



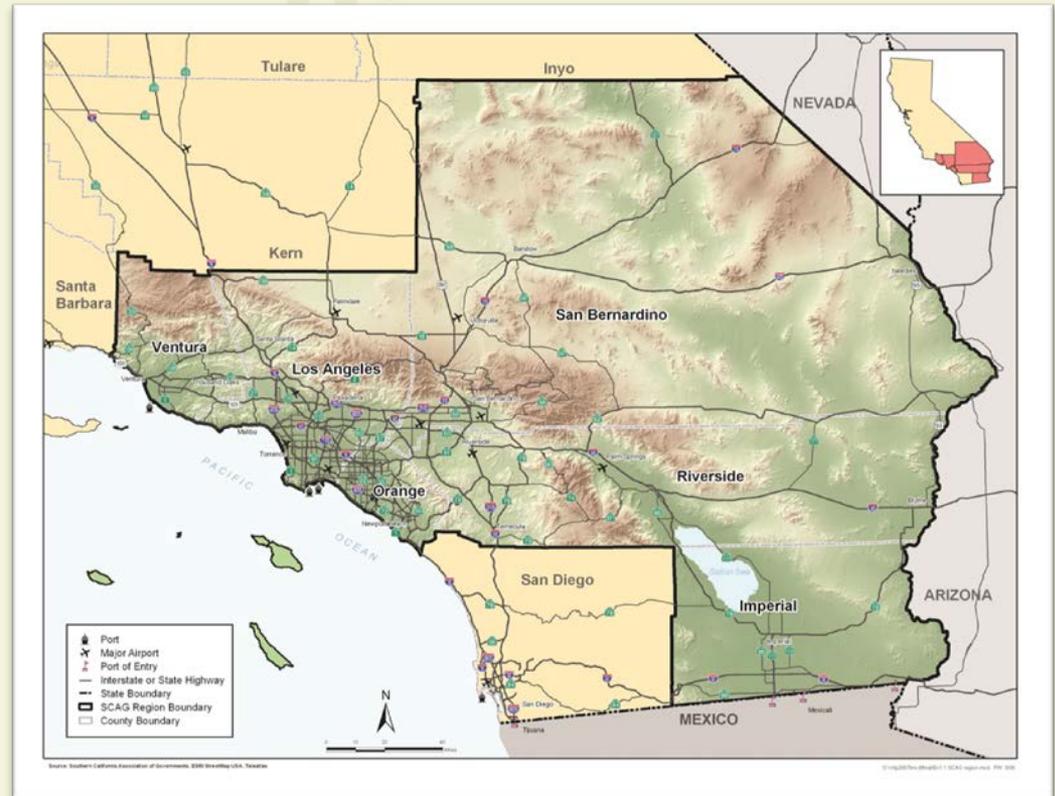
REGIONAL TRANSPORTATION PLAN  
**2012-2035** RTP  
 SUSTAINABLE COMMUNITIES STRATEGY  
 Towards a Sustainable Future

*Southern California Association of Governments*  
**DRAFT DECEMBER 2011**

**Imperial County  
 Workshop for  
 Elected Officials  
 January 25, 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

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



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

*Southern California Association of Governments*  
 DRAFT DECEMBER 2011

**Imperial County  
 Workshop for  
 Elected Officials  
 January 25, 2012**

# Our Vision for the Future of Southern California

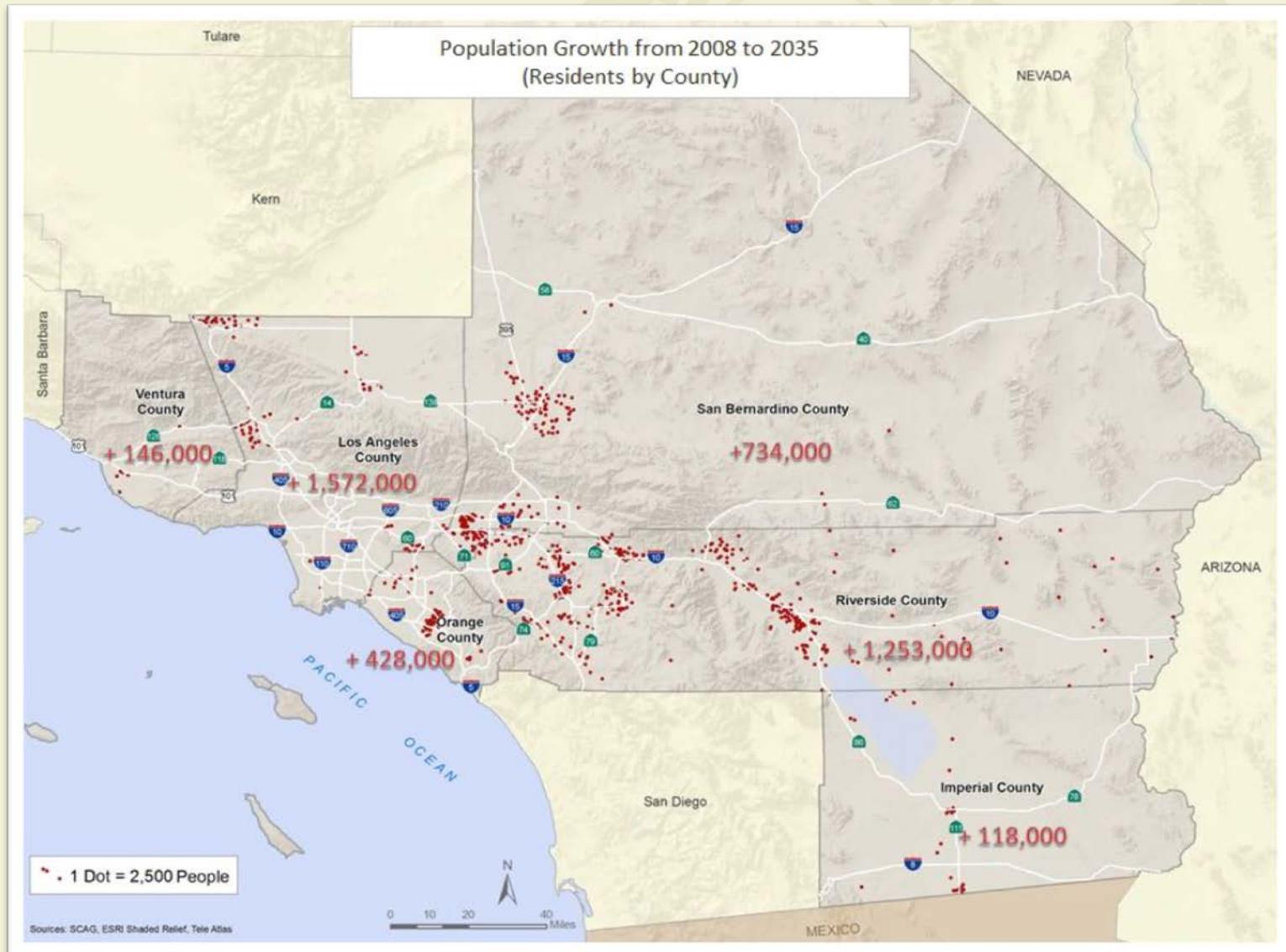


Mobility

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 Imperial 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

**30% decrease**  
from today's  
per capita  
delay

## Location Efficiency

Over  
**twice**  
as many  
households will  
live in high-  
quality transit  
opportunity  
areas

## Economy

**168,000**  
**jobs**  
generated  
per year

## Cost Effectiveness

**\$2.90**  
return for  
every \$1  
spent

# Major Imperial County Transportation Investments 2012-2035 RTP/SCS

Project	Cost
Widen and improve Jasper Road or SR-98 from SR-111 to SR-7	\$1.2 bil
Widen and improve SR-111 from SR-98 to I-8; interchanges at Heber, McCabe, and Jasper; overpass at Chick Rd	\$997.3 mil
Widen and improve Forrester Rd between I-8 and SR-78	\$250.6 mil
Widen SR-115 to Evan Hewes Highway	\$231.8 mil
Construct SR-78 Brawley Bypass Corridor south of Baughman Rd to north of Mead Rd	\$227.5 mil
Widen and improve interchange at I-8 and SR-186	\$78.6 mil
Widen SR-98 to 4 lanes from All American Canal to VV Williams	\$58.9 mil
Widen SR-98 to 4 lanes from Dogwood to All American Canal	\$34.7 mil
Widen SR-98 to 4 lanes from VV Williams to Ollie Ave and make intersection improvements at SR-98 and Cesar Chavez	\$9.4 mil
Reconstruct I-8 interchange at Imperial Ave	\$58.5 mil
Reconstruct and widen bridge at Dogwood Rd	\$33.1 mil

# Highways

## Highways

Capital: \$72.3 bil

### Gap Closures

HOV network  
HOT network  
Toll facilities

Provide access  
to hard-to-reach  
areas of the  
region

O&M: \$56.7 bil

## Arterials

Capital: \$22.1 bil

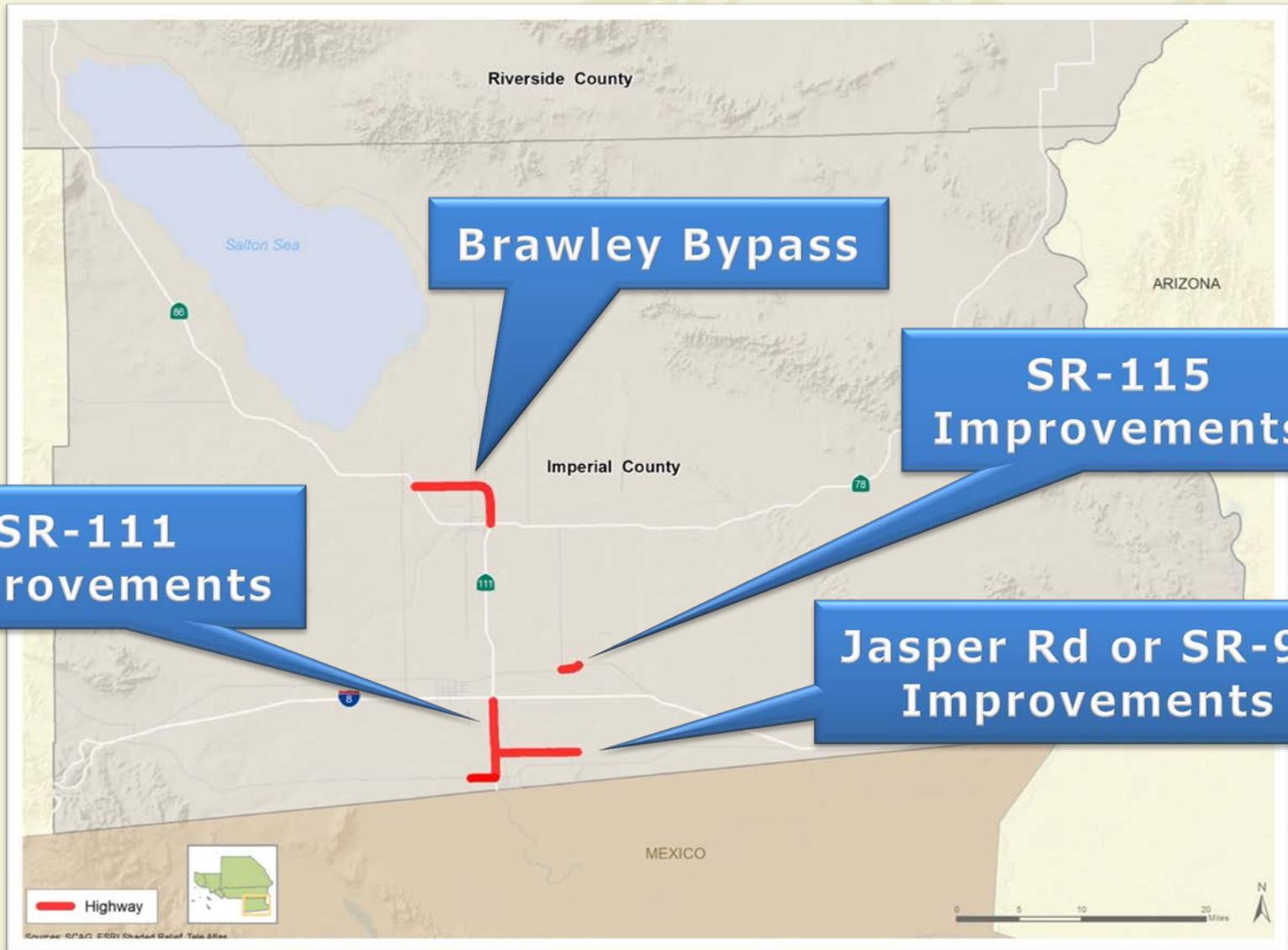
Signal  
prioritization  
Bicycle lanes  
Other design  
features

Lighting  
Landscaping  
Parking  
Sidewalks

O&M: \$20.9 bil



# Highways



# Transit and Passenger Rail

**Capital  
(Transit)**

**\$49.7 billion**

New  
**BRT**  
**Light Rail**  
**Heavy Rail**  
**Bus**  
routes, extensions,  
and service  
enhancements

**Capital  
(Passenger Rail)**

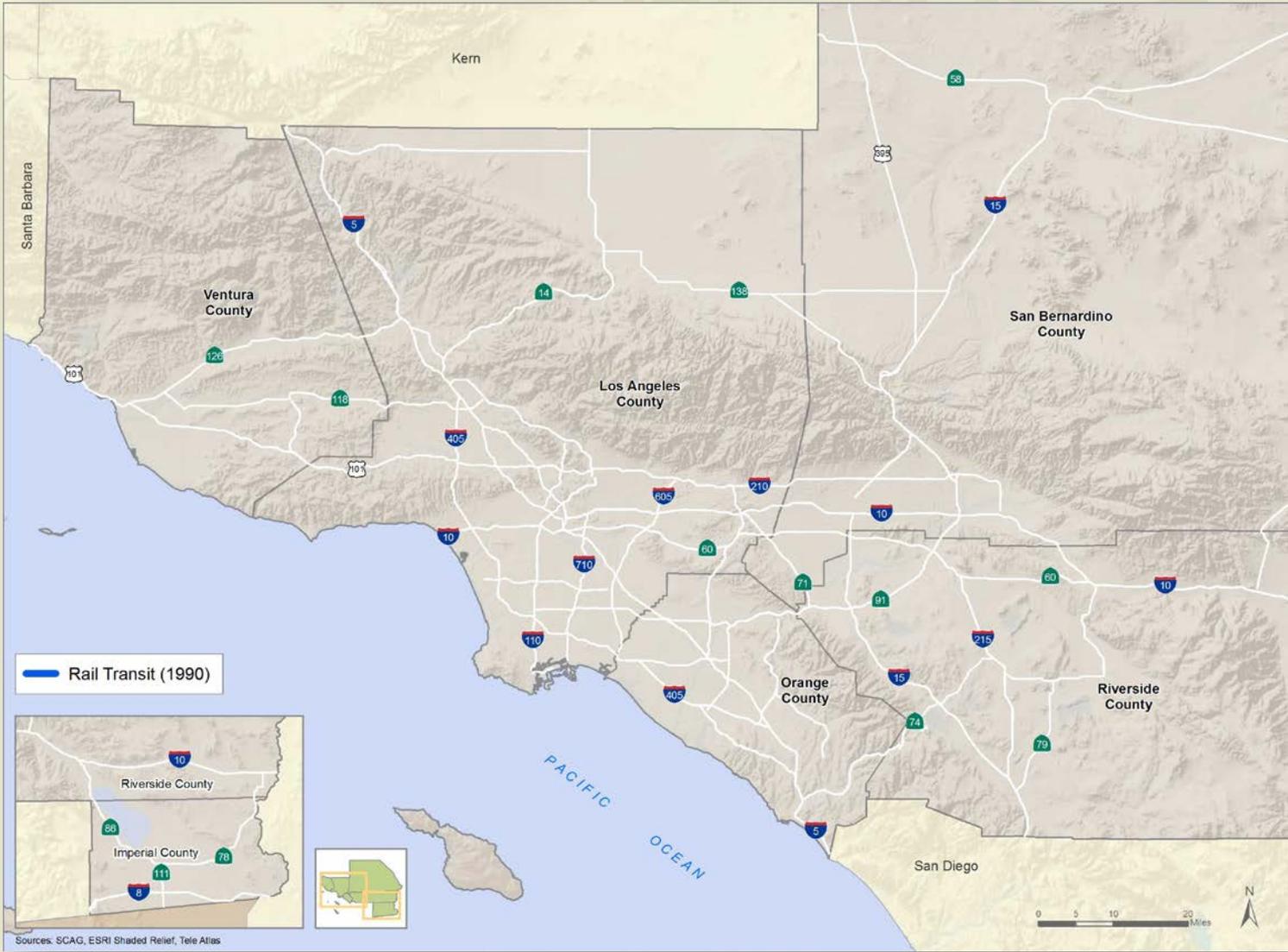
**\$51.6 billion**

**Metrolink**  
extensions &  
speed  
improvements  
**LOSSAN**  
speed  
improvements  
**California HST**  
Phase 1

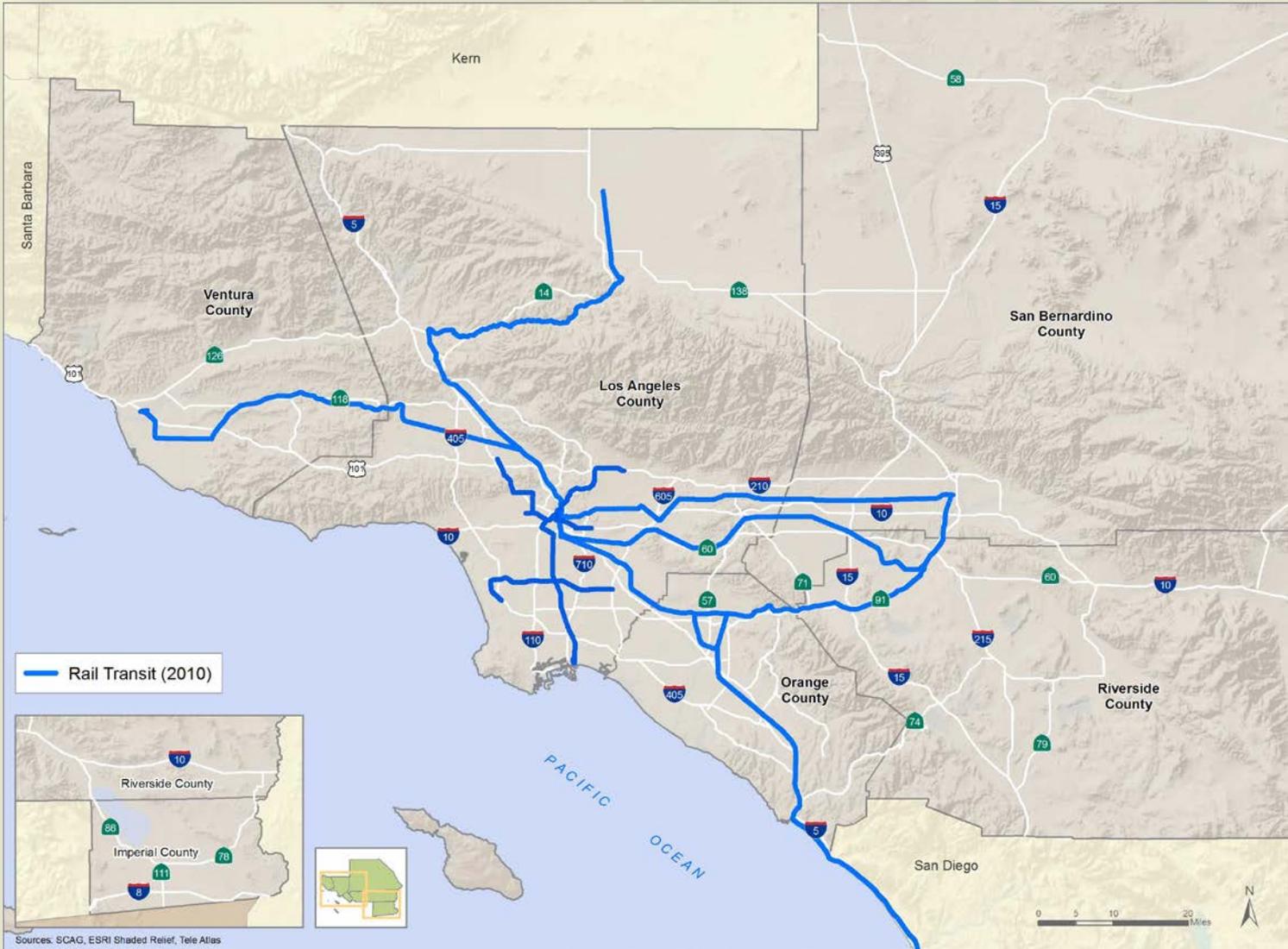
**Operations & Maintenance: \$139.3 billion**



# Rail Transit Investments 1990



# Rail Transit Investments Today





# Transportation Demand Management

## Active Transportation

TDM

\$4 billion

Reduce solo driving

Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies

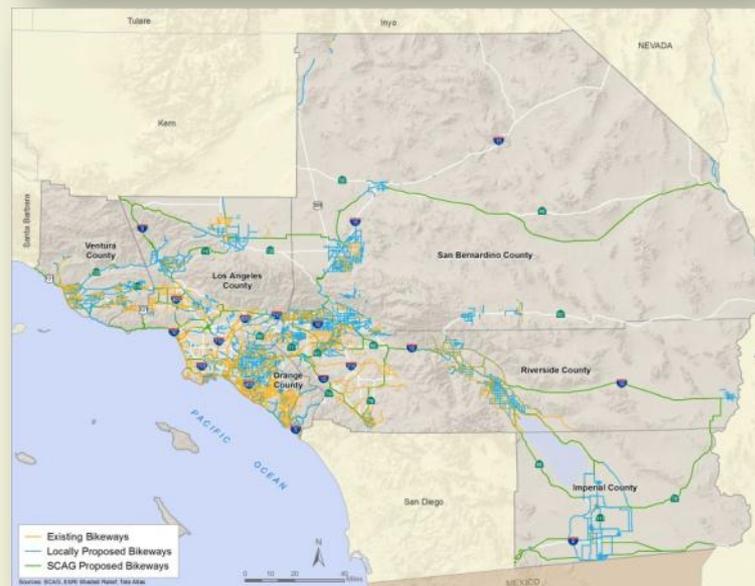
Active Transportation

\$6 billion

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

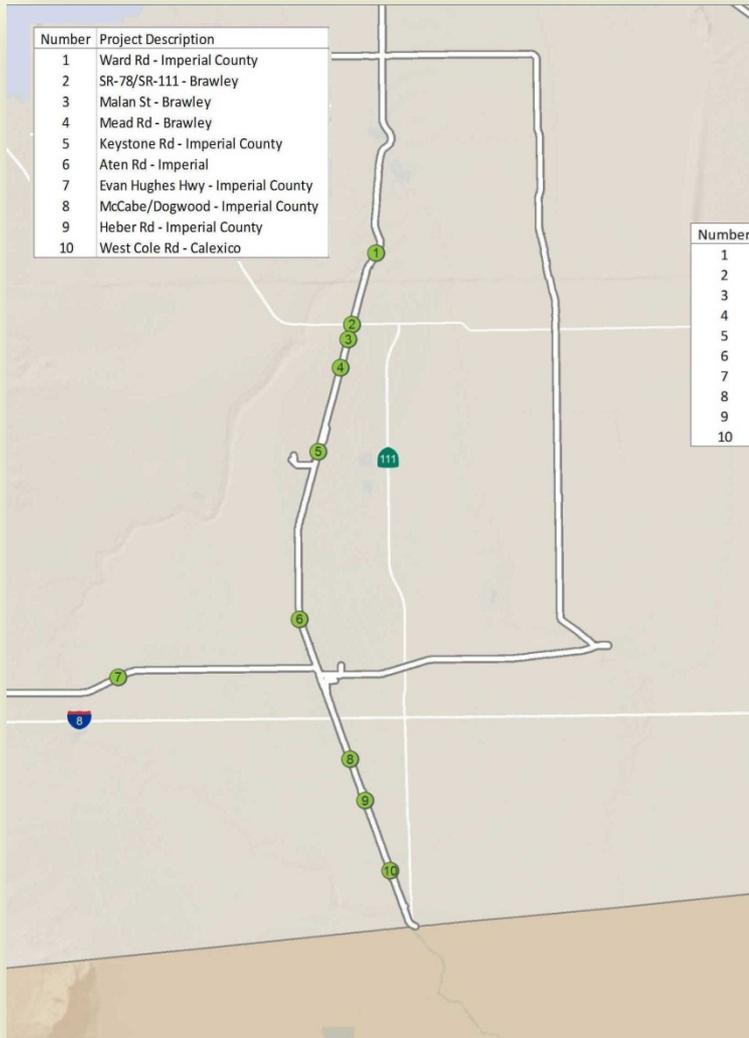
BEFORE  
42%

AFTER  
62%





# Strategic Grade Separation/Goods Movement Related Projects Imperial County



## Goods Movement Related Projects

- Brawley Bypass Corridor
- I-8, Reconstruct Interchange at Imperial Ave
- SR-111 - Widen and Improve to 6 Lane Freeway with Interchanges at Heber, McCabe, and Jasper and Overpass at Chick Rd
- At I-8/SR-186, Improve Interchange - Widen and Improve Ramps

# Land Use

Utilize **local growth input**

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

**Compass Blueprint** Demonstration projects



# Compass Blueprint

## Demonstration Projects in Imperial County

➤ 7 Projects with a total SCAG contribution of \$ 550,740

2008 El Centro Project SHAPE

2009 Calexico Gateway to Mexico  
El Centro Parking and Circulation Plan  
Holtville Blueprint for Downtown Holtville

2010 Brawley Downtown Overlay District

2012 Imperial Building Blocks Community Vision



El Centro Project SHAPE



Brawley Downtown Overlay



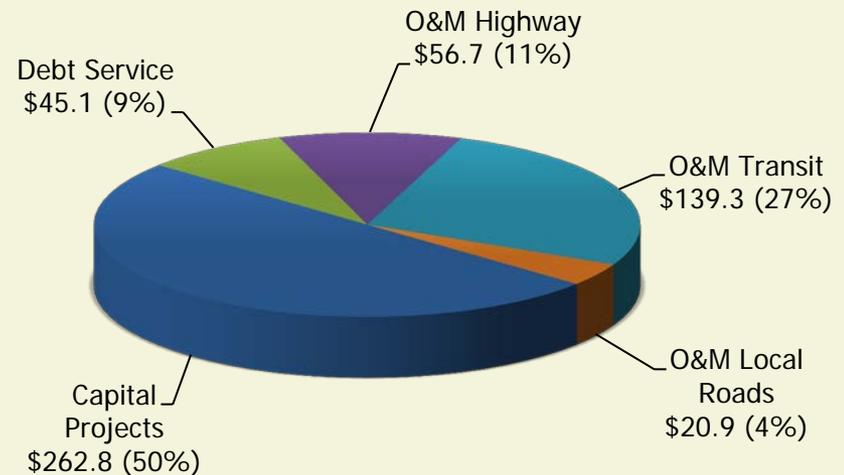
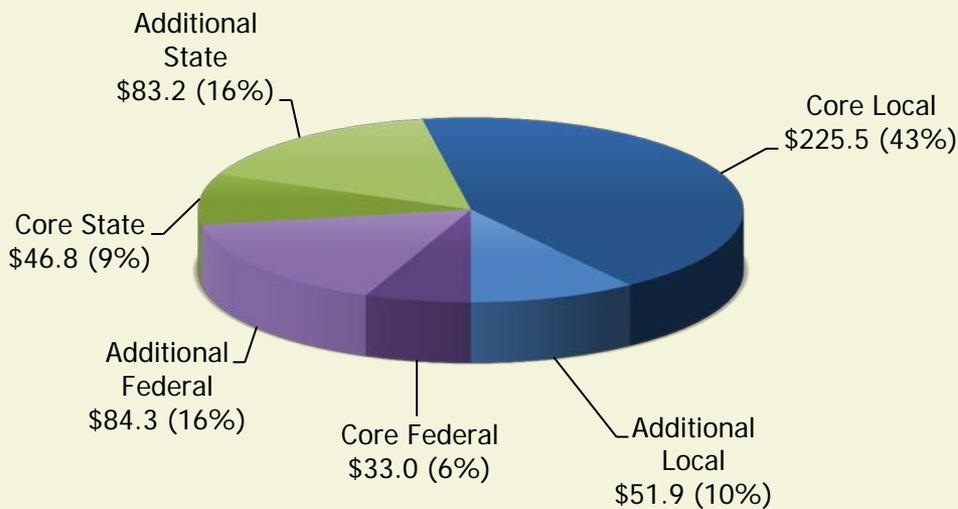
Calexico Gateway to Mexico

# 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

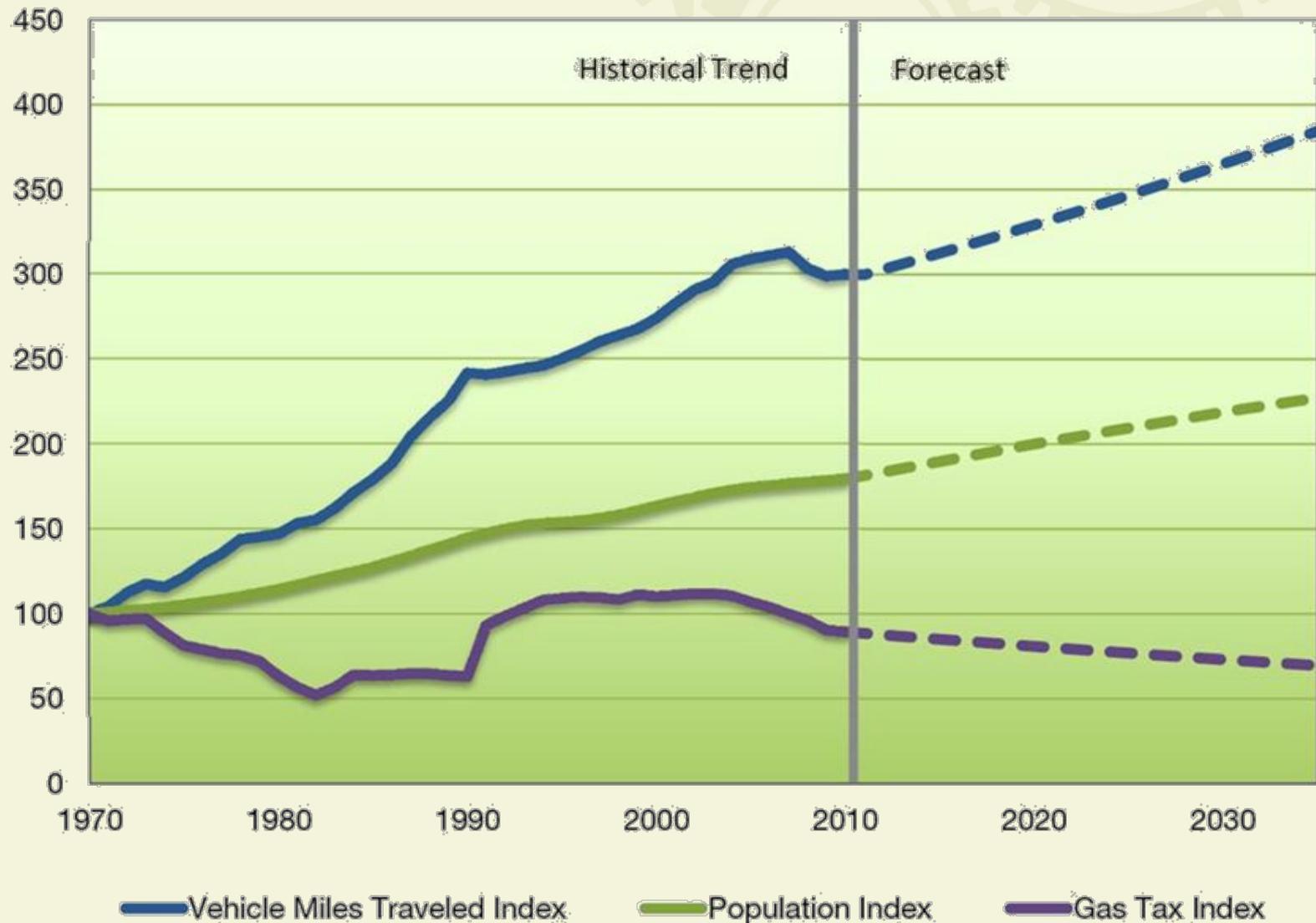
# Mileage-Based User Fee Context

- 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)

**Historical Highway Trust Fund Revenue from Gasoline Excise Tax**



# Travel demand and costs surpass projected revenues



# Next Steps

- Close of Public Comment Period: February 14, 2012
- Joint Meeting of Policy Committees to review matters related to Final RTP/SCS and PEIR: March 1, 2012
- Joint Meeting of Policy Committees to recommend approval of Final RTP/SCS and PEIR: March 23, 2012
- RC to certify PEIR and adopt the Final RTP/SCS: April 5, 2012
- SCAG submits the Final RTP to the Federal Agencies for 60-day review and approval
- Transportation Conformity approval for 2008 RTP expires: June 5, 2012

SCAG would be at risk for a transportation conformity lapse if current schedule is not maintained.

# We want to hear from you!

Send us your comments at  
[www.scagrtp.net](http://www.scagrtp.net)

by February 14, 2012

