



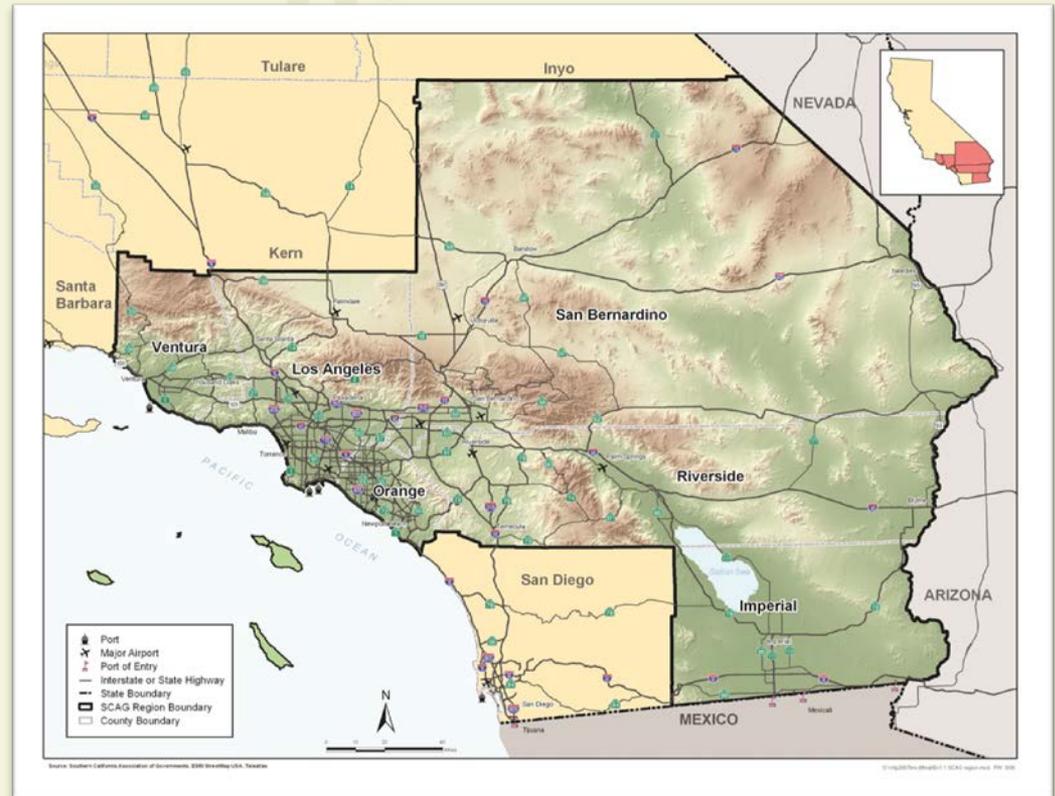
REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

Southern California Association of Governments
DRAFT DECEMBER 2011

**Orange County
 Workshop for
 Elected Officials
 January 26, 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 & 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&P TAC, Transit TAC, Subregional Coordinators, Transportation Conformity Working Group</p>			<p>40</p>



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Our Vision for the Future of Southern California

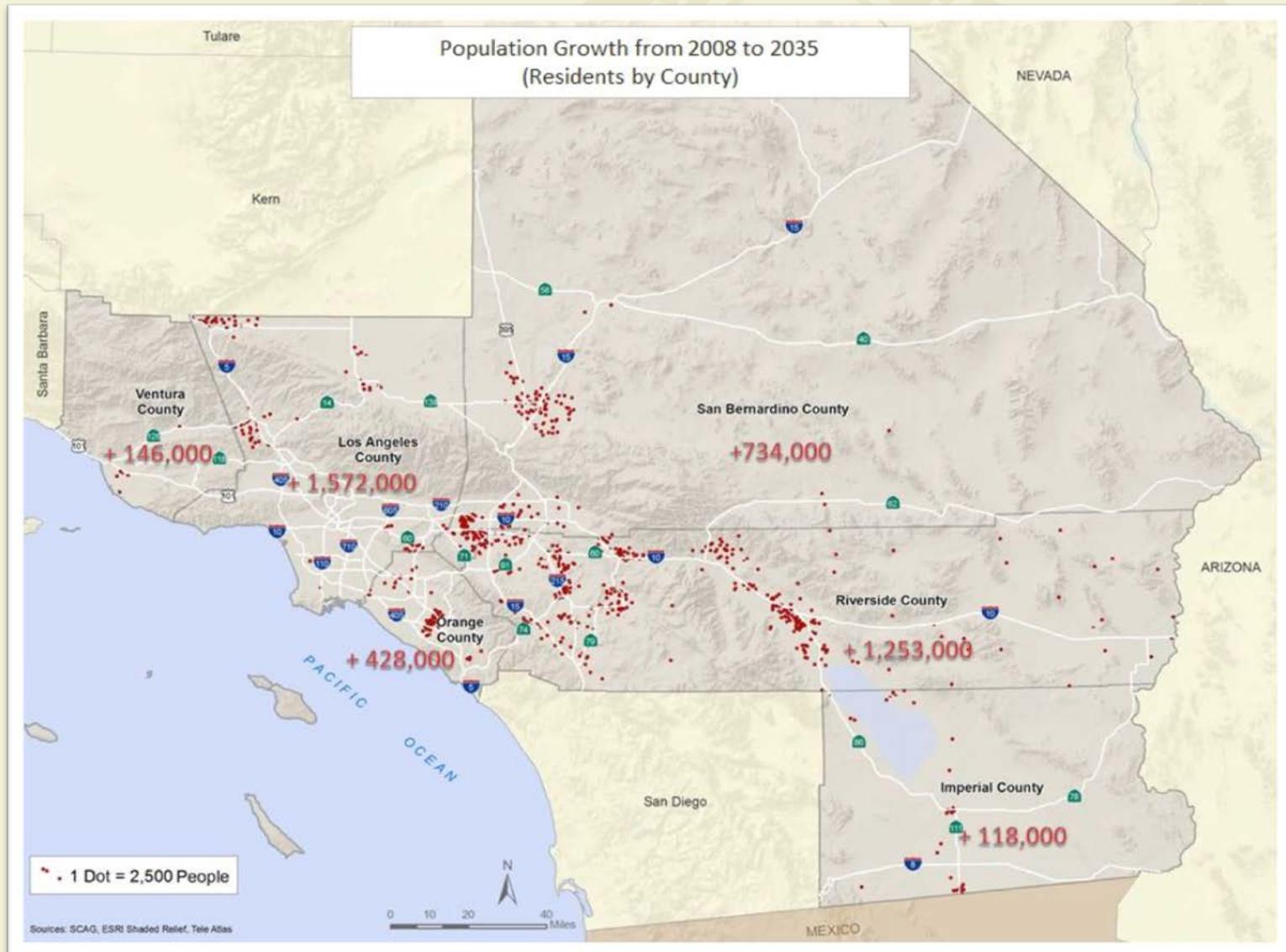


Mobility

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 Orange 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 Orange County Transportation Investments 2012-2035 RTP/SCS

Project	Cost
California High-Speed Rail – Phase 1 (includes Metrolink AVL and LOSSAN corridor speed upgrades)	\$47.7 bil
Regional Express/HOT Lane Network	\$9.6 bil
I-405 mixed-flow lane addition (1 in each direction) from SR-73 to I-605	\$1.7 bil
SR-241 mixed-flow lanes (2 in each direction by 2013 and 1 additional mixed-flow lane in each direction) plus climbing lanes from I-5 to Oso Parkway	\$1.5 bil
High-frequency Metrolink service from Laguna Niguel to LA and corridor improvements and rail feeder service within the county	\$1.2 bil
SR-241/261/133 mixed-flow lane addition (2 in each direction) from SR-91 to I-5/Jamboree	\$1.2 bil
Signal synchronization across jurisdictions and smart streets in the county	\$877.9 mil
Anaheim Rapid Connection	\$839.8 mil
I-5 mixed-flow lane addition (1 in each direction) from Avery to Alicia, and Avery and La Paz interchange reconfiguration	\$584.2 mil
SR-22 HOV lane addition (1 in each direction) from I-405 to SR-55 and auxiliary lane (1 in each direction) from I-5 to Beach Bl	\$546.6 mil
SR-241/SR-91 HOV/HOT connectors	\$473.2 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

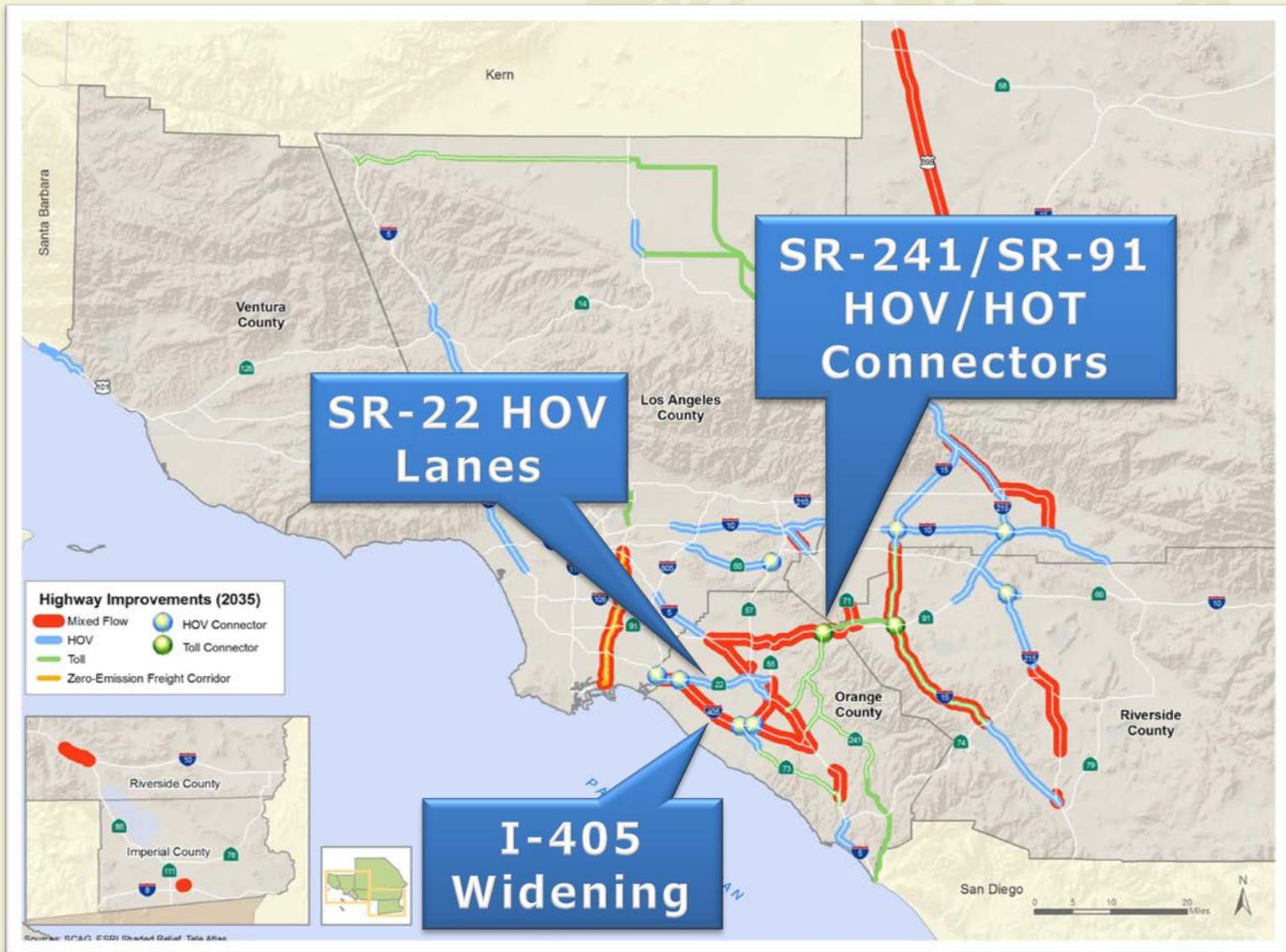
Signal
prioritization
Bicycle lanes
Other design
features

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)**

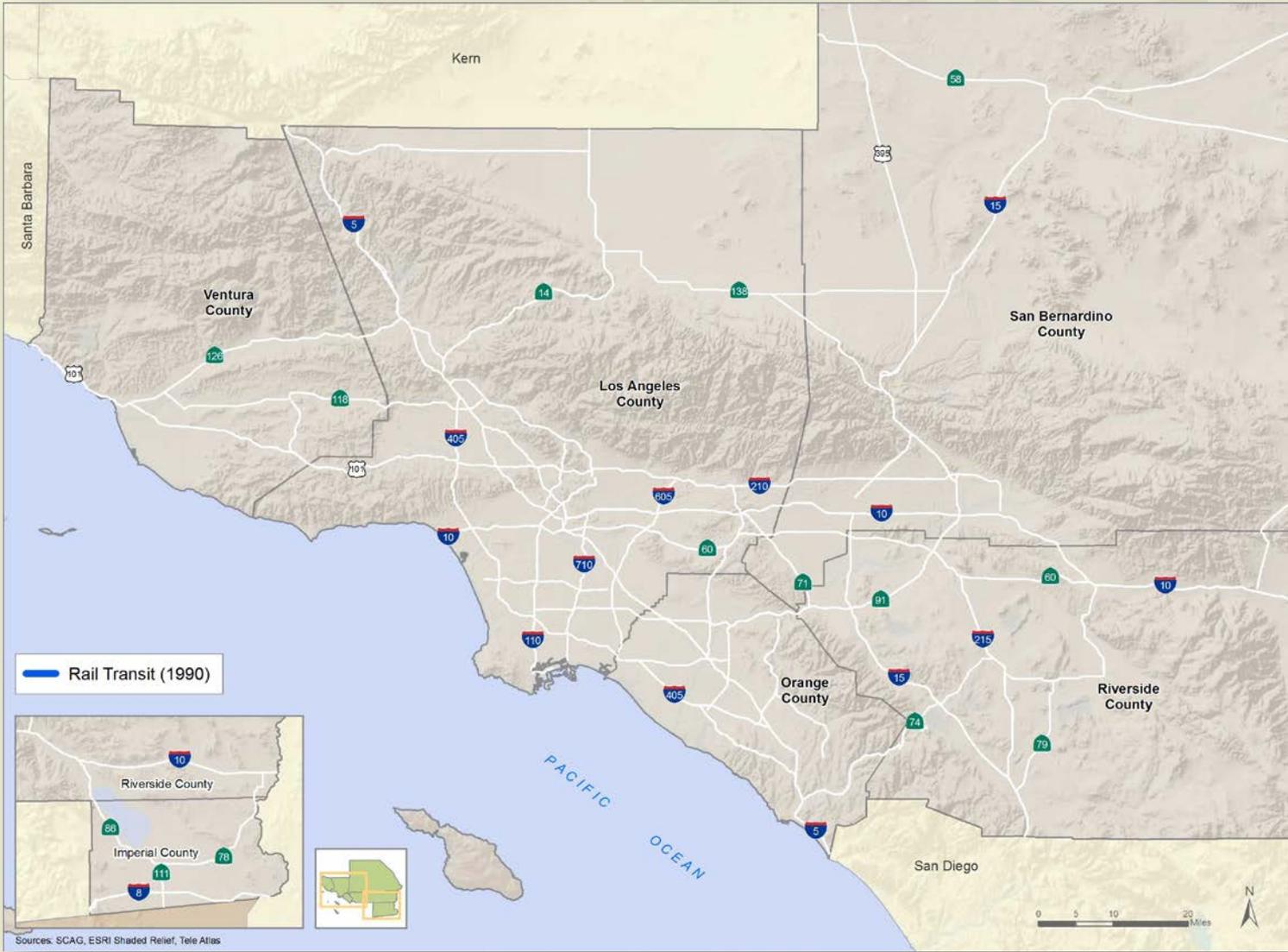
\$51.6 billion

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

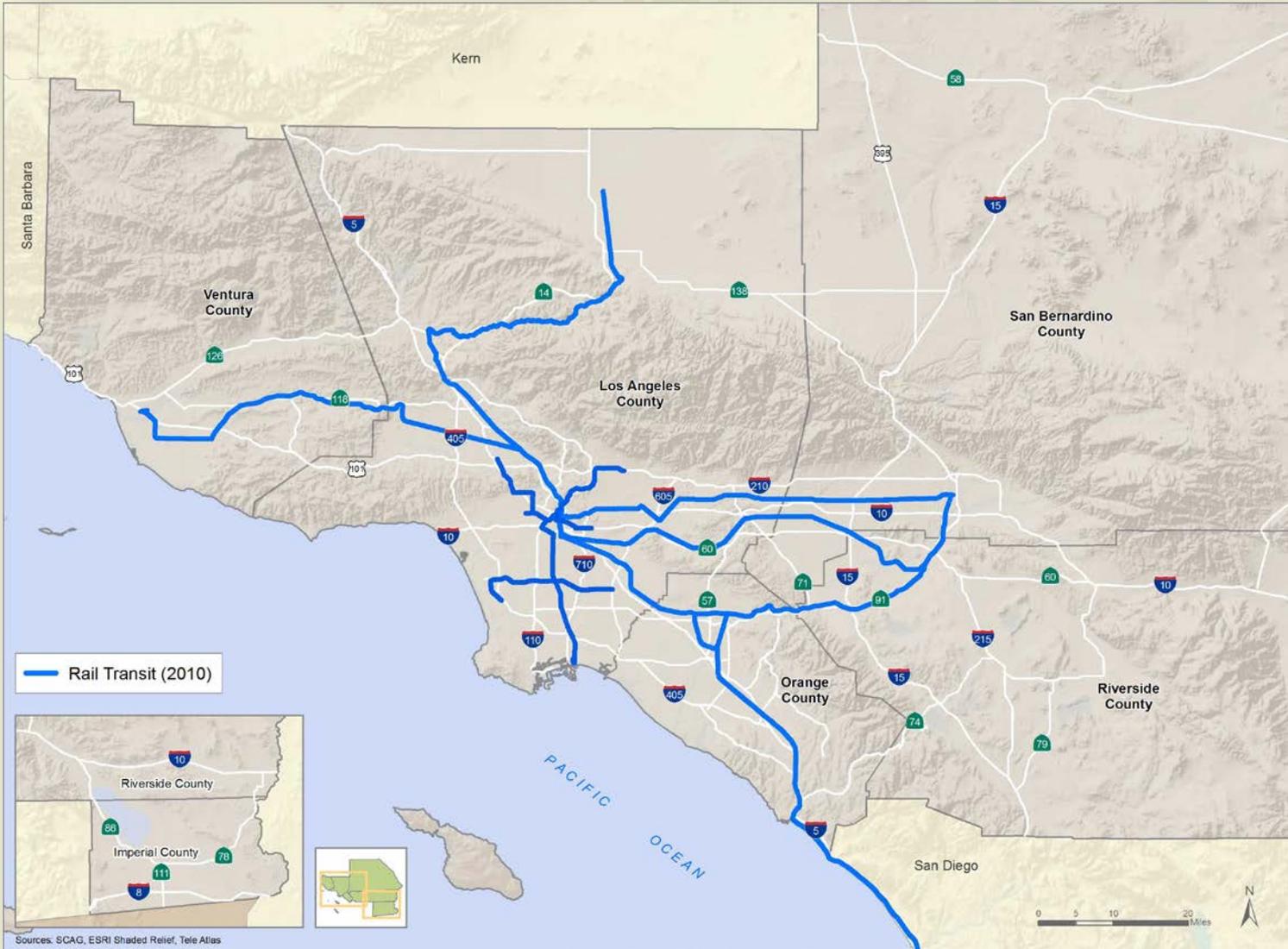
Operations & Maintenance: \$139.3 billion



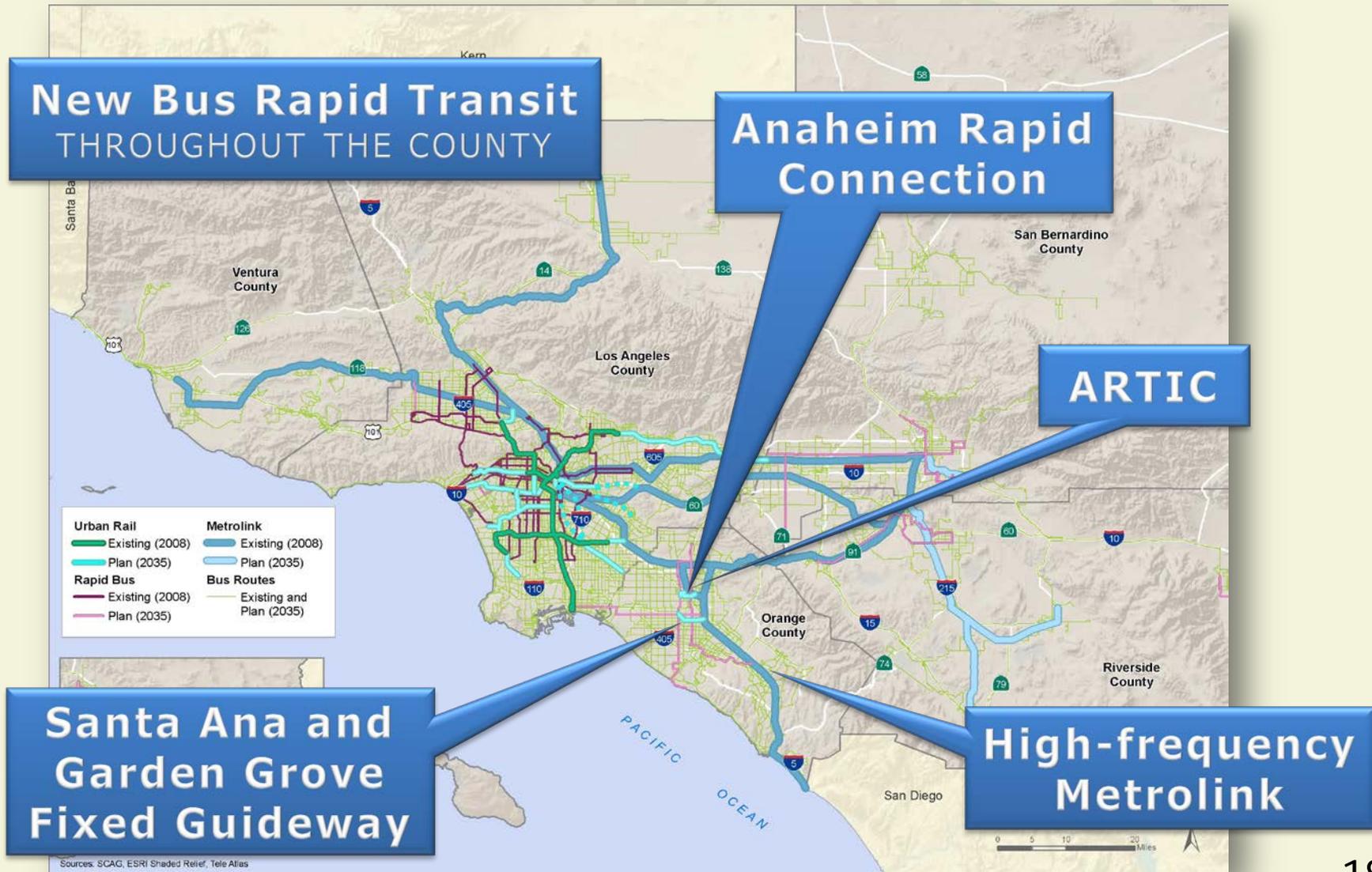
Rail Transit Investments 1990



Rail Transit Investments Today



Rail Transit Investments 2035



Transportation Demand Management

Active Transportation

TDM

\$4 billion

Reduce solo driving

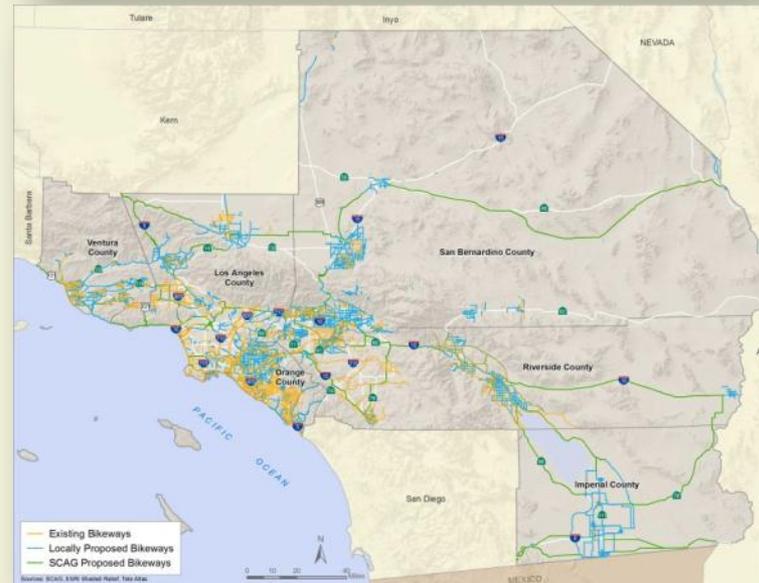
Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies

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%



Goods Movement

Grade Separations and Goods Movement

\$47.9 billion

Port access

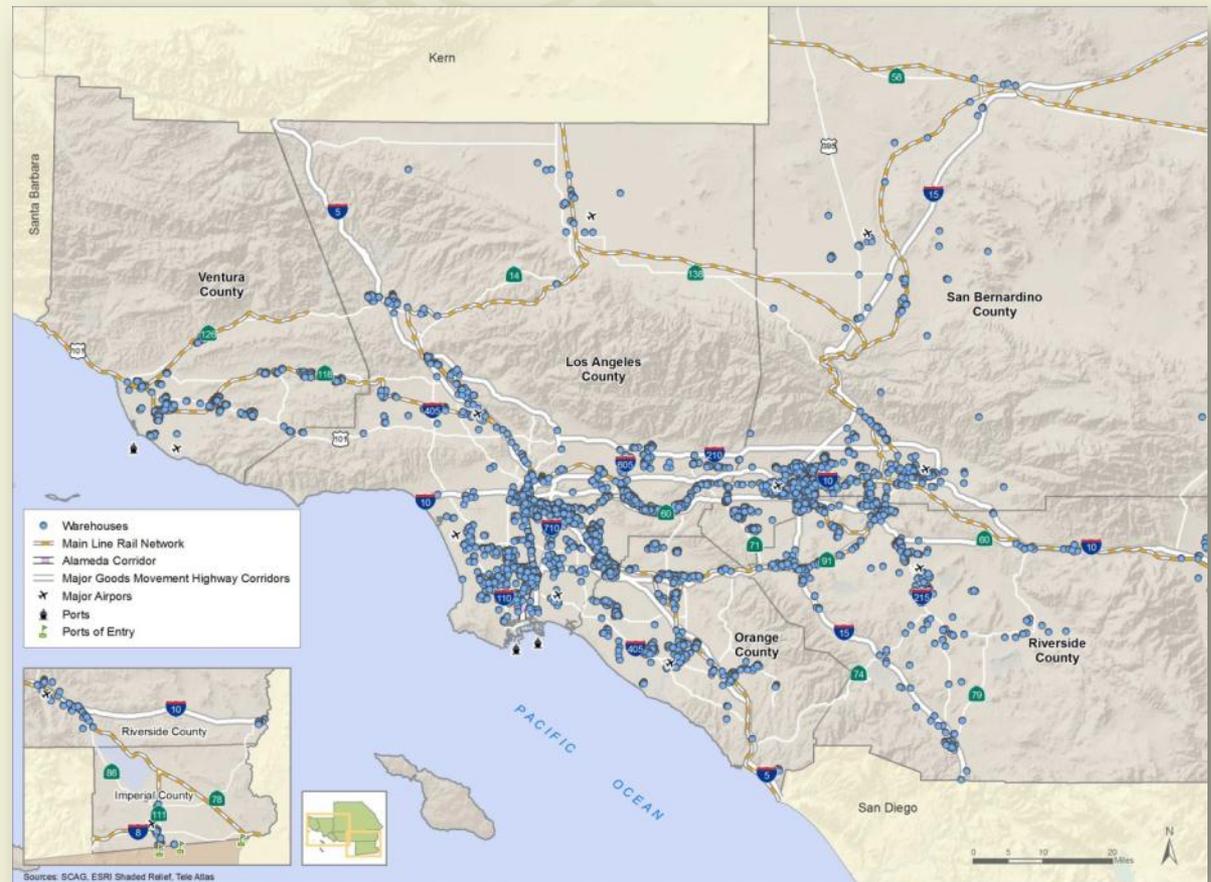
Freight rail capacity

Grade separations

Truck mobility
improvements

Intermodal
facilities

Emission reduction
strategies



Goods Movement

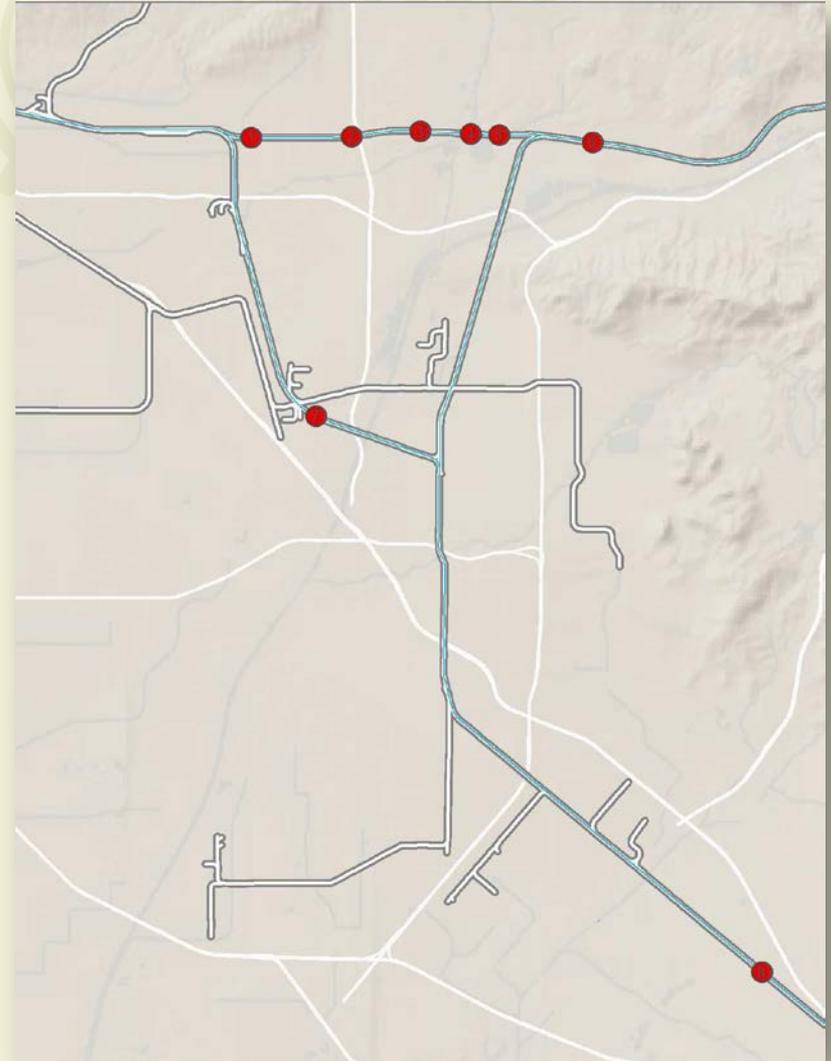
Major Orange County Projects

Grade Separations:

- 1 Raymond Ave - Fullerton
- 2 Placentia Ave Undercrossing
- 3 Kramer Blvd - Anaheim
- 4 Orangethorpe Ave - Anaheim
- 5 Tustin Ave/Rose Dr - Anaheim
- 6 Lakeview Ave - Placentia
- 7 State College Rd - Anaheim
- 8 Jeffery Rd - Irvine

Other Major Projects:

SR-57 Truck Climbing Auxiliary Lane
from Lambert to Los Angeles County
Line



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



Image courtesy MVE & Partners, Irvine, CA



Compass Blueprint

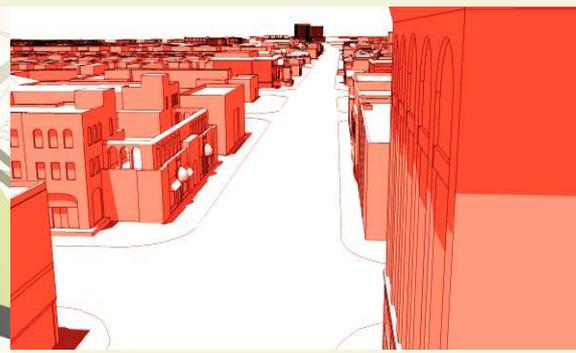
Demonstration Projects in Orange County

➤ 12 Projects with a total SCAG contribution of \$ 1,258,399

- 2008 North Orange County Transit Connections
- 2009 Laguna Niguel Gateway Specific Plan
- 2010 Fullerton Downtown 3D Model & Database
Los Alamitos Commercial Corridors Plan
- 2012 Anaheim Platinum Triangle Greenways
Fullerton Smart Growth 2030
San Juan Capistrano Town Center Specific Plan
Dana Point Connectivity Study



Laguna Niguel Gateway



Fullerton 3D Development



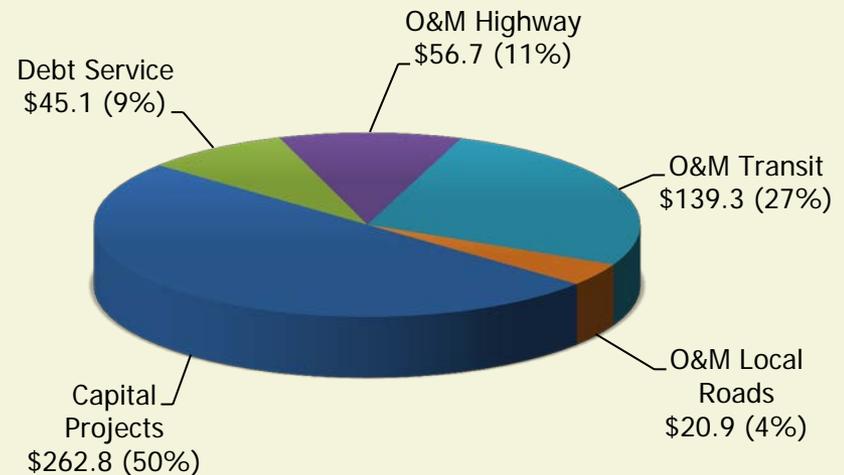
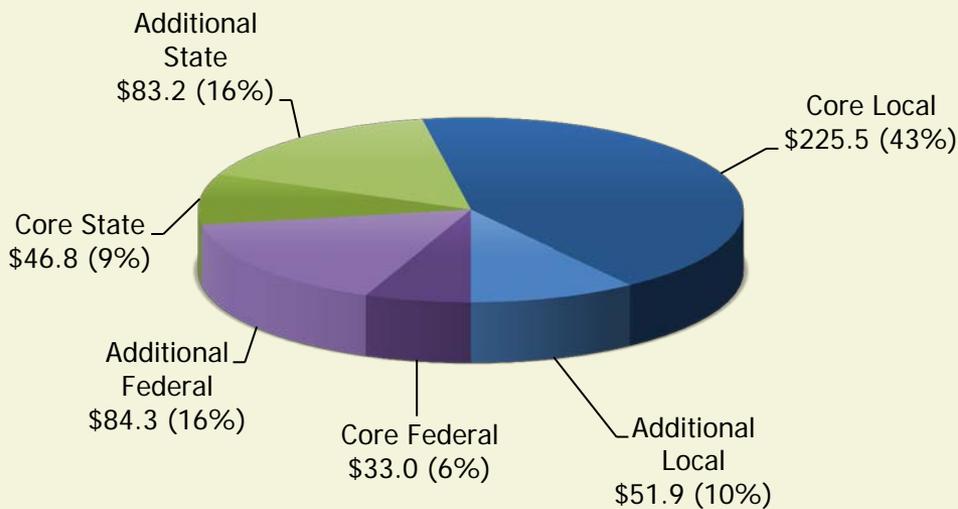
Anaheim Greenways

What are the funding challenges and how are they addressed?

\$524.7 billion (nominal dollars)

Revenues

Expenditures



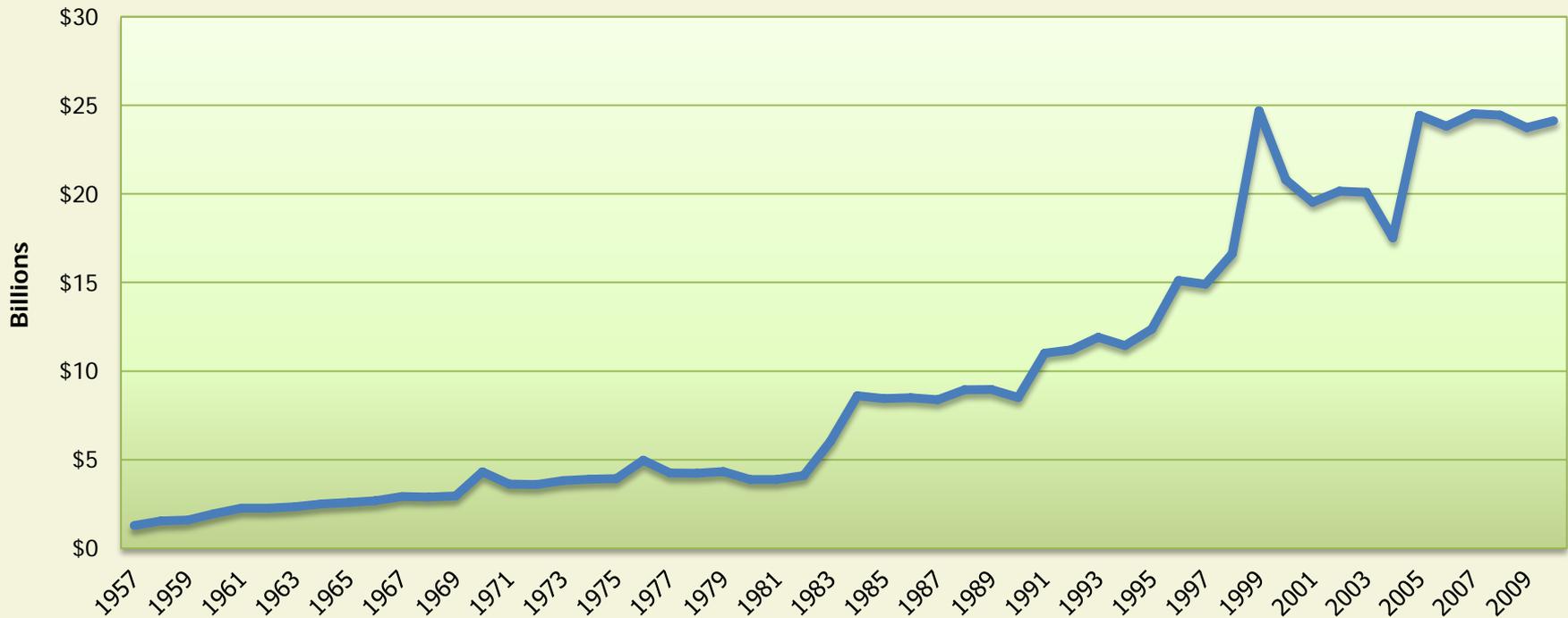
Comprehensive Funding Strategy

- 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

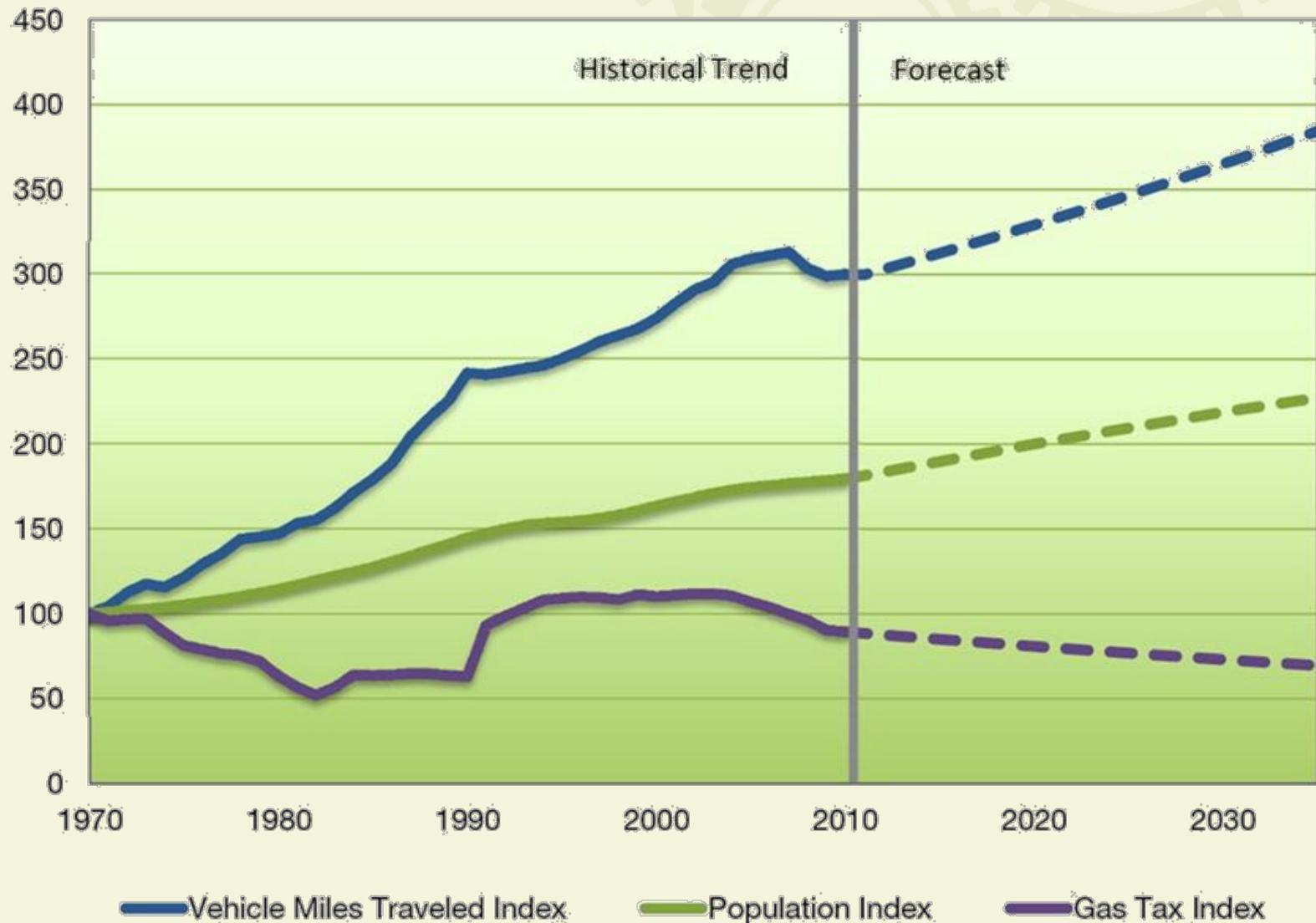
Mileage-Based User Fee Context

- 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

by February 14, 2012

