

Quick Facts

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS – SCAG

- SCAG is the nation's largest Metropolitan Planning Organization representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities and 18 million people. If the region were a state it would be the fifth largest in the nation with a GSP of \$1 trillion or the 16th largest economy in the world.
- SCAG is state and federally mandated to develop regional plans and programs on transportation, housing and air quality.
- Every four years SCAG is required by law (SAFETEA-LU) to update the Regional Transportation Plan to address mobility, congestion and air quality, and identify adequate funding for projects.

2012–2035 RTP/SCS

REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

- The 2012 – 2035 RTP/SCS is the first time that land use, housing and transportation planning are integrated in accordance with AB 32 (Global Warming Solutions Act of 2006) and SB 375 (Sustainable Communities and Climate Protection Act of 2008) to reduce greenhouse gas emissions (GHG) and create more sustainable communities and a better quality of life.
- The draft plan is the culmination of outreach over two years that included input from a wide range of stakeholders including: business, transportation, environment, labor, non-profit, academia, health and residents.
- The draft plan is projected to create 168,000 jobs annually or 4.2 million over the 25 year plan.
- On December 1, 2011, SCAG's Regional Council unanimously approved the release of the Draft 2012 – 2035 RTP/SCS for public review and comment. The comment period ends February 14, 2012.

FUNDING STRATEGIES

- Investing in our region's transportation system is critical to our economic prosperity. To compete nationally and internationally, Southern California needs a 21st century transportation system that improves mobility for both business and people. Without long-term strategic transportation investments and a secure source of revenue to fund those projects, our region will be at a competitive disadvantage.

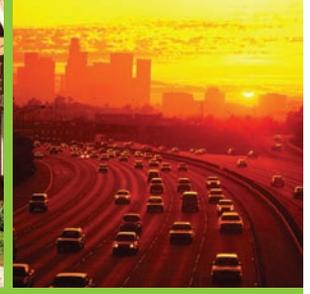
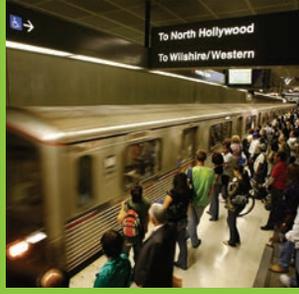
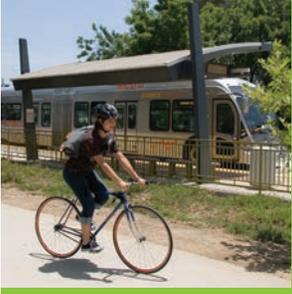
CHALLENGES

- State and federal excise gas taxes, the traditional source of funding transportation, have not increased since the early 1990s when California's population was approximately 30 million, compared to nearly 38 million today.
- Vehicles are becoming more fuel efficient and travel farther on less gasoline as technology advances to meet state and federal mandates.
- The cost to build and maintain transportation infrastructure rises each year while revenues are declining.

PROPOSED SOLUTIONS OVER THE NEXT 25 YEARS TO MEET DEMAND

- Adjust excise gas taxes in accordance with the rate of inflation to restore purchasing power beginning in 2017.
- Terminate excise gas tax and transition to a mileage-based user fee beginning in 2025.
- Expand public-private partnerships to deliver projects sooner and diversify initial costs.

Log onto www.scag.ca.gov to view the draft 2012-2035 plan and dates for public meetings, workshops and deadlines.



Summary of Benefits

MOBILITY BENEFITS

- 4 million additional residents (predominantly our children and grandchildren) by 2035 increasing the region's population to 22 million residents
- Senior population increasing to 18% of the total population requires increased mobility options
- 13% (or \$5.7 billion) increased investment in public transit investments as an alternative mode from the last plan
- \$49.7 billion investment in public transit for the region, \$51.6 billion for commuter rail and high speed rail, \$6 billion in active transportation, \$4 billion for increased carpooling, and other innovative transportation management strategies
- \$216.9 billion for operations and maintenance of the transportation network (\$139.3 billion for transit, \$56.7 billion for highways and \$20.8 billion for arterials) resulting in significant reduction in delay and accidents
- Up to 30% reduction in travel delay for the region, in person hours per capita, versus projected impact of doing nothing

ECONOMIC BENEFITS

- The plan is projected to add an average of 168,000 jobs per year in the region, totaling 4.2 million over the life of the plan
- Plan investments benefit the current unemployment (28.9% in Imperial County, 13.7% in Riverside County, 12.8% in San Bernardino County, 11.9% in LA County, 9.8% in Ventura County and 8.5% in Orange County)
- California will benefit from spillover benefits creating 237,000 additional jobs and 306,500 additional jobs accrued to other states
- \$524.7 billion plan financed by existing revenue sources and potential user fees to be enacted by Congress or the State Legislature by 2035
- Overall, the plan will provide a \$2.90 investment return for every \$1 spent

HEALTH BENEFITS

- More than 1,000 tons annual NOx reduction resulting in significant improvement in air quality
- 230% increased investment in active transportation investment for the region from the last plan (or \$6 billion total by 2035) resulting in 10,422 miles of bikeways (from 4,615 miles currently), and improving 12,000 miles of deficient sidewalks and other strategies resulting in reduced health costs

SUSTAINABILITY BENEFITS

- 8% greenhouse gas reduction per capita by 2020 and 16% greenhouse gas reduction per capita by 2035
- More than 10% reduction in vehicle miles travelled (VMT) per capita by proposed above investments from prior plan results in less dependence on foreign oil



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

818 West 7th Street, 12th Floor | Los Angeles, CA 90017
Tel: (213) 236-1800 | Fax: (213) 236-1963 | www.scag.ca.gov

REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future