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

Southern California Association of Governments

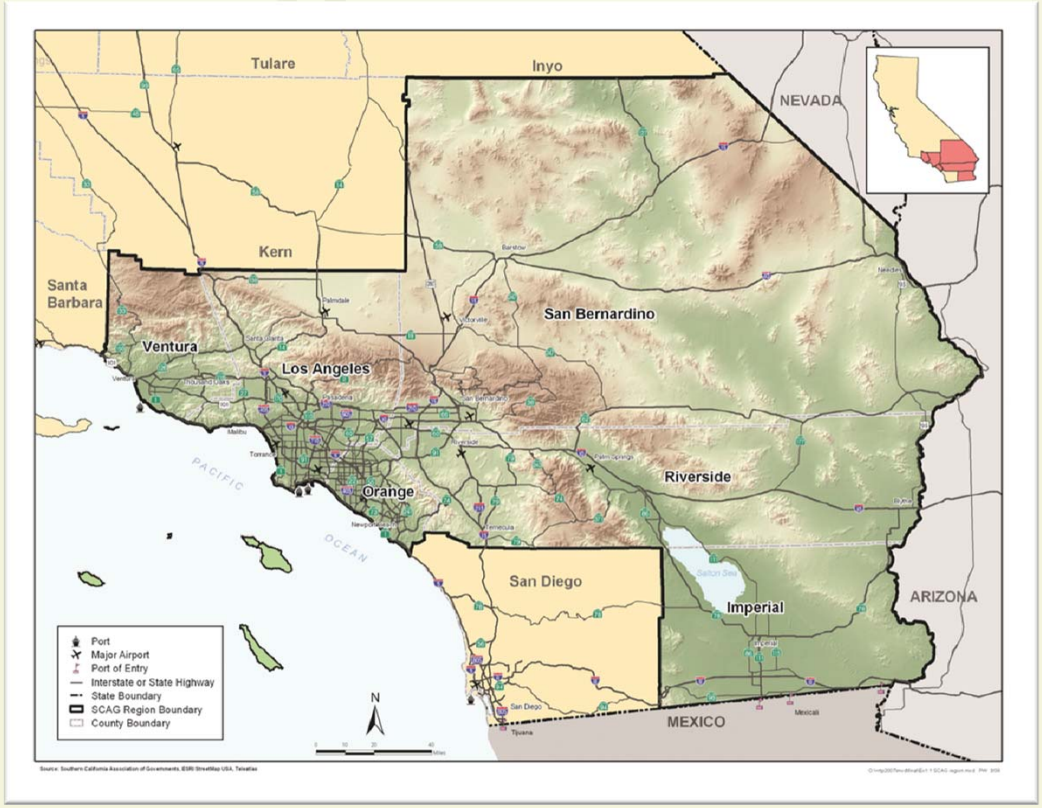
DRAFT DECEMBER 2011

Los Angeles County Workshop for Elected Officials

January 17, 2012

What is SCAG?

- Nation's largest Metropolitan Planning Organization (MPO) and Council of Governments (COG)
- Directed by a Regional Council of 84 local elected officials
- 6 counties
- 191 cities
- Over 18 million residents
- 21,630 miles of highways and arterials
- 470 miles of passenger rail
- 6 air carrier airports



RTP/SCS Bottom-Up Development Process

Cities met with to update and develop land use and SED forecasts	175
Data gathering sessions & planning workshops in 2011	29
Regional Council and Joint Policy Committee Meetings in 2011	6
Policy Committee and Subcommittee Meetings in 2011, including CEHD, EEC, TC, RTP Subcommittee, High-Speed Rail Subcommittee	30
Technical Committee Meetings in 2011, including Aviation TAC, P&P TAC, Transit TAC, Subregional Coordinators, Transportation Conformity Working Group	40

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Our Vision for the Future of Southern California

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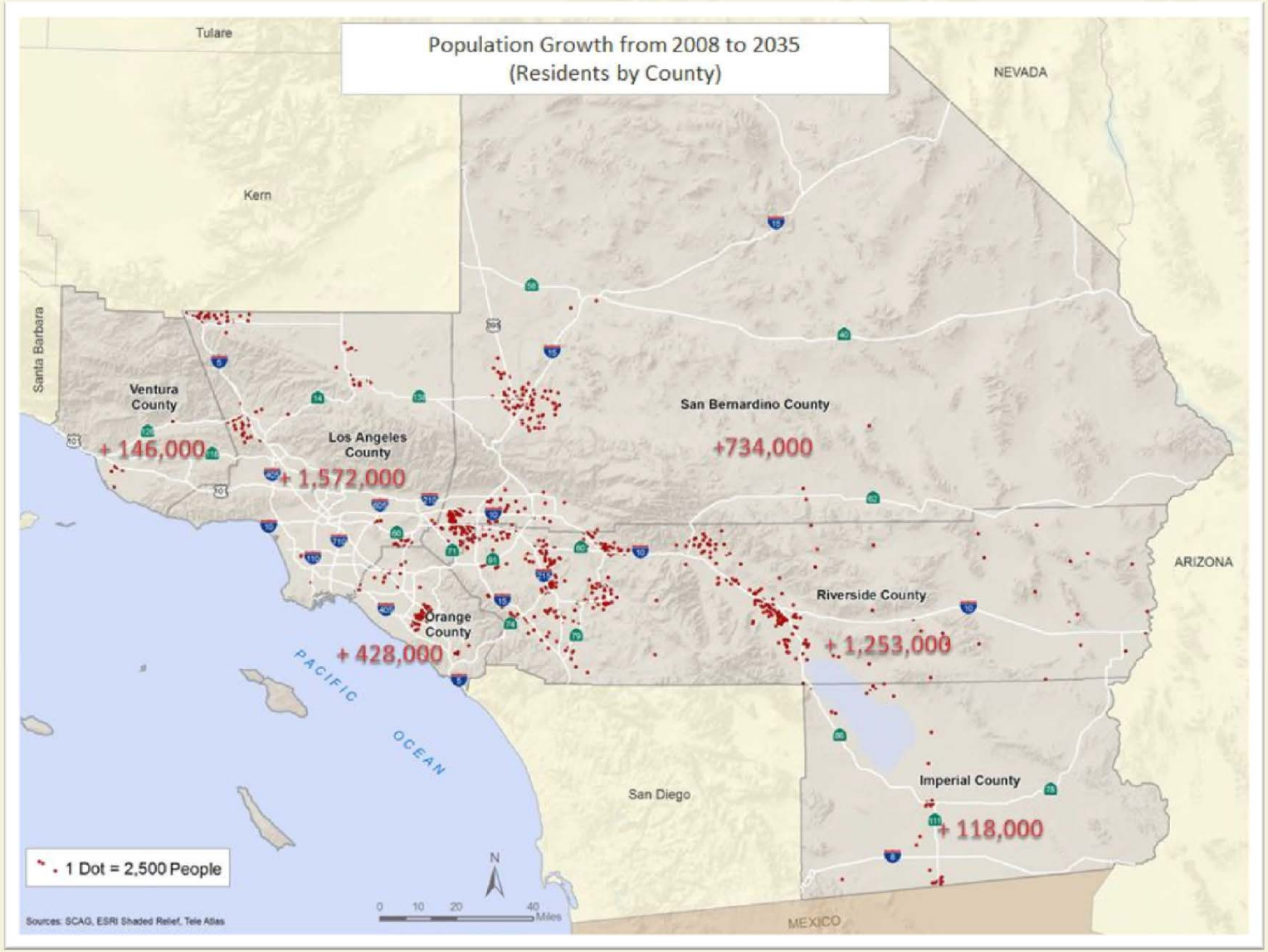
Mobility

Sustainability

Economy

The region is still growing



2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy

- Why do a Regional Transportation Plan/Sustainable Communities Strategy?
- What is included in the Plan?
- What are the funding challenges and how are they addressed?
- What does the Regional Transportation Plan/Sustainable Communities Strategy mean to Los Angeles County?

Why develop a Regional Transportation Plan/ Sustainable Communities Strategy?

Federal Law Requires:

- A 20 years-plus transportation plan that implements recommended improvements, operation, and maintenance of the system
- A plan that balances expected revenues versus estimated costs (can include new reasonable revenue sources)
- A plan that meets air quality requirements (addresses ozone, particulate matter, carbon monoxide, nitrogen dioxide)

State Law Requires:

- A strategy that meets California Senate Bill 375 requirements (addresses greenhouse gas emissions)

What is included in the Plan?

- Over $525 billion in investments to improve the SCAG region's transportation system through 2035
- $263 billion in capital investments
- $217 billion in system operations, preservation, and maintenance
- $45 billion in debt service to advance construction of projects

Benefits of the Proposed Draft 2012-2035 RTP/SCS

State Mandate
SB 375 GHG Reduction

Year	Target	Draft 2012 RTP/SCS Results
2020	8%	8%
2035	13%	16%

Federal Mandate
Air Quality Conformity

The Draft 2012 RTP/SCS **meets all air quality conformity requirements**, including:
Fiscal constraint
Pollutant budgets

Benefits of the Proposed Draft 2012-2035 RTP/SCS

Mobility	Location Efficiency	Economy	Cost Effectiveness
30% decrease from today's per capita delay	Over **twice** as many households will live in high-quality transit opportunity areas	**168,000 jobs** generated per year	**$2.90** return for every $1 spent

Major LA County Transportation Investments
2012-2035 RTP/SCS

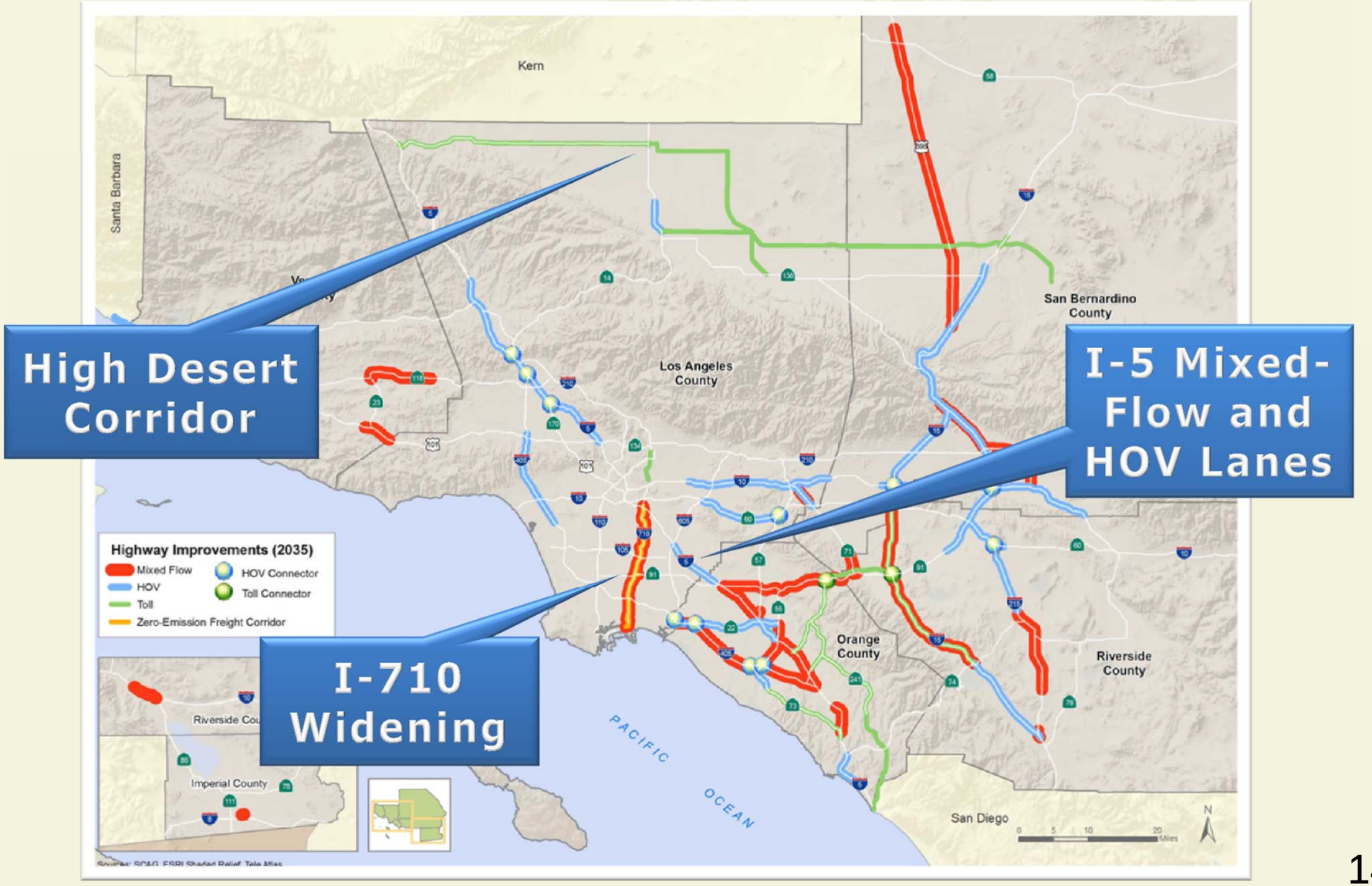
Project	Cost
California High-Speed Rail – Phase 1 (including Metrolink Antelope Valley and LOSSAN corridor speed upgrades)	$47.7 bil
East-West Freight Corridor	$15.3 bil
Regional Express/HOT Lane Network	$9.6 bil
High Desert Corridor	$6.9 bil
Metro Purple Line Westside Subway Extension from Wilshire/Western to Westwood	$6.1 bil
I-710 Widening, Including Dedicated Lanes for Clean Technology Trucks	$5.6 bil
SR-710 Gap Closure	$5.6 bil
I-605 Corridor "Hot Spot" Interchanges in the Gateway Cities	$3.2 bil
Crenshaw/LAX Transit Corridor	$1.7 bil
Metro Gold Line Eastside Extension from Atlantic Station Farther East	$1.5 bil
Regional Connector Light Rail from Alameda/1st St to 7th St/Metro Center Station	$1.4 bil
Grade Separation Crossings Along 35-Mile Union Pacific Railroad Between San Gabriel Valley/East LA and Pomona	$1.3 bil
Exposition Light Rail from Culver City to Santa Monica	$1.3 bil
I-405, I-110, I-105, and SR-91 Interchange Improvements in South Bay Cities	$1.3 bil
I-5 Widening for HOV and Mixed-Flow Lanes from Orange County Line to I-605	$1.2 bil

Highways

Highways	Arterials
Capital: $72.3 bil	**Capital: $22.1 bil**
Gap Closures HOV network HOT network Toll facilities Provide access to hard-to-reach areas of the region	**Signal prioritization** **Bicycle lanes** **Other design features** Lighting Landscaping Parking Sidewalks
O&M: $56.7 bil	**O&M: $20.9 bil**

Image courtesy Metro © 2011 LACMTA

Highways


High Desert Corridor
I-5 Mixed-Flow and HOV Lanes
I-710 Widening
Kern
Santa Barbara
San Bernardino County
Los Angeles County
Orange County
Riverside County
San Diego
Imperial County
PACIFIC OCEAN
Highway Improvements (2035)
Mixed Flow
HOV
Toll
Zero-Emission Freight Corridor
HOV Connector
Toll Connector

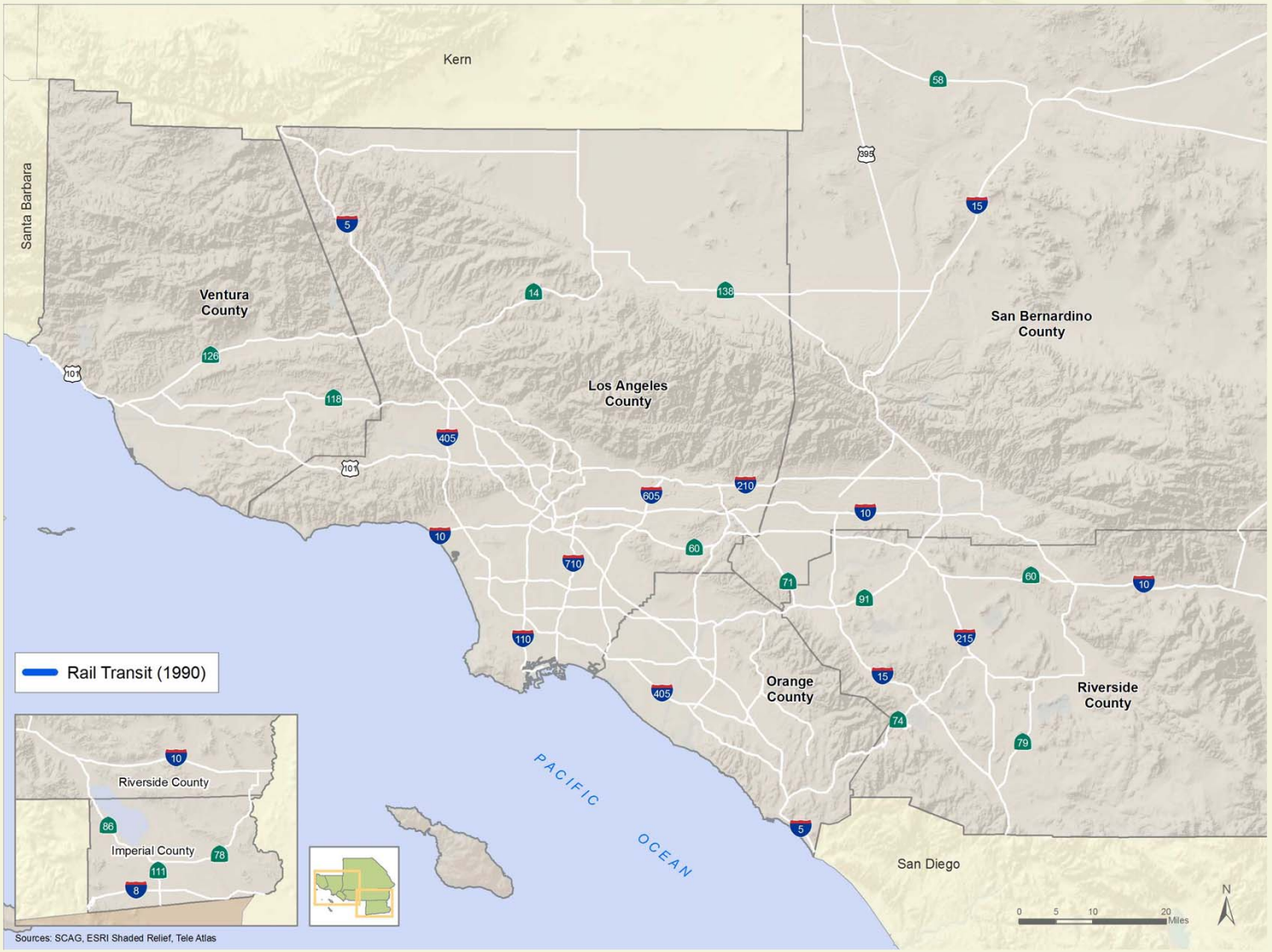
Transit and Passenger Rail

Capital (Transit)	Capital (Passenger Rail)
$49.7 billion	**$51.6 billion**
New **BRT** **Light Rail** **Heavy Rail** **Bus** routes, extensions, and service enhancements	**Metrolink** extensions & speed improvements **LOSSAN** speed improvements **California HST** Phase 1

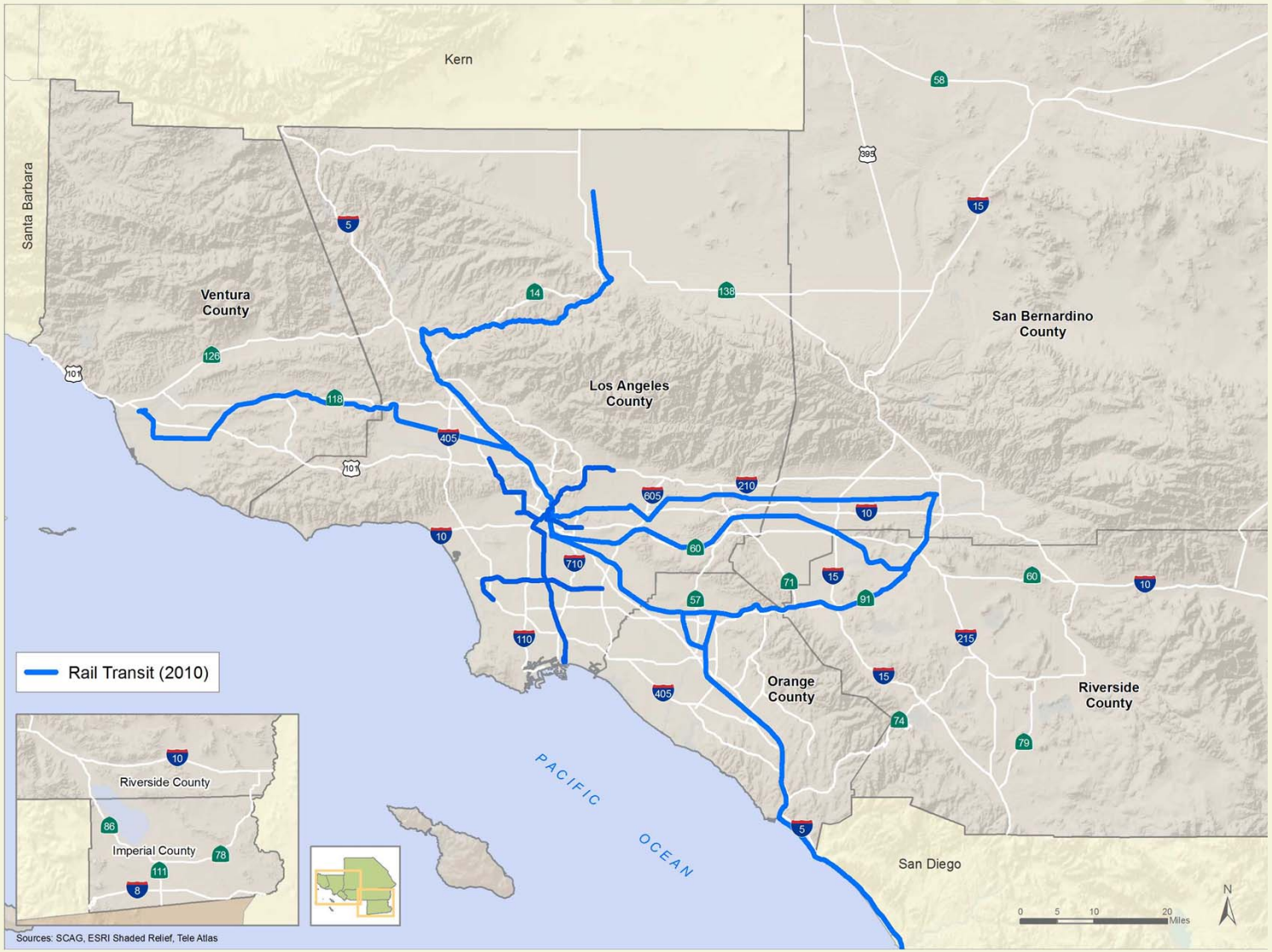
Operations & Maintenance: $139.3 billion

Image courtesy Metrolink

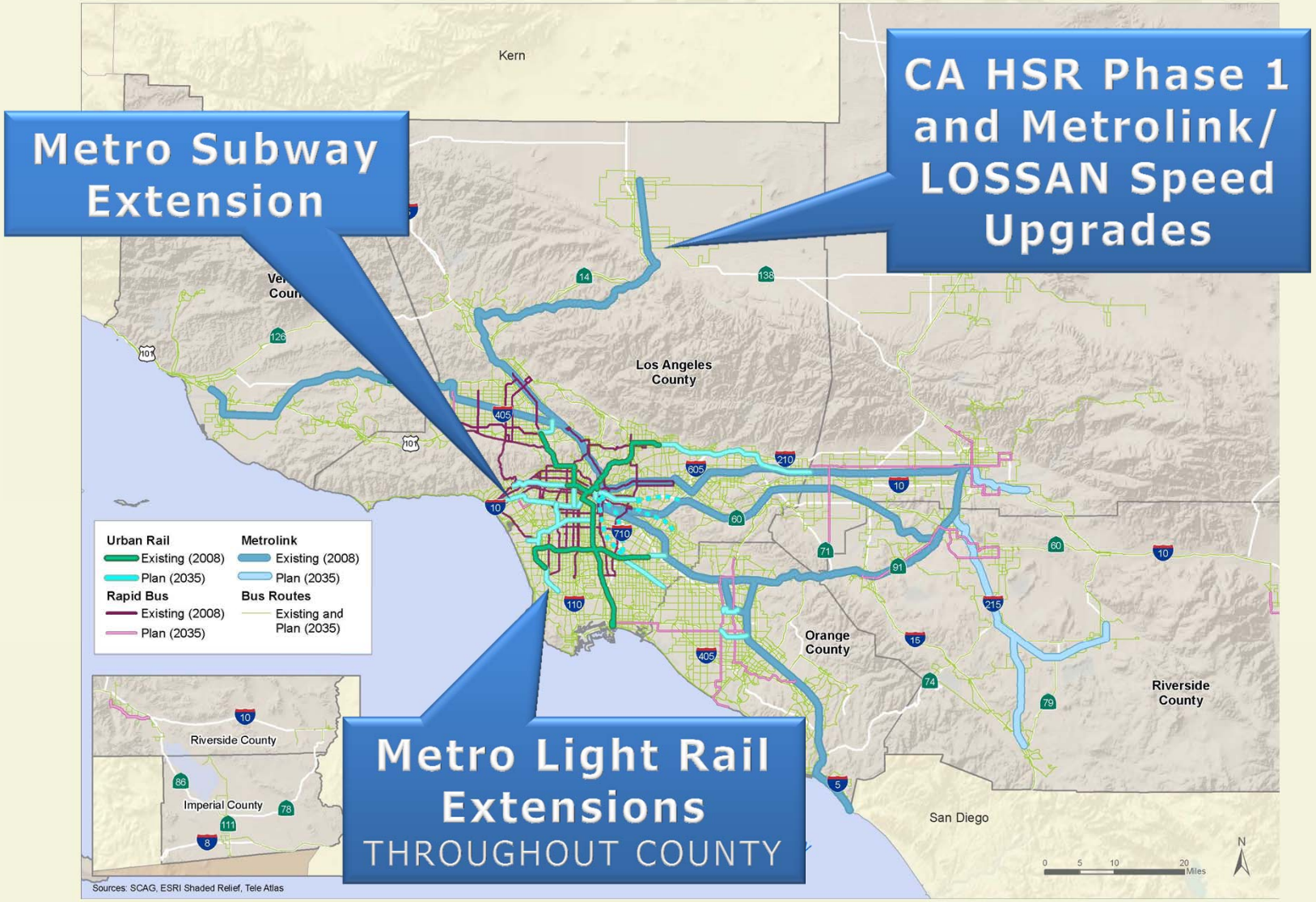
Rail Transit Investments
1990



Rail Transit Investments Today

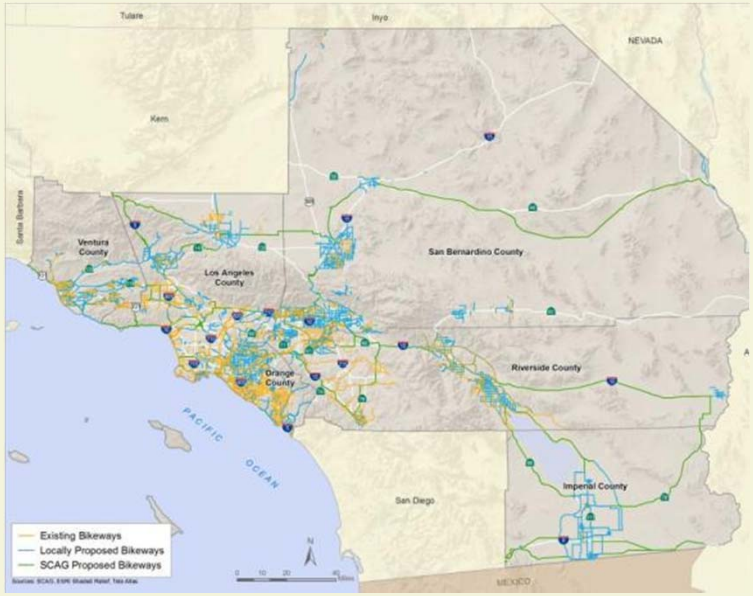


Rail Transit Investments
2035

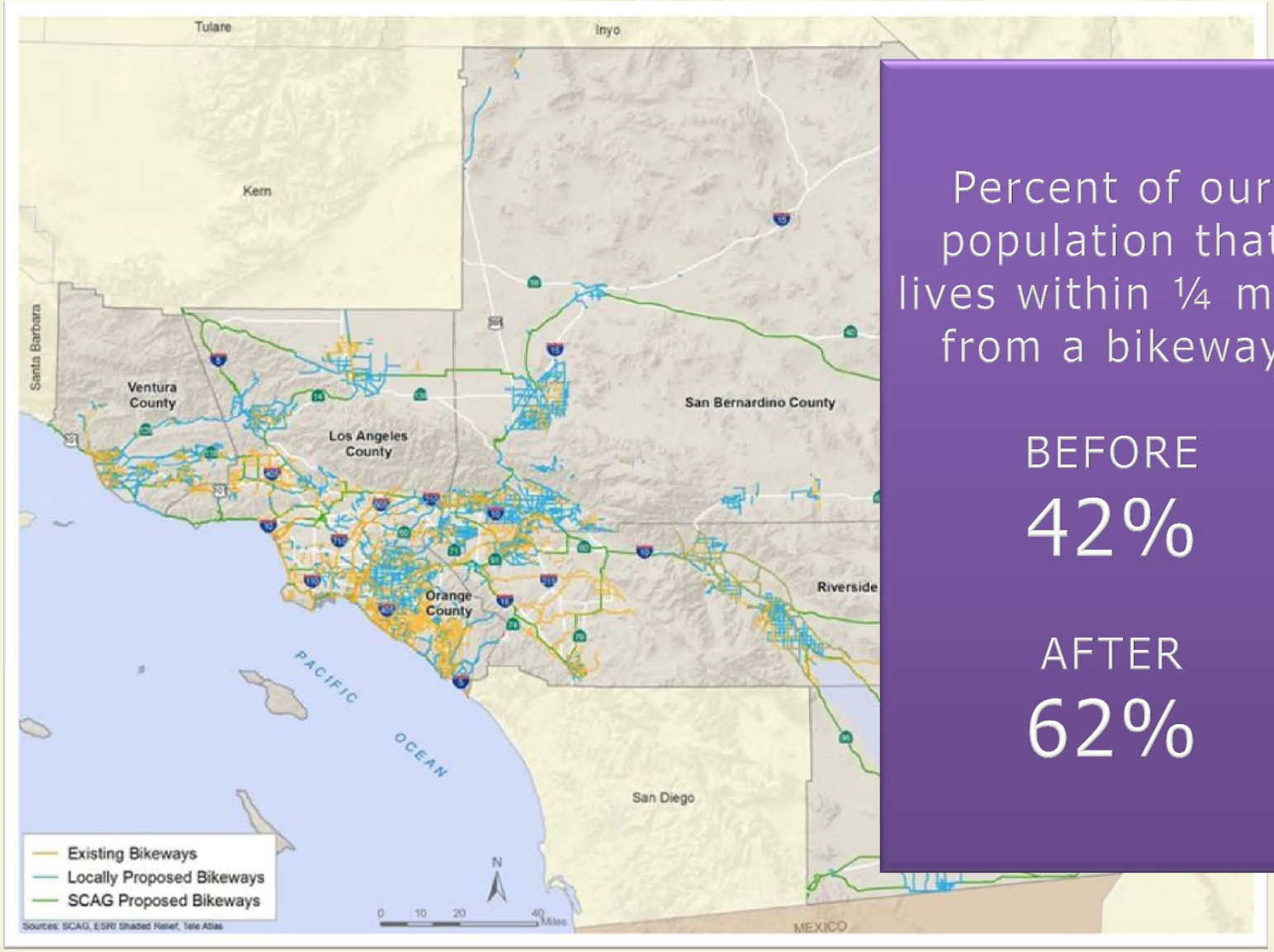


Transportation Demand Management
Active Transportation

TDM	Active Transportation
$4 billion	**$6 billion**
Reduce solo driving Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies	**Bikeways** increase from 4,615 to 10,422 miles Other strategies and **safety** improvements



Transportation Demand Management
Active Transportation



Percent of our population that lives within ¼ mile from a bikeway

BEFORE

42%

AFTER

62%

Goods Movement

Grade Separations and Goods Movement

$47.9 billion

Port access

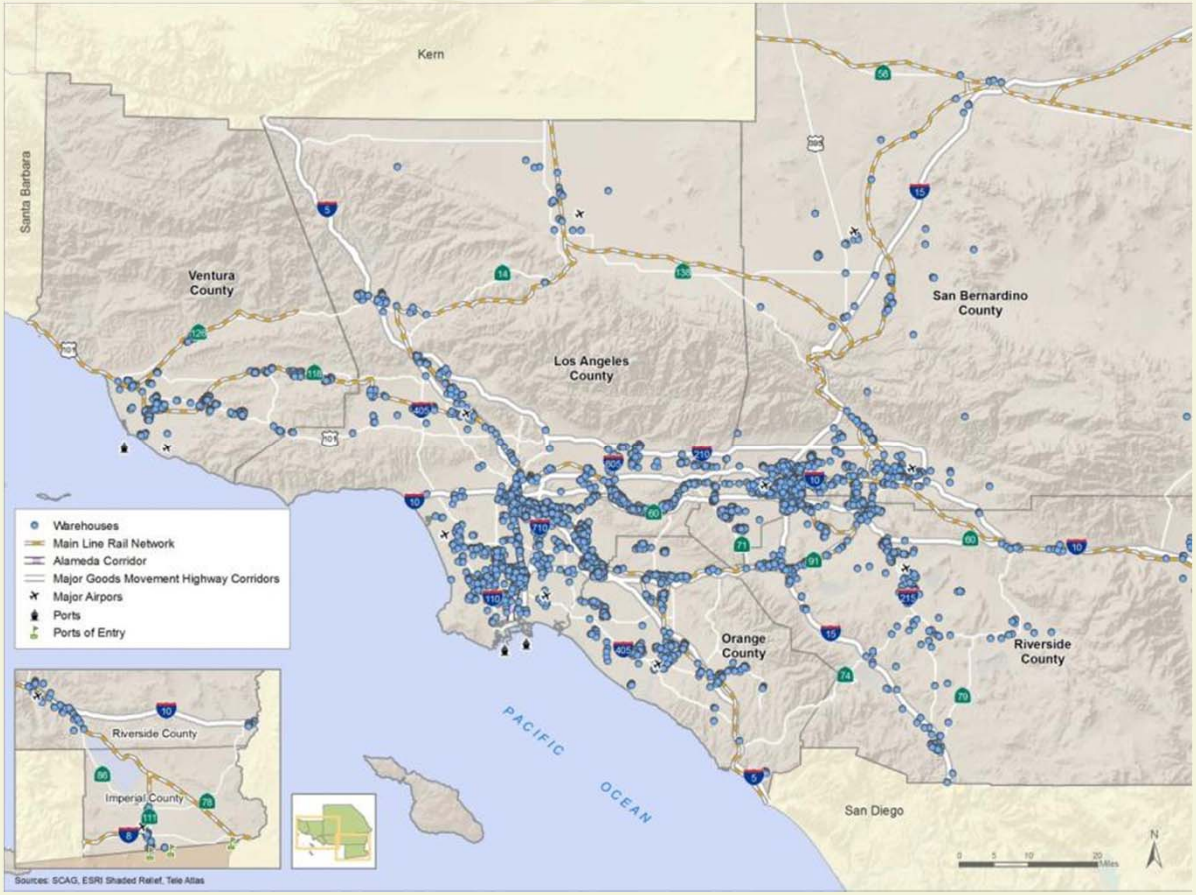
Freight rail capacity

Grade separations

Truck mobility improvements

Intermodal facilities

Emission reduction strategies



Land Use

Utilize **local growth input**

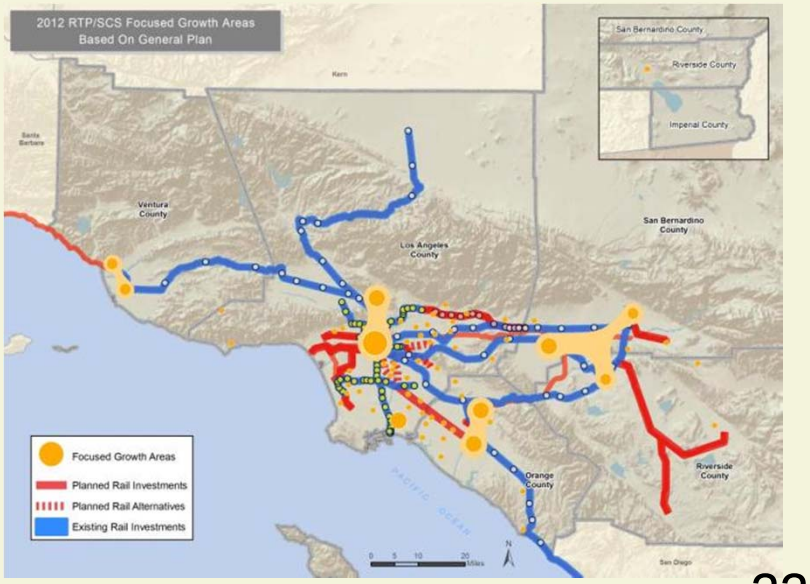
Compass Blueprint Demonstration projects

Emphasize growth in **High-Quality Transit Opportunity Areas**

Emphasize growth along **main streets**, **downtowns** and other appropriate locations

Shift development from single-family towards **multi-family** residential development to reflect recent trends

Image courtesy MVE & Partners, Irvine, CA



Sustainable Communities Strategy

Goals, Outcomes, and Benefits

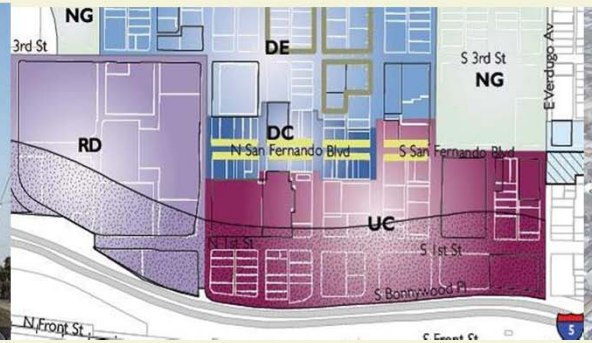
- Meet/Exceed Greenhouse Gas Reduction Targets Set by SB 375
- Links Transportation and Land Use Planning
- A More Prosperous Region
- Healthier and Safer Environment

Compass Blueprint
Demonstration Projects in Los Angeles County

- 58 Projects with a total SCAG contribution of $ 5,934,505

2010	SBCCOG Shared Vision for a Sustainable South Bay Los Angeles County Vision Lennox
2011	Los Angeles Mayor's Sustainable Transit Communities (STCs) Santa Clarita North Newhall Specific Plan
2012	La Mirada I-5 Corridor Specific Plan Long Beach Long Beach Boulevard Development Code Plan Inglewood Downtown Inglewood Community Visioning Project Cerritos TOD Demonstration Project Lancaster Southeast Transit Village

Long Beach Blvd Corridor



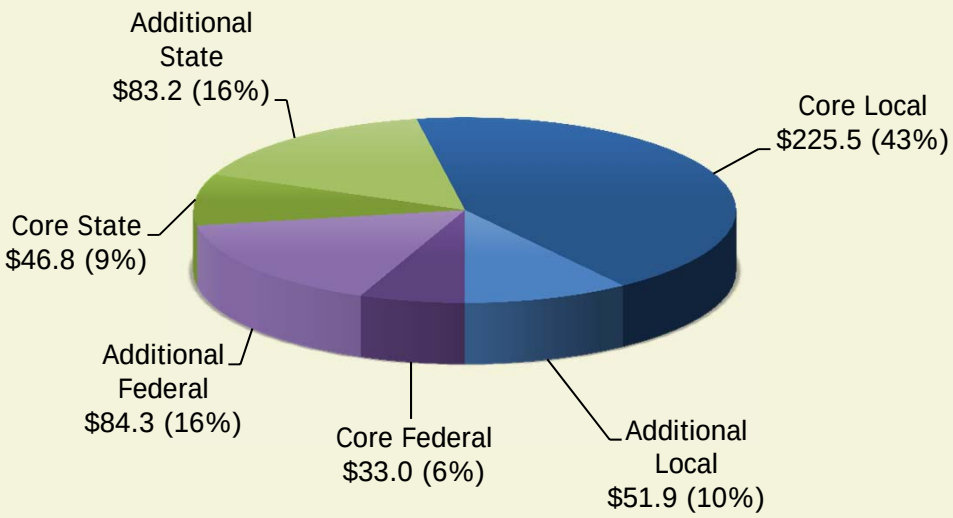
Burbank Downtown Code

Sustainable South Bay Cities

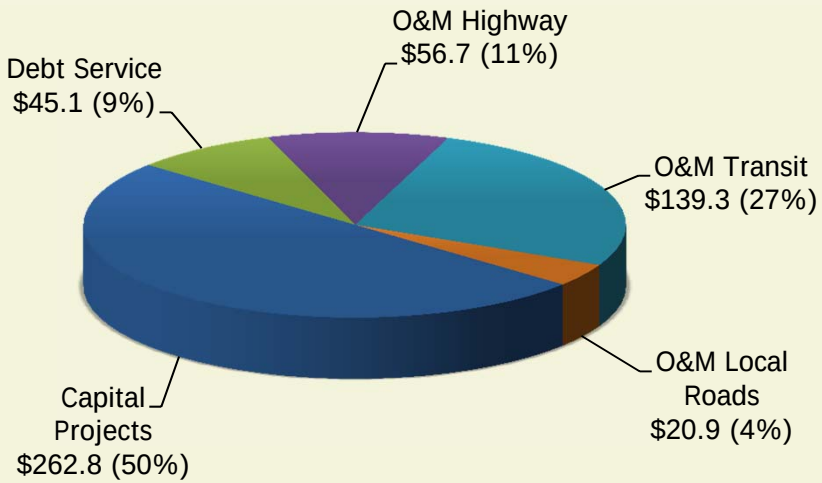
What are the funding challenges and how are they addressed?

$524.7 billion (nominal dollars)

Revenues



Expenditures

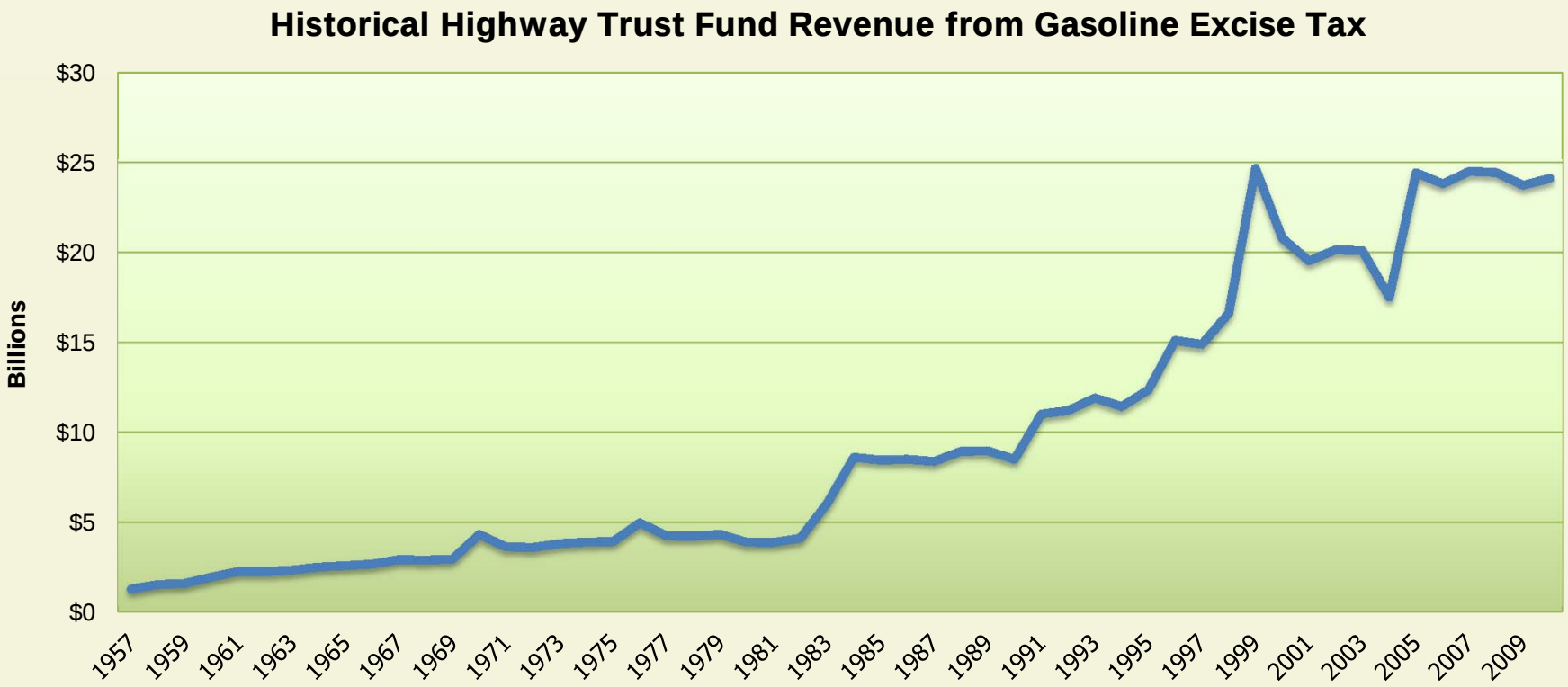


Comprehensive Funding Strategy

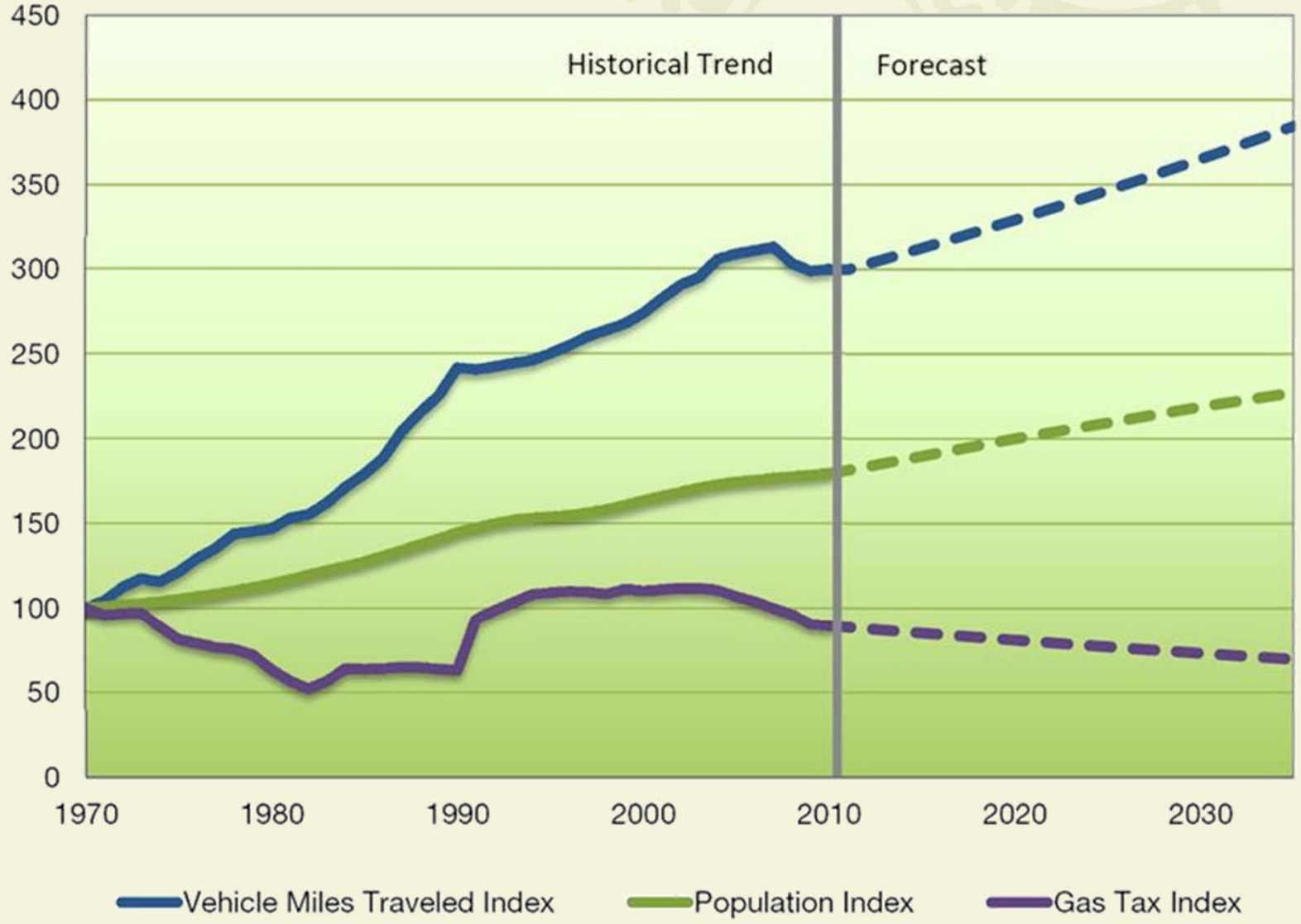
- Local option sales tax measures remain a critical part of region's funding plan
  - Increased local control over transportation revenues
  - Backfill declines in state and federal revenues
- Maximize opportunities to leverage available resources—manage cash flow, deliver projects sooner and for less money
- Goods movement investments funded through a combination of truck tolls, national freight program revenues, and private equity participation
- Strategic capacity expansion funded by user fees—SR-710 tunnel, High Desert Corridor, regional Express/HOT lane network

Mileage-Based User Fee Context

- Historically, the Federal Highway Trust Fund has grown by about 5 percent annually in nominal dollars
  - This growth was due to VMT growth and periodic increases in the fuel excise tax (e.g., 1983, 1990, 1993)



Travel demand and costs surpass projected revenues



Next Steps

- Continue public outreach throughout winter 2012
- Conduct workshops for elected officials during January and February of 2012
- Conduct public hearings in January and February of 2012
- Regional Council to consider adoption of final 2012 RTP/SCS on April 5, 2012

We want to hear from you!

Send us your comments at

www.scagrtp.net

by February 14, 2012

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