

THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



About the Plan





Laws That Guide the Plan



DEVELOPING A REGIONAL TRANSPORTATION PLAN

Required by federal law to prepare and update a long-range transportation plan

KEEPING UP WITH CLEAN AIR ACT REQUIREMENTS

Meet federal transportation conformity requirements

MONITORING SYSTEM PERFORMANCE

Required by federal law to conduct transportation system performance planning/monitoring

DEVELOPING A SUSTAINABLE COMMUNITIES STRATEGY

State law requires the integration of land use and transportation strategies

HITTING SPECIFIC TARGETS FOR GREENHOUSE GAS EMISSIONS

California Air Resources Board sets emission reduction targets for the region



How We Got Here – Local Engagement



One-on-One Engagements
With Local Jurisdictions and
County Transportation
Commissions



Regional Planning Working
Groups and Community Based
Organizations



Public Workshops, Street
Teams, Tele-Town Hall,
Advertisements and Survey



Planning Process



Fall 2017 to
Spring 2019

Update Data
(through 2045, the new horizon year)

Summer
2019

Transportation Financial Analysis

Issues Exploration

Update Planning Assumptions

Land Use/Transportation Scenarios
Development

Fall
2019

Compile/Analyze Draft Connect SoCal

Develop Program Environmental Impact
Report (PEIR)

Winter
2019–2020

Release Draft Connect SoCal & PEIR

Public Outreach & Comment Period

April
2020

Approve Draft Connect SoCal & PEIR



SoCal Today

About the Plan

A Path to Greater
Access, Mobility &
Sustainability

Paying Our
Way
Forward

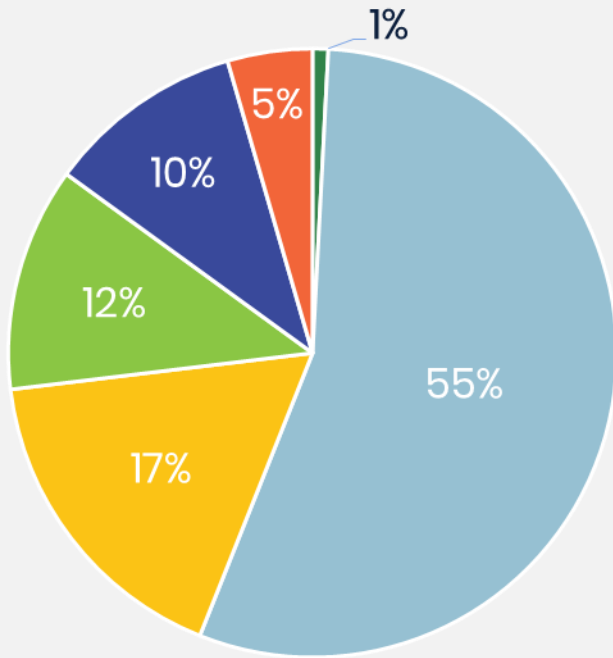
Measuring Our
Progress

Looking
Ahead



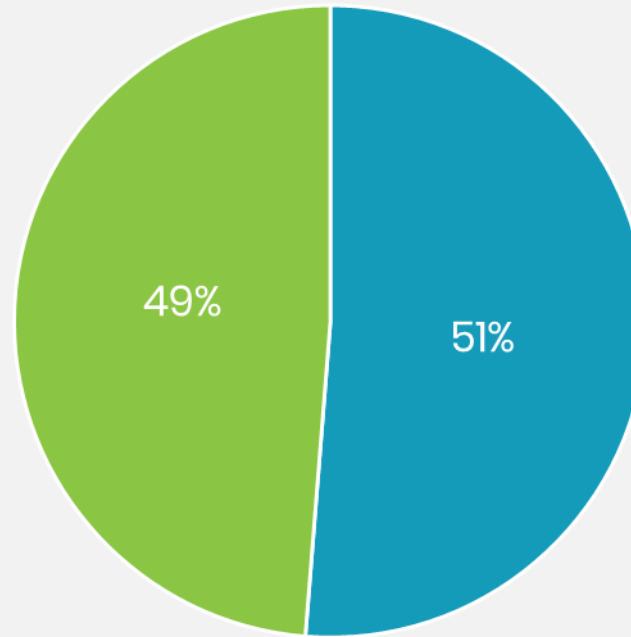
Where We Live

Households by County, 2016



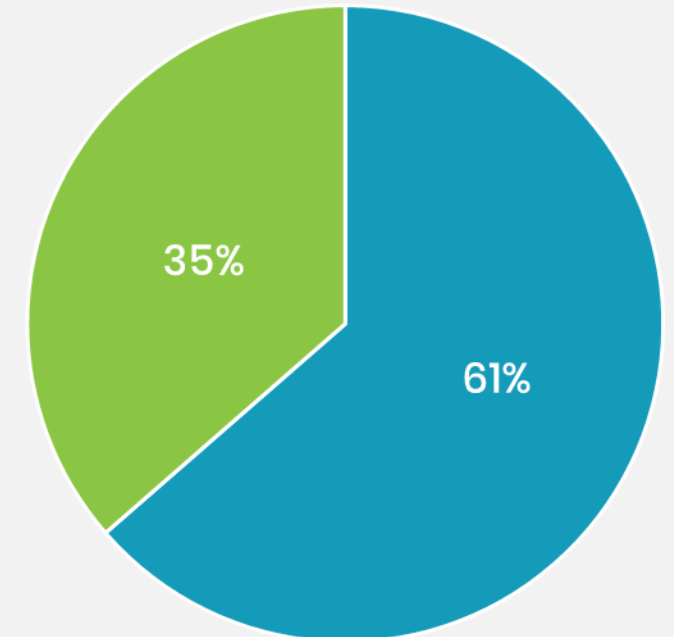
- Imperial
- Orange
- San Bernardino
- Los Angeles
- Riverside
- Ventura

Housing Tenure in SCAG Region, 2016



- Owner
- Renter

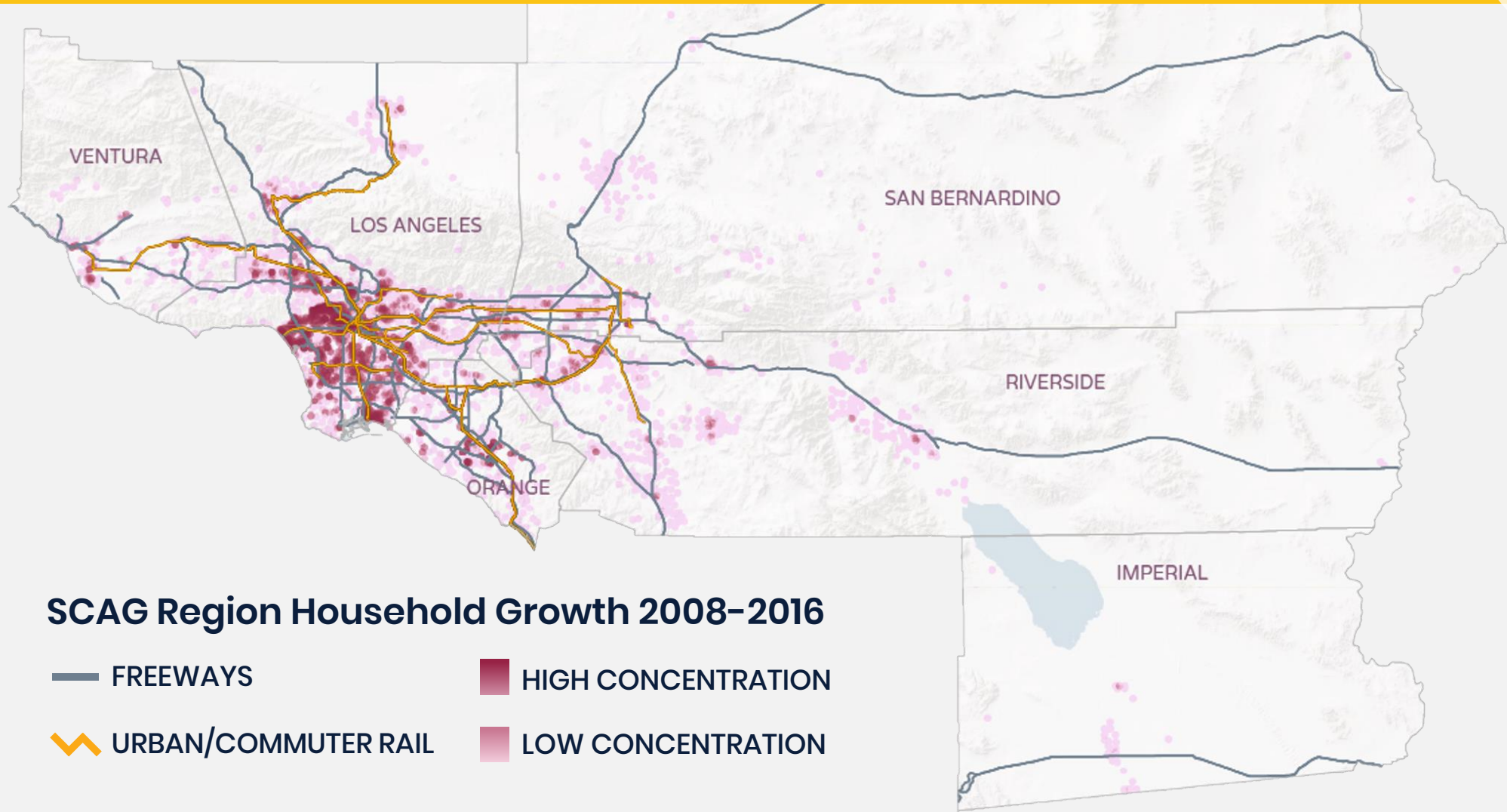
Housing by Type in SCAG Region, 2016



- Single-Family
- Multi-Family

57% of renters are paying more than 30 percent of their income on housing

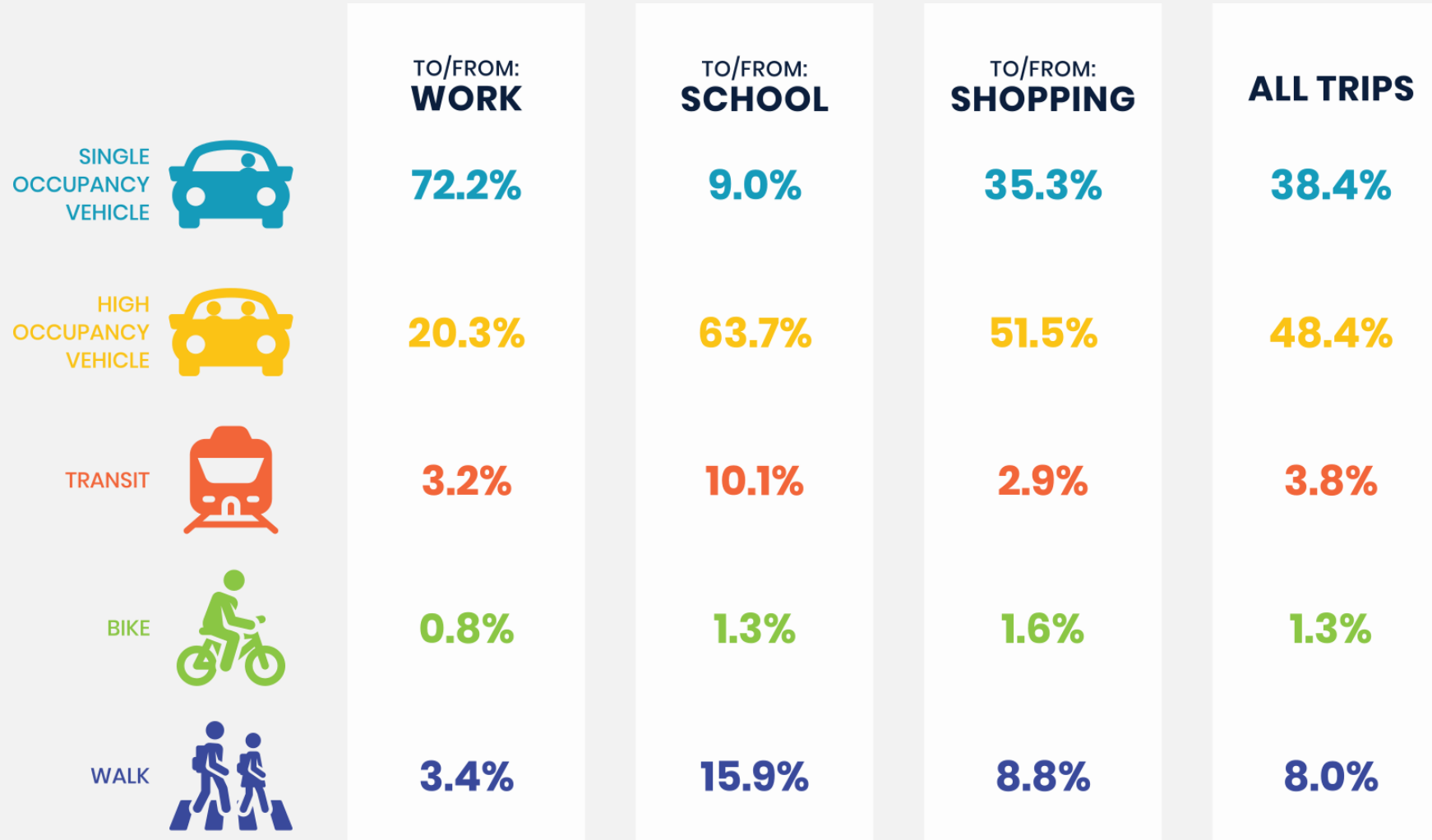
Where We Have Grown



SCAG Region Household Growth 2008-2016

- FREEWAYS
- URBAN/COMMUTER RAIL
- HIGH CONCENTRATION
- LOW CONCENTRATION

How We Travel Today



Source: SCAG Activity Based Model

Our Challenges



100
HOURS **STUCK IN TRAFFIC**



\$21.4B
ANNUAL COST OF **TREATING CHRONIC DISEASE**



~15%
OF BRIDGES ON THE NHS
ARE IN **POOR CONDITION**



1,500
ANNUAL **TRAFFIC FATALITIES**



21%
FARMLANDS **LOST SINCE 1984**



78%
OF THE POPULATION LIVING IN **FLOOD HAZARD AREAS** ARE MINORITIES

Planning for 2045 – Growth Forecast



JOBS



HOUSEHOLDS



POPULATION

2015

8.4M

6M

18.9M

+1.6
MILLION

+1.6
MILLION

+3.6
MILLION

2045

10M

7.6M

22.5M

SoCal Today

Planning for 2045 – Our Changing Age Structure



**UNDER
15**



15-64



65+

2015

3.7M

12.6M

2.4M

2045

3.9M

14M

4.6M

BY 2045

1 IN 5

PEOPLE WILL BE AGE 65+

A Path to Greater Access, Mobility & Sustainability

About the Plan

SoCal Today

Paying Our
Way
Forward

Measuring Our
Progress

Looking
Ahead



Core Vision & Key Connections



ROOTED IN THE 2008 AND 2012 PLANS, CONNECT SOCAL'S **CORE VISION** CENTERS ON:

- **Maintaining** and better managing the transportation network we have for moving people and goods.
- **Expanding** mobility choices by locating housing, jobs, and transit closer together.
- **Increasing** investment in transit and complete streets.

KEY CONNECTIONS AUGMENT THE CORE VISION OF THE PLAN TO:

- **Leverage and align new technologies** with land use and transportation strategies.
- **“Close the gap”** to meet increasingly aggressive greenhouse gas reduction goals.

A Path to Greater Access,
Mobility & Sustainability



Core Vision



**COMPLETE
STREETS**



**SUSTAINABLE
DEVELOPMENT**

A Path to Greater Access,
Mobility & Sustainability



**DEMAND & SYSTEM
MANAGEMENT**

Core Vision



**TRANSIT
BACKBONE**



**SYSTEM PRESERVATION
& RESILIENCE**

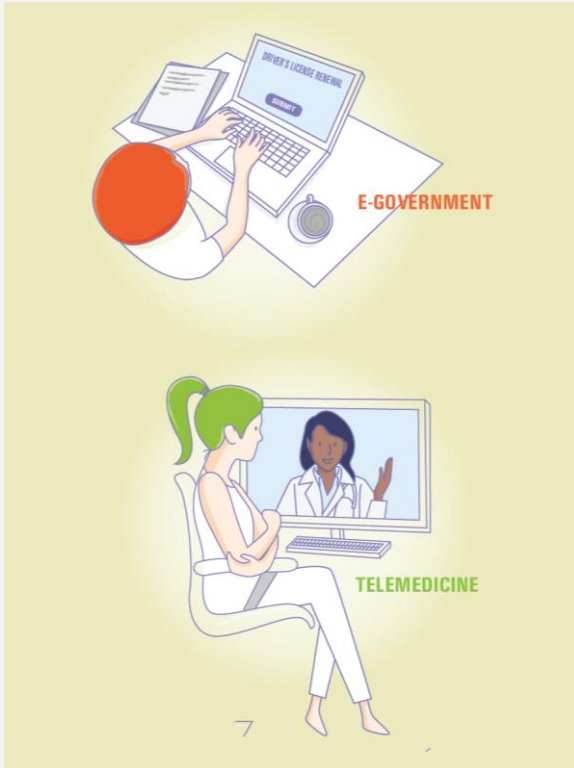


**GOODS
MOVEMENT**

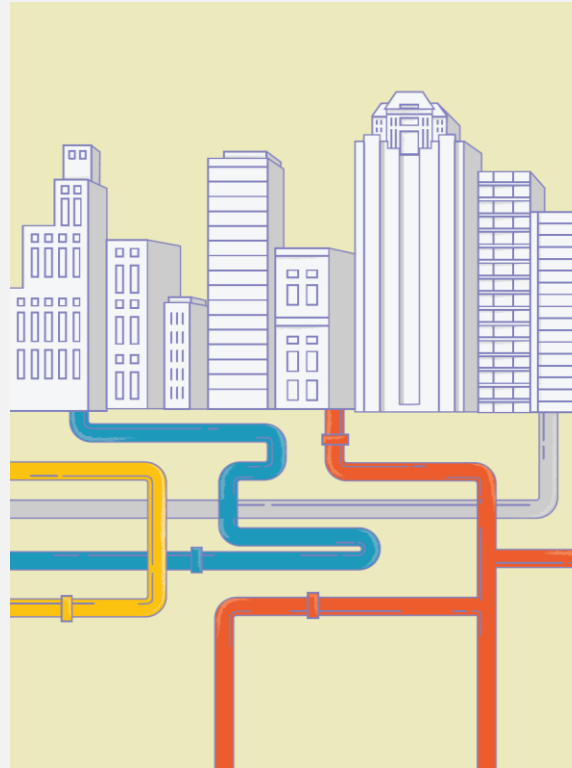
A Path to Greater Access,
Mobility & Sustainability



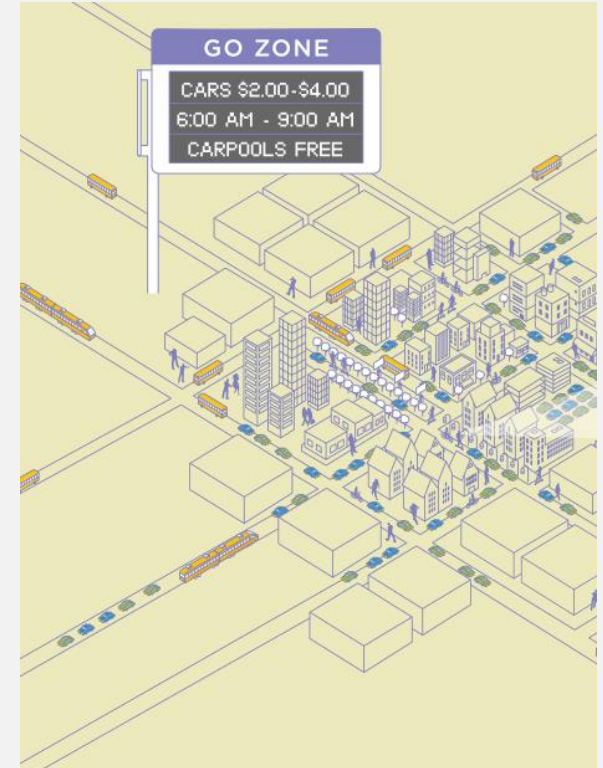
Key Connections



**SMART CITIES &
JOB CENTERS**

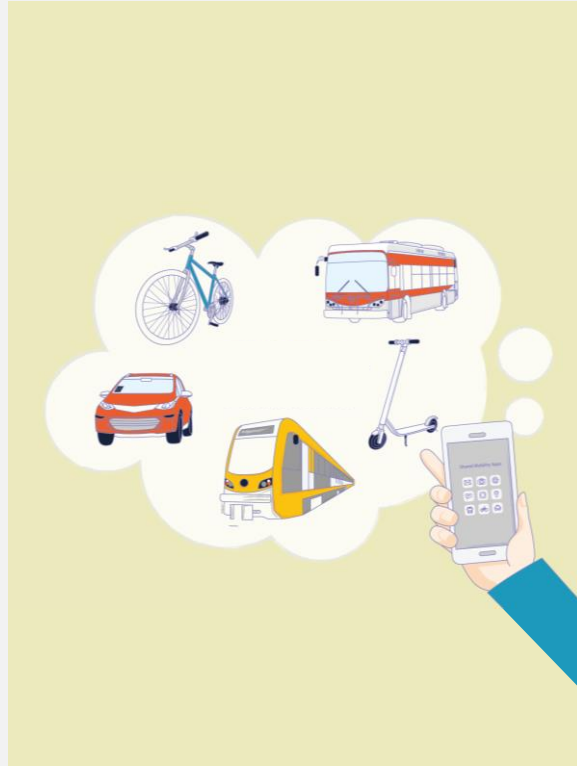


**HOUSING SUPPORTIVE
INFRASTRUCTURE**

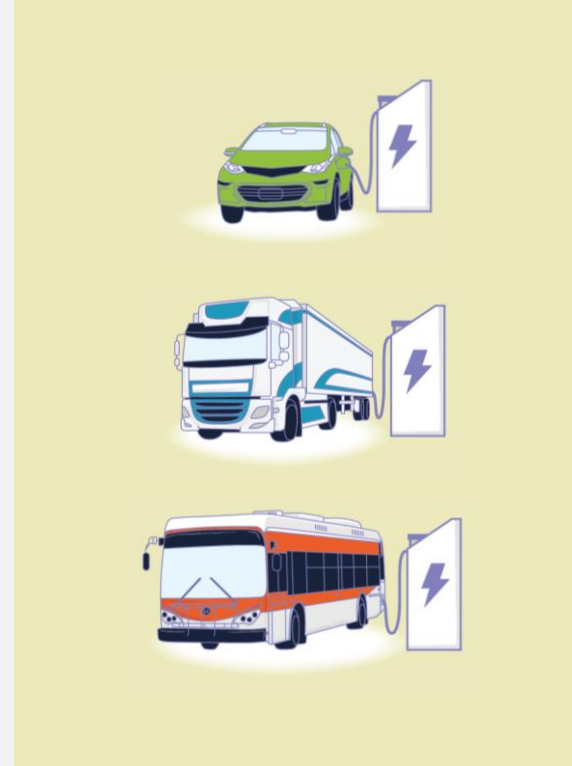


**GO
ZONES**

A Path to Greater Access,
Mobility & Sustainability



**SHARED MOBILITY &
MOBILITY AS A SERVICE**



**ACCELERATED
ELECTRIFICATION**

A Path to Greater Access,
Mobility & Sustainability



Paying Our Way Forward

About the Plan

SoCal Today

A Path to Greater
Access, Mobility &
Sustainability

Measuring Our
Progress

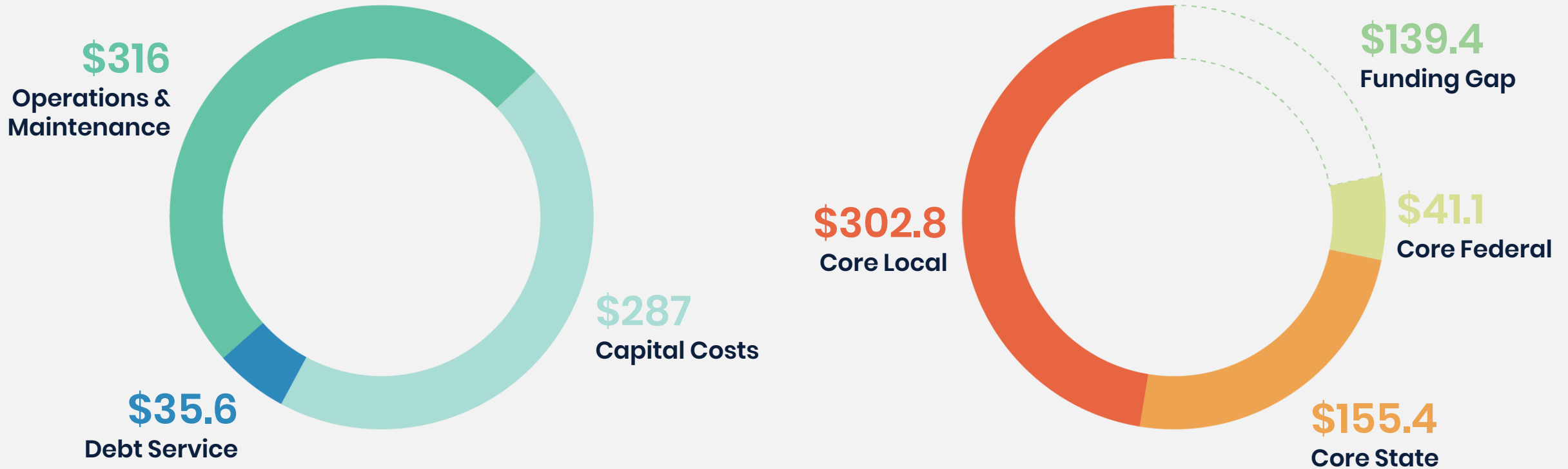
Looking
Ahead



Insufficient Core Revenues to Meet System Needs



**Draft Total SCAG Region System Needs:
\$638.6 billion (in nominal dollars)**



Paying Our Way Forward

New Revenue Sources



Revenue Source	Amount (billions, in nominal dollars)
Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	\$2.7
Mileage-Based User Fee (Replacement)	\$42.7 (est. increment only)
Federal Credit Assistance; Bond Proceeds	\$2.2
Private Equity Participation	\$6.3
Local Road Charge Program	\$77.8
Value Capture Strategies	\$3.0
Transportation Network Company (TNC) Mileage- Based Fee	\$4.7
	\$139.4 billion

Measuring Our Progress

About the Plan

SoCal Today

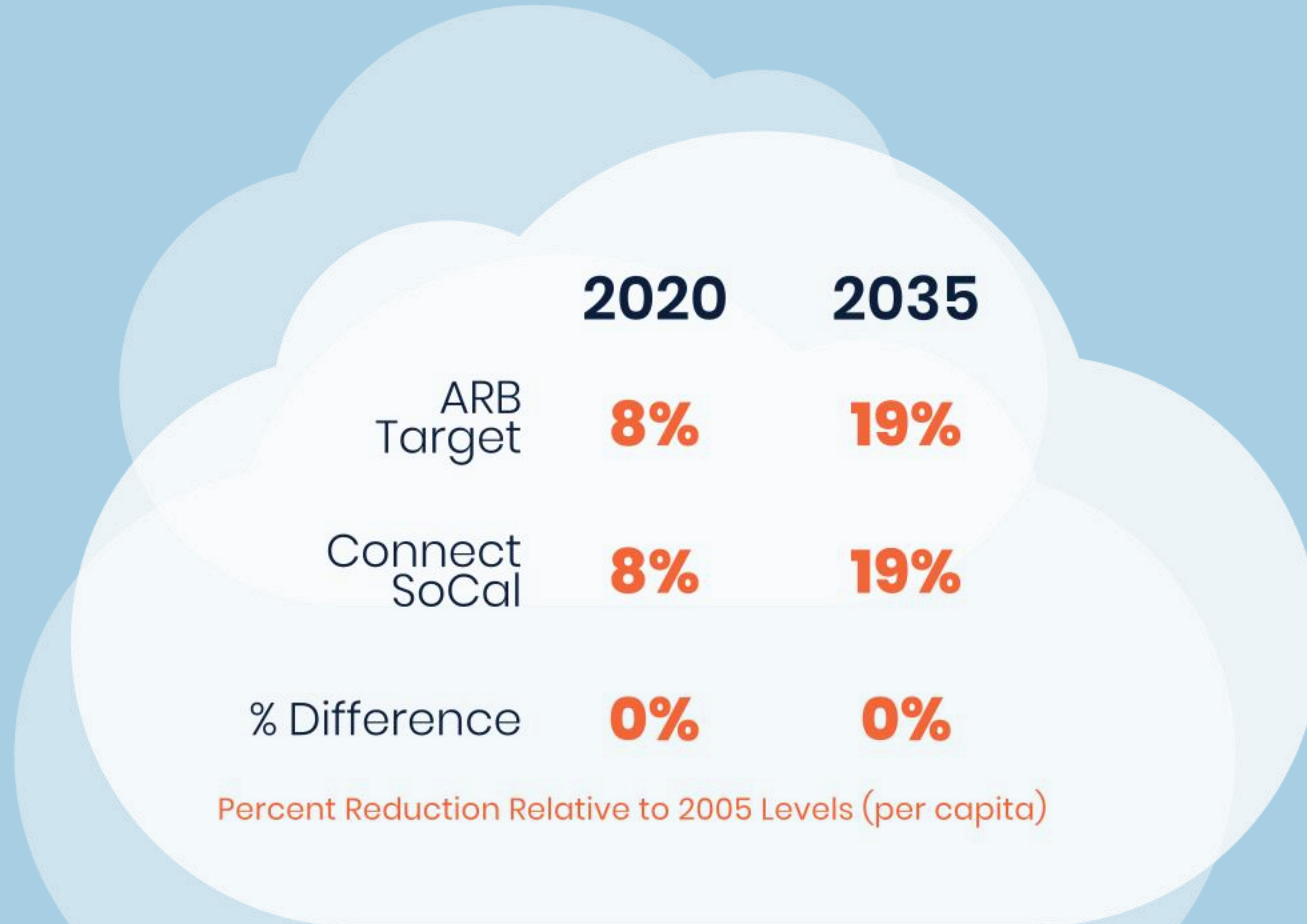
A Path to Greater
Access, Mobility &
Sustainability

Paying Our
Way
Forward

Looking
Ahead



Benefits of Plan Implementation

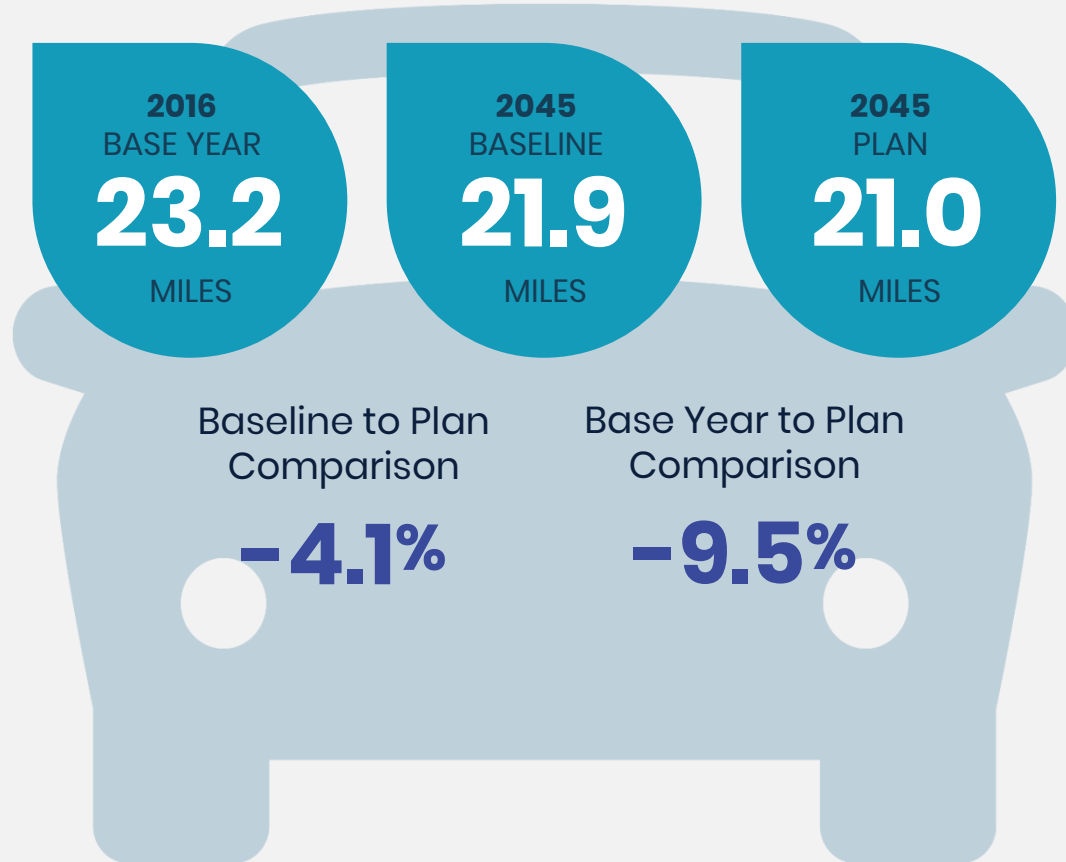


Measuring Our Progress

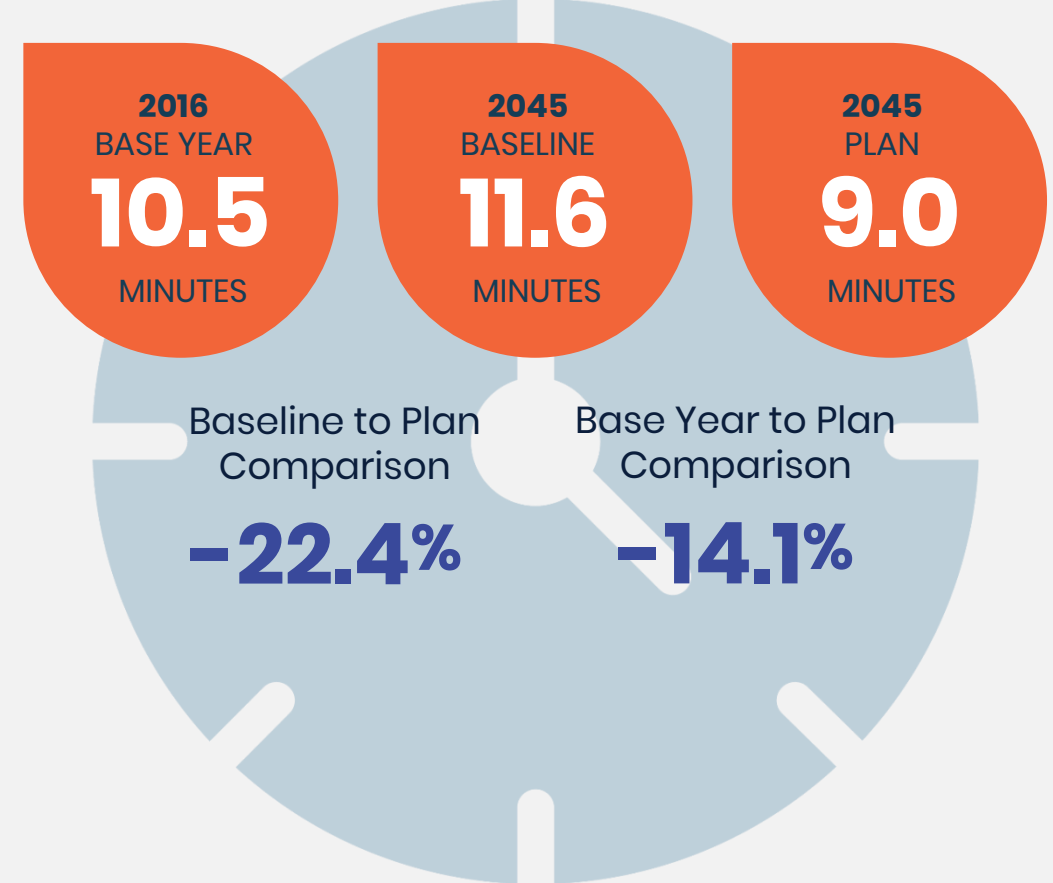


Benefits of Plan Implementation

Reduced Daily Vehicle Miles Traveled (per capita)



Reduced Daily Minutes of Delay (per capita)





167,100
Average Annual Jobs
Over Life of Plan



195,500
Average Annual Jobs
Over Life of Plan

Looking Ahead

About the Plan

SoCal Today

A Path to Greater
Access, Mobility &
Sustainability

Paying Our
Way
Forward

Measuring Our
Progress



- Is a **transportation infrastructure investment strategy** that will impact Southern California, and beyond.
- Will invest over **\$638 billion on transportation improvement projects**.
- Will locate housing, jobs and transit closer together in **priority growth areas** while preserving natural lands and open spaces.
- Will **link the built environment and transportation system** with policies, projects and programs that strengthen and enhance each other beyond what each would accomplish in isolation.
- Will **deliver significant benefits to the region** with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.
- Will **generate approximately 362,700 jobs annually**.



COMPASS

NOT A ROADMAP



VISION

NOT A GUARANTEE



PLATFORM

FOR REGIONAL COLLABORATION
AND PARTNERSHIPS

What's Next?



Draft Connect SoCal & PEIR Release	Nov. 2019
Connect SoCal Public Comment Period	Nov. 2019 – Jan. 2020
Connect SoCal PEIR Public Comment Period	Dec. 2019 – Jan. 2020
Elected Official Workshops	Nov. 2019 – Jan. 2020
Public Hearings	Dec. 2019
Final Adoption of Connect SoCal & PEIR	April 2020



VIEW THE DRAFT CONNECT SOCIAL PLAN

www.connectsocial.org/draft

SHARE YOUR FEEDBACK

www.connectsocial.org/feedback



Thank You!

Learn more by visiting
www.connectsocial.org



Regional Planning Working Groups

Update

www.scag.ca.gov





Active Transportation Working Group – Hannah Keyes (keyes@scag.ca.gov)

Environmental Justice Working Group – Anita Au (au@scag.ca.gov)

Emerging Technologies Working Group – Tom Bellino (bellino@scag.ca.gov)

Natural and Farm Lands Working Group – India Brookover (brookover@scag.ca.gov)

Public Health Working Group – Courtney Aguirre (aguirre@scag.ca.gov)

Transportation Safety Working Group – Courtney Aguirre (aguirre@scag.ca.gov)

Sustainable Communities Working Group – Jason Greenspan (greenspan@scag.ca.gov)

Active Transportation Working Group

Coordinator: Hannah Keyes (keyes@scag.ca.gov)

Emerging Technology Working Group

Coordinator: Tom Bellino (bellino@scag.ca.gov)

Environmental Justice Working Group

Coordinator: Anita Au (au@scag.ca.gov)

Natural Lands Working Group

Coordinator: India Brookover (brookover@scag.ca.gov)

Public Health Working Group

Coordinator: Courtney Aguirre (aguirre@scag.ca.gov)

Regional Public Health Challenges



- **Chronic diseases** (stroke, cardiovascular diseases, diabetes, respiratory diseases) **and injuries** account for **69% of all causes of death in the region.**
- Across the region, **life expectancy ranges drastically, from 68 to 93 years,** depending on the census tract where one lives.
- **57 percent of renters are considered housing burdened,** or paying more than 30 percent of their income for housing.
- Rates of **asthma continue to rise,** as air quality concerns continue to be a regional issue.



Public Health Focus Areas:

- Access to Essential Services
- Affordable Housing
- Air Quality
- Climate Adaptation
- Economic Opportunity
- Physical Activity
- Transportation Safety

Regional Public Health Strategies



Regional Collaboration and Engagement

- Engagement and issue integration
- Knowledge sharing and collaboration
- Expanded partnerships

Policy Support and Data Analysis

- Expand HiAP and health metrics in grant opportunities
- Expand Health Fellowship program
- Promote policies that support health and the built environment

Regional Resources and Support

- Provide technical assistance through grant programs that support Connect SoCal
- Develop fact sheets, white papers and provide example on key issues
- Explore opportunities for funding to support public health analysis and engagement with community-based partners

Transportation Safety Working Group

Coordinator: Courtney Aguirre (aguirre@scag.ca.gov)

Existing Conditions



1,500 PEOPLE DIE EVERY YEAR FROM COLLISIONS



5,200 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

The top contributing factor of all collisions is unsafe speed.



136,000 PEOPLE SUSTAIN INJURIES EVERY YEAR FROM COLLISIONS



270 COLLISIONS OCCUR PER DAY ON THE STREETS

THAT IS ROUGHLY **99,000** PER YEAR

SCAG Safety Actions

- Develop and maintain a high injury network mapping tool
- Work with local jurisdictions through the Go Human campaign
- Support regional safety efforts including Vision Zero policies and plans
- Support safety plans through SCAG's Sustainable Communities Program
- Analyze shared use of sidewalks between different modes and the impacts on personal safety



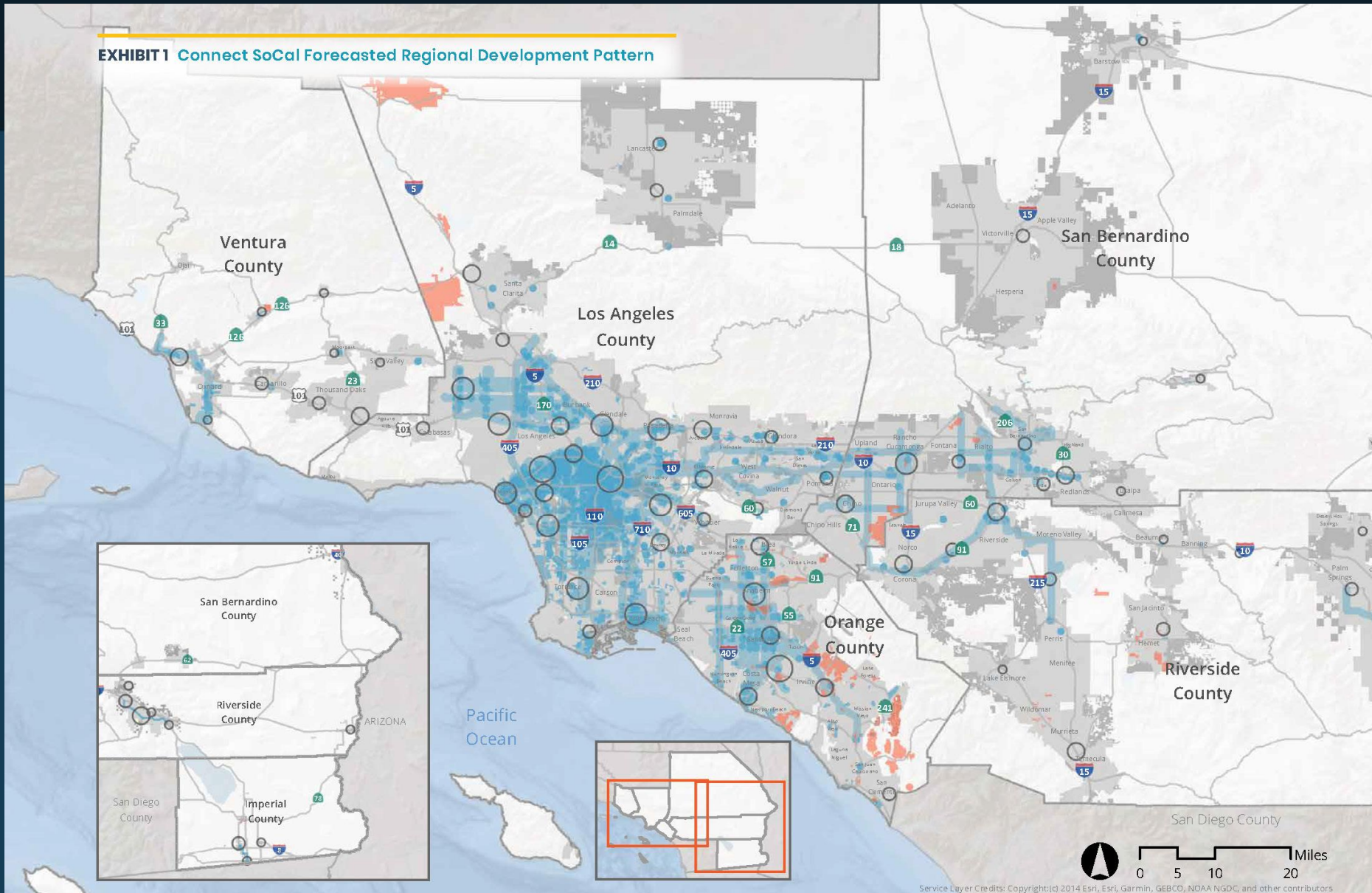
Local Safety Strategies

- Reduce aggressive driving and speeding
- Improve safety for aging populations
- Improve Bicyclist safety
- Improve Commercial Vehicles safety
- Ensure Drivers are licensed
- Improve Emergency Response services
- Improve Research and Data Collection
- Reduce Impaired Driving fatalities
- Reduce Distracted Driving
- Improve safety at Intersections
- Reduce the Occurrence of Lane Departure Fatalities
- Improve Motorcycle safety
- Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
- Improve Pedestrian safety
- Improve Work Zone safety
- Improve safety for Young drivers

Sustainable Communities Working Group

Coordinator: Jason Greenspan (greenspan@scag.ca.gov)

EXHIBIT 1 Connect SoCal Forecasted Regional Development Pattern



○ Job Centers ■ Priority Growth Areas ■ Entitled Projects* ■ Incorporated Areas ■ Sphere of Influence*

*Excludes absolute constrained areas

Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019



Active Transportation Working Group – Hannah Keyes (keyes@scag.ca.gov)

Environmental Justice Working Group – Anita Au (au@scag.ca.gov)

Emerging Technologies Working Group – Tom Bellino (bellino@scag.ca.gov)

Natural and Farm Lands Working Group – India Brookover (brookover@scag.ca.gov)

Public Health Working Group – Courtney Aguirre (aguirre@scag.ca.gov)

Transportation Safety Working Group – Courtney Aguirre (aguirre@scag.ca.gov)

Sustainable Communities Working Group – Jason Greenspan (greenspan@scag.ca.gov)

Regional Planning Working Group – November 21, 2019
Q & A from Chat

Question: Can you explain why the plan devotes \$68 billion towards maintaining the state highway system, but far less than that, only \$20.8 billion to local roads maintenance, when local road maintenance is what's needed to achieve complete street strategies?

Response: The RTP/SCS financial plan includes regionally significant revenue sources and expenditures, it does not capture the entirety of transportation spending over the Plan period. Specifically, a substantial portion of spending on local streets and roads, which may include complete streets improvements, is from local city general fund revenues that are not accounted for in the financial plan.

Question: Question for Active Transportation: Any updates on the Active Transportation Database or similar data collection for AT?

Response: The Active Transportation Database is currently being updated to include added functionality and improve user experience. These updates are anticipated to be live by mid-December. For more information or specific questions please reach out to atdb@scag.ca.gov.

Question: Question for Transportation Safety: Are there plans to look at wildlife vehicle collisions and roadkill hotspots to implement wildlife crossing infrastructure that would improve safety for drivers and wildlife?

Response: SCAG currently does not specifically analyze wildlife collisions in the Plan but provides recommended policies like “improving natural corridor connectivity” and specifically calls to “minimize the impact of transportation projects on wildlife species and habitat fragmentation” (page 21) for consideration in the conservation technical report. This could also be a potential topic for discussion for the Natural and Farm Lands Working Group. For more information, please contact Ms. India Brookover at brookover@scag.ca.gov.

Question: What is the format for the PEIR Workshop in January going to be like?

Response: It will be a traditional format with presentation followed by Q&A session. The PEIR Workshop is scheduled for Thursday, January 9, 2019 from 2:00pm-3:30pm. For more information, please visit <https://www.connectsocal.org/Pages/Draft-2020-PEIR.aspx>

Question: Can you touch on the SAFE Vehicle Rule and Conformity? How will the new RTP-SCS conform?

Response: As the SAFE Vehicle Rule is complex, SCAG staff has provided a longer, more detailed response with some background information. Please see below.

- Can you touch on the SAFE Vehicle Rule and Conformity?
 - In August 2018, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) proposed the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule to roll back the Corporate Average Fuel Economy (CAFE) and the greenhouse gas (GHG) emissions standards for passenger vehicles and light trucks, and also withdraw the federal Clean Air Act (CAA) preemption waiver that allows California to set its own stricter vehicle emissions standards.
 - On November 26, 2019, Part I of the final SAFE Vehicles Rule became effective and withdrew the 2013 CAA Preemption Waiver for California Air Resources Board’s (ARB) Advanced Clean Car (ACC) Regulations. EPA and NHTSA will finalize Part II – the federal fuel economy and GHG emissions standards – in the near future.

- In California, a unique air quality emissions factors model (EMFAC), which is developed by ARB and approved by the EPA, estimates emissions rates for motor vehicles operating in California. Transportation agencies are required to use the EMFAC model to demonstrate that regional transportation plans, programs, and projects meet transportation conformity pursuant to the CAA.
- Because of the waiver withdrawal, the EMFAC model may not be used because the model reflects the ACC Regulations. As a result, SCAG will be unable to demonstrate transportation conformity for a new RTP or FTIP and their amendments. Without a conforming RTP or FTIP, many transportation projects cannot receive federal funding or approval.
- How will the new RTP-SCS conform?
 - On November 21, 2019, ARB released EMFAC off-model adjustment factors that need to be applied to regional and project-level conformity analysis to account for the impacts of final SAFE Vehicles Rule Part I.
 - Due to the complexity of accurately applying these adjustment factors to our regional conformity analysis, SCAG staff has developed a simplified yet conservative method. The preliminary results of applying the simplified method to the Draft Connect SoCal indicate that the Draft Plan continues to demonstrate transportation conformity.
 - However, ARB had not engaged EPA on the adjustment factors for their review or concurrence. FHWA Regional Administrator publicly announced that FHWA was waiting on direction from the EPA on how to move forward with the adjustment factors. In the meantime, FHWA would not approve regional transportation plans, programs, and projects needing new conformity determination until the EPA approves the adjustment factors.
 - SCAG staff will continue interagency consultation to seek formal guidance and / or clarification especially from EPA regarding the adjustment factors and to urge ARB to expedite any process necessary to receive EPA concurrent or approval.
 - Meanwhile, SCAG staff will continue to work closely with ARB staff to develop a systematic method to accurately apply the adjustment factors to Draft Connect SoCal first and then to Final Connect SoCal.
 - In order to receive federal approval of transportation conformity for Final Connect SoCal before the current conformity determination will expire on June 1, 2020, ARB must develop near-term solutions that EPA and FHWA will not oppose, SCAG can apply the solutions and also demonstrate conformity in time for SCAG Regional Council's adoption in April 2020.