: The Influence of Highways on Patterns of Development**

*John S. Adams*, Professor of Geography, and Public Affairs & Planning, University of Minnesota

- **Comments: The Future of Freeways Within and Between Metropolitan Areas**

*Judith Corbett*, Executive Director, Local Government Commission

*Randall Crane*, Associate Professor of Urban Planning, UCLA

### **Dialogue Among All Participants**

12:00 noon Lunch

## **MONDAY AFTERNOON, OCTOBER 25**

1:30 pm **The Restructuring of Maritime Trade: Mega-Ships, Mega-Ports, Mega-Impacts**

The maritime industry is in the midst of significant change. Ships have significantly increased in size, and larger ships are calling on fewer ports. As a result, maritime trade is concentrating at fewer, larger ports. These larger ports, in turn, place major impacts on local and regional landside transportation infrastructure, especially highways carrying trucks and railroads carrying train traffic. This session examines (1) ongoing changes in shipping and its implication for ports and port development, (2) how large ports propose to significantly increase landside trucking and rail capacity, and (3) how these proposed increases in capacity affect adjacent communities and concentrate environmental impacts.

*Moderator: Randall Crane*

- **Changes and Trends in Maritime Trade and Ports**

*John Vickerman*, Principal and Executive Vice President, TranSystems Corporation, Reston, VA

- **Landside Issues in U.S. Port Planning**

*Lillian Borrone*, Director, Port Commerce Department, The Port Authority of New York & New Jersey

- **Long Beach/Los Angeles: Ports: Development and Transportation Issues in the Inland Empire**

*John Husing*, Principal, Economics & Politics, Inc., Highland, CA

- **Comment: Mega-Ships, Mega-Ports, Mega-Impacts**

*John Boesel*, Executive Vice President, CALSTART

### **Dialogue Among All Participants**

3:00 pm Free Time

5:15 pm Reception

6:00 pm Dinner

### **MONDAY EVENING, OCTOBER 25**

7:30 pm **The Politics: Lessons from the Successes and Failures of Major Inter-Regional Transportation Projects**

Inter-regional “mega“ transportation projects are among the most visible, expensive, and contentious of all public investments. New freeways or airports can generate substantial public benefit, but inevitably generate significant social, economic, and environmental costs requiring substantial mitigation. This session explores the recent history of several major projects, such as the Central Artery in Boston, the new Denver International Airport, and the Century Freeway in Los Angeles, to draw lessons on the political opportunities and constraints to major project development.

*Moderator: LeRoy Graymer*, Founding Director, UCLA Extension Public Policy Program

*David Luberoff*, Associate Director, Taubman Center for State and Local Government, Kennedy School of Government, Harvard University

### **Dialogue Among All Participants**

9:00 pm Informal Reception and Continued Dialogue

### **TUESDAY MORNING, OCTOBER 26**

7:30 am Breakfast

8:45 am **The Environment: Challenges to Air Quality Planning and Mitigation In and Around Inter-Regional Transport Facilities**

Airports, seaports, rail yards, and inter-regional highways pose special challenges to air quality planners. The rapid growth and concentration of activity at such facilities can

create emissions hot spots and contribute significantly to regional air pollution. Airports generate emissions from planes, ground support vehicles, and substantial landside vehicular travel. Seaports and railyards concentrate diesel emissions from a variety of modes -- trucks, locomotives, and in ports, vessels calling from many nations. Highways concentrate mobile source emissions under frequently congested conditions. This session addresses the significant progress made in recent years and the challenges ahead for air quality planning and mitigation in the logistically complex, modally diverse, and institutionally varied settings that inter-regional facilities occupy.

*Moderator: Joanne Freilich*, Program Director, UCLA Extension Public Policy Program

*Panel:*

*Tim Carmichael*, Executive Director, Coalition for Clean Air

*Jack Driscoll*, Former Executive Director, Los Angeles World Airports

*Jim McGrath*, Environmental Planning Manager, Port of Oakland

*Lynn Terry*, Deputy Executive Officer, California Air Resources Board

### **Dialogue Among All Participants**

10:15 am Break

10:30 am **Forging Inter-Agency Strategies for Addressing Inter-Regional Travel and Development**

Dramatic growth in the volume and velocity of inter-regional travel and trade poses daunting challenges for local, regional, state, and federal leaders. To what modes should public investments in inter-regional travel be targeted? How will these investments affect the patterns of growth in established California cities and in rapidly growing places like the San Joaquin Valley, the Central Coast, and western Riverside and San Bernardino Counties? What is the appropriate federal role in planning and funding intermodal facilities of national significance? What new inducements does TEA-21 offer for interjurisdictional planning? How does devolution under SB-45 affect Caltrans' role in planning for and managing statewide travel? How can local governments, which operate many key inter-regional transportation facilities, make land use decisions function most effectively with regional, state, and federal authorities in planning for these growing demands? How do we address air quality attainment issues in a context that connects effectively with transportation and land use decisions? These and related issues are tackled in this closing, moderated roundtable discussion among policy leaders and planners.

*Overview and Moderator: Elizabeth Deakin*, Director, University of California Transportation Center and Associate Professor of City & Regional Planning, UC Berkeley

Policy Panel:

**Barbara Goodwin**, Executive Director, Fresno Council of Governments

**José Medina**, Director, California Department of Transportation

**Honorable Bev Perry**, Mayor Pro Tem, City of Brea and Regional Council Member,  
Southern California Association of Governments

**Fredrick C. Skaer**, Director, Office of NEPA Facilitation, Office of Environment &  
Planning, Federal Highway Administration

12:00 noon      Concluding Lunch  
Steering Committee Meeting