

Echo Park Improvement Association



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Southern California Association of Governments

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About SCAG



- Nation's largest Metropolitan Planning Organization (MPO)
- 38,000 Square Miles
- 15 Subregions
- Nation's Global Gateway for Trade

SCAG FACTS ▶

191

Cities

6

Counties

18.2

Million People

16th

Largest Economy
in the World

Regional Collaboration

STATE

Transportation
(DOT/CTC/BT&H)
Air Quality (CARB)
Housing (BT&H)

FEDERAL

Highway (FHA)
Transit (FTA)
Aviation (FAA)
Railroad (FRA)
Environment (EPA)
Housing (HUD)

LOCAL

Transportation Commissions
Air Quality Management
Districts

Subregions/ Councils of Governments(COGs)

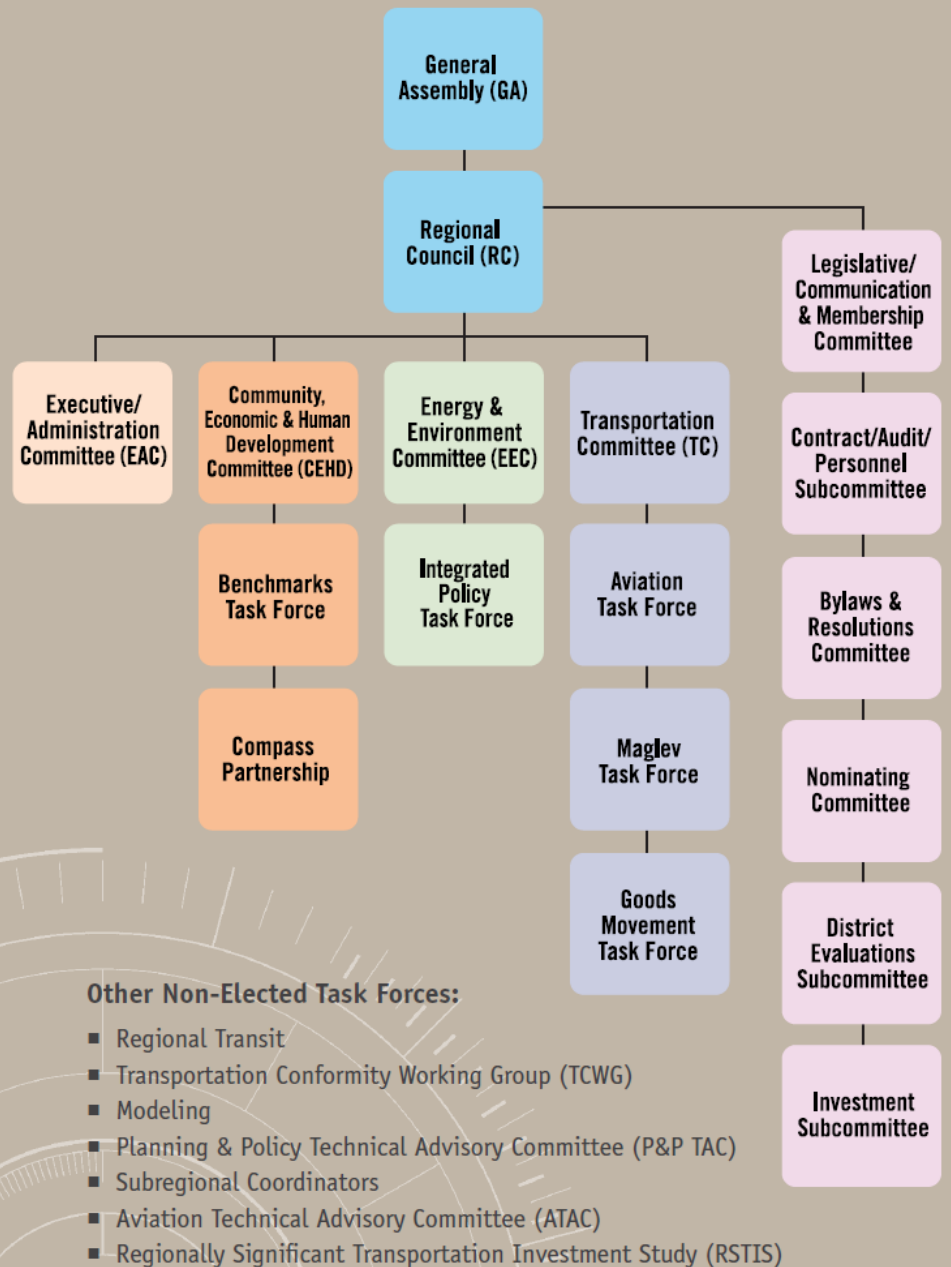
COMMUNITY

General Public
Planning Orgs.
Transportation Orgs.

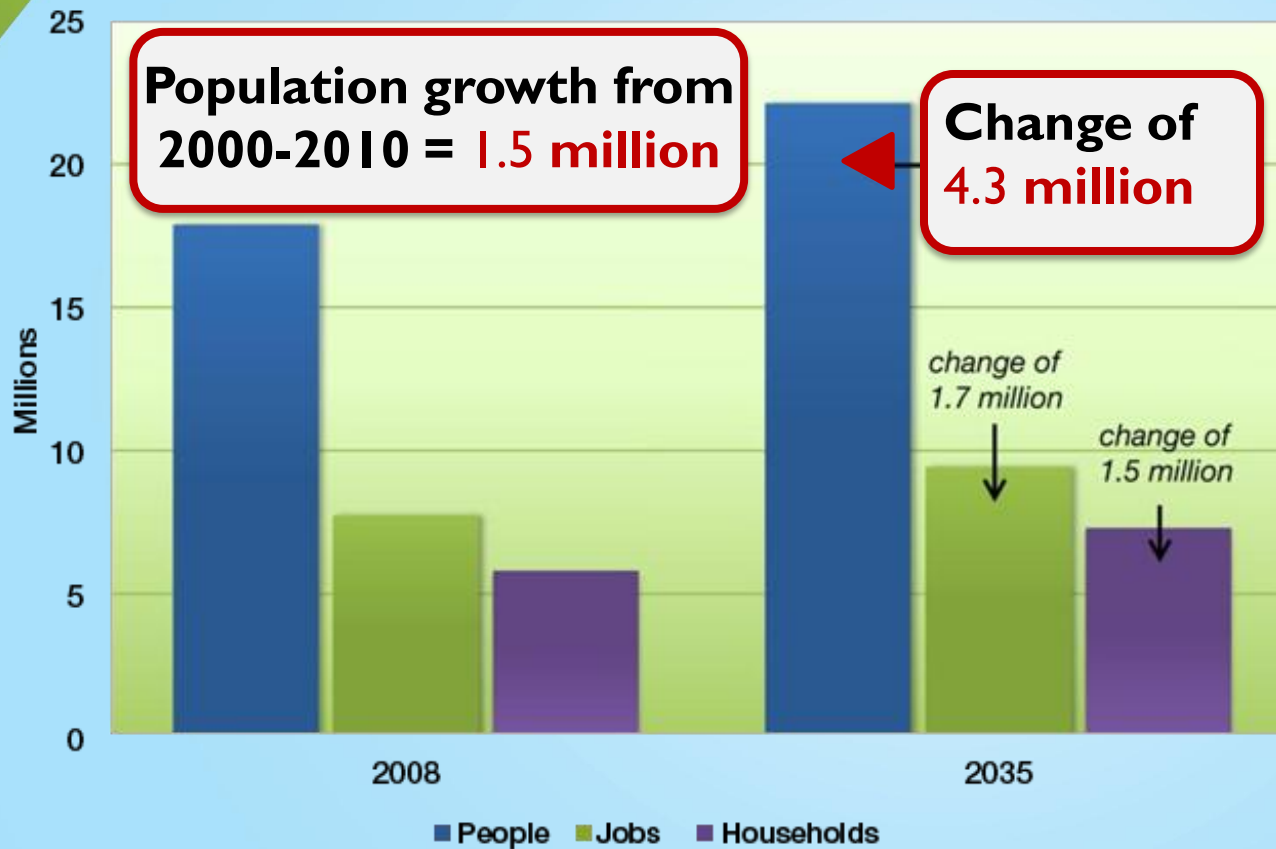
SCAG

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graph TD; SCAG((SCAG)) <--> STATE[STATE]; SCAG <--> FEDERAL[FEDERAL]; SCAG <--> LOCAL[LOCAL]; SCAG <--> COMMUNITY[COMMUNITY];
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How is SCAG governed?



Regional Growth

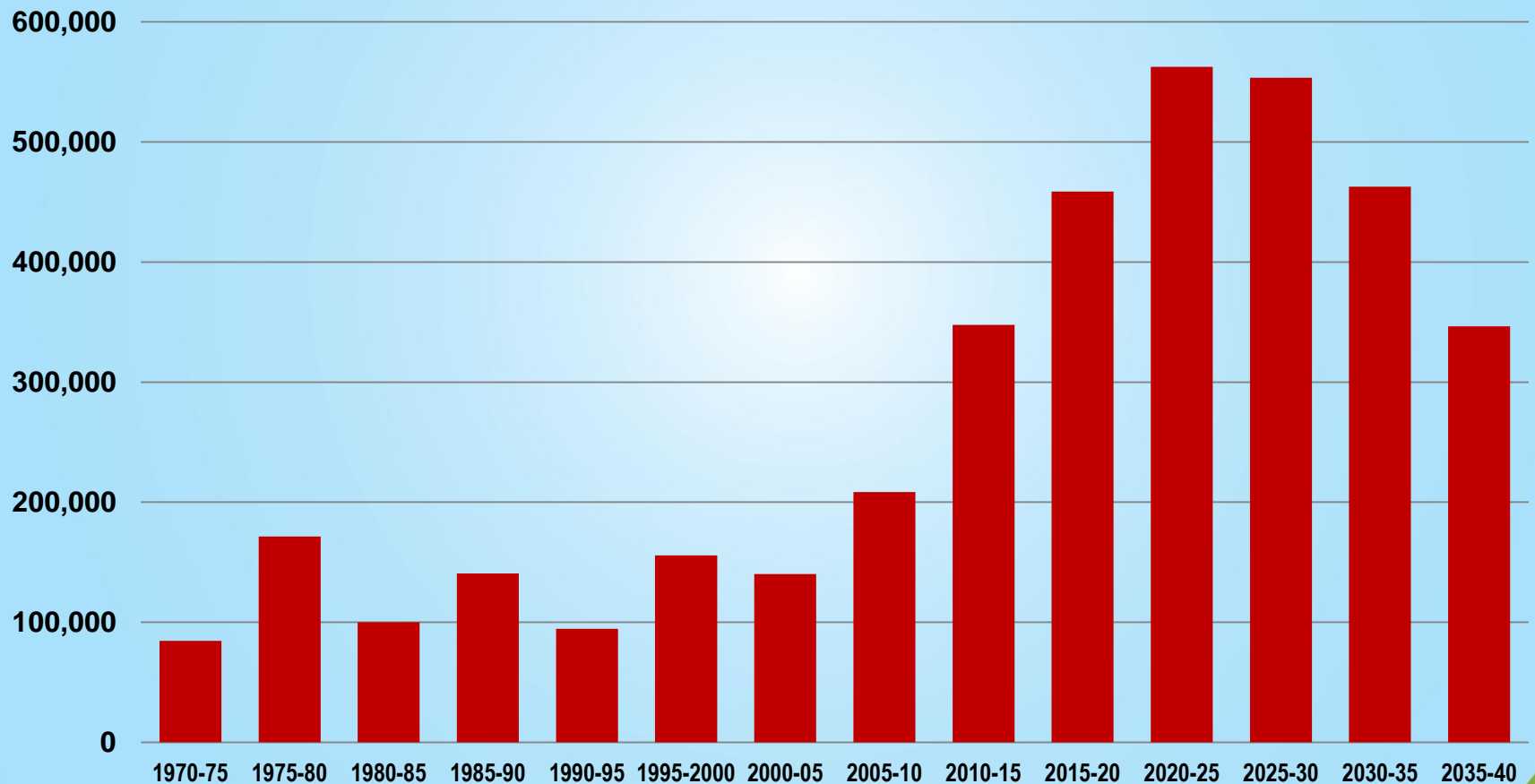


Adding the population of approximately **1½ times** Chicago to Southern California



Aging Demography

SCAG Region Population Growth: Age 65 & Above



Source: SCAG historical data set and 2012-35 RTP/SCS projections.

Regional Challenges



Mobility



Air Quality



Aging Infrastructure



Safety



Energy



Economy

What is a Regional Transportation Plan (RTP)?

- Defines the long-term vision and accompanying investment framework to address regional transportation challenges
- Federal Requirements
 - Must be long-range: 20+ years into the future
 - Must be financially-constrained: Revenues = Costs
 - Must meet air quality conformity: Stay within set pollutant budgets

Consequences

Transportation projects in our region cannot receive federal or state \$\$\$



Transportation projects in our region cannot receive federal environmental approval



Climate Change Mitigation

Assembly Bill (AB) 32:

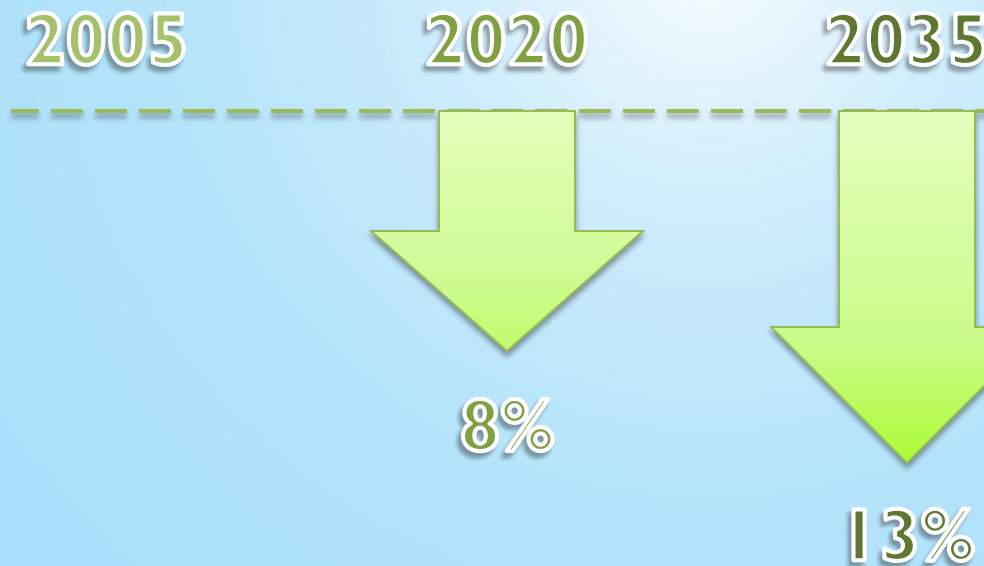
- Reduce greenhouse gases by 2020 to 1990 levels (a 25% reduction in emissions)
- Actions include statewide limits, mandatory reporting

Senate Bill (SB) 375:

- Establish regional targets for greenhouse gas emissions reduction tied to land use
- Regional planning agencies develop a plan to meet the targets
- Regional transportation planning and housing efforts are to be explicitly linked

Effect of State Requirements on the RTP

- Must develop a Sustainable Communities Strategy (SCS) as part of the RTP
 - Must meet greenhouse gas reduction targets



How are RTP/SCS projects implemented?

Federal Transportation Improvement Program

FTIP

RTP

- The FTIP is a capital listing of all regional transportation projects proposed over a six-year period for the SCAG region
 - Mechanism to implement regional transportation strategies
 - County Transportation Commissions (CTCs) propose projects for inclusion in the FTIP and RTP
 - Federal law requires the FTIP and RTP to be consistent

RTP/SCS Policy Areas

1 Transportation

4 Air Quality

2 Goods Movement

5 Economic Development

3 Housing & Land Use

6 Sustainability



Extensive RTP/SCS Outreach

175

Cities met with
to update and develop land use and
SED forecasts

29

Data gathering sessions

18

Workshops and public
hearings



10+

Regional Council and Joint
Policy Committee meetings

45+

Policy Committee meetings

45+

Technical committee
meetings



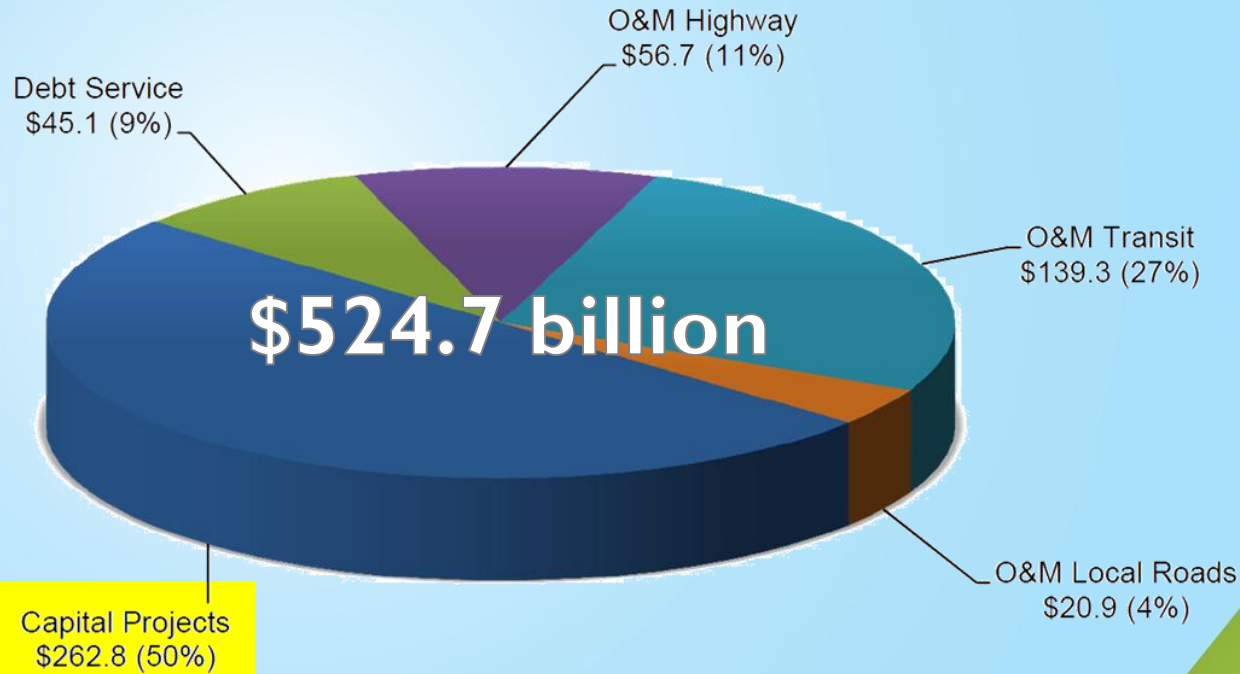
Our Vision

For the Future of Southern California



What is included in the RTP/SCS?

Capital Projects	Amount
Arterials	\$22.1
Grade Sep & GM	\$48.4
HOV/HOT	\$20.9
Mixed-Flow & I/C	\$16.0
Toll	\$27.3
TSM	\$7.6
Transit	\$106.9
Active Trans.	\$6.7
TDM	\$4.5
Other	\$2.5
Total	\$262.8



1990



Today



Passenger Rail and Transit Vision

Bus Rapid Transit Expansion THROUGHOUT THE REGION



Transit
\$55 billion

Passenger Rail

\$51.8 billion

O&M
\$139.3 billion

Metrolink/ LOSSAN Upgrades and California High-Speed Rail Phase I



Light and Heavy Rail Extensions



Metrolink Commuter Rail Service Expansion THROUGHOUT THE REGION

Highways and Arterials

Highways

Capital: \$64.2 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**

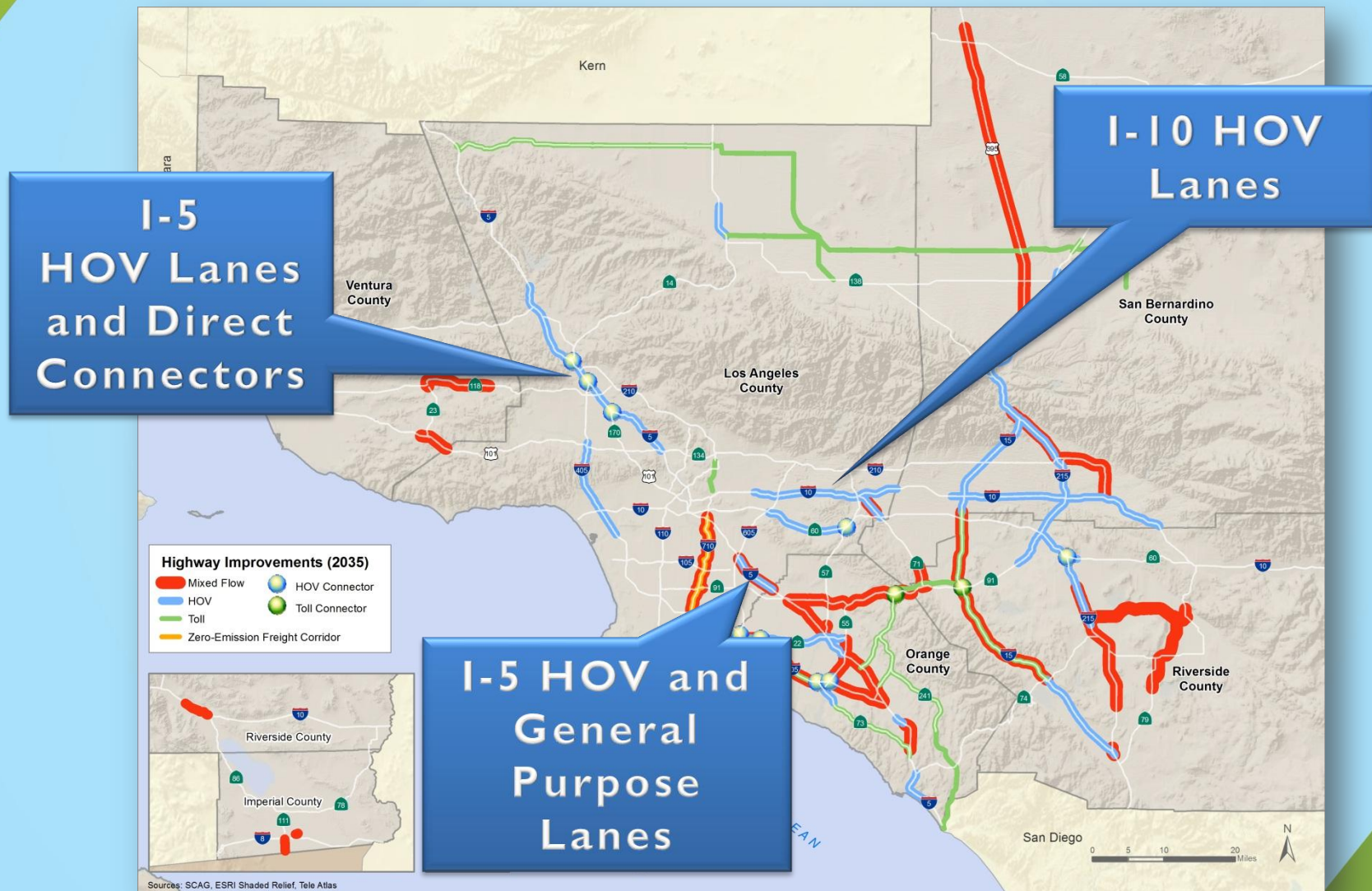
Lighting
Landscaping
Parking
Sidewalks

O&M: \$20.9 bil



Image courtesy Orange County Transportation Authority

Major Highway Projects



Transportation Demand Management

Active Transportation

TDM

\$4.5 billion

Reduce solo driving

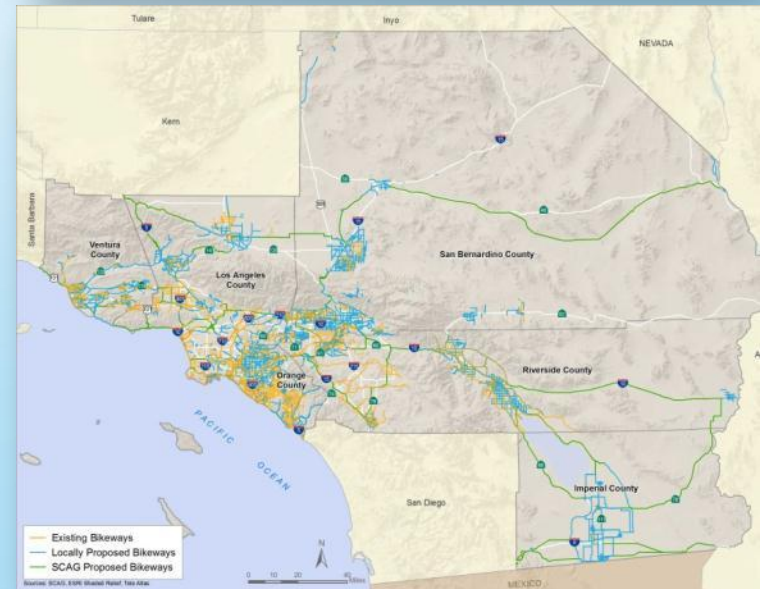
Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies

Active Transportation

\$6.7 billion

Bikeways increase from 4,315 to 10,122 miles

Other strategies and **safety** improvements



Goods Movement

Goods Movement Investments

\$48.4 billion

East-West Freight Corridor

Port access

Freight rail capacity

Grade separations

Truck mobility
improvements

Intermodal facilities

Emission reduction
strategies

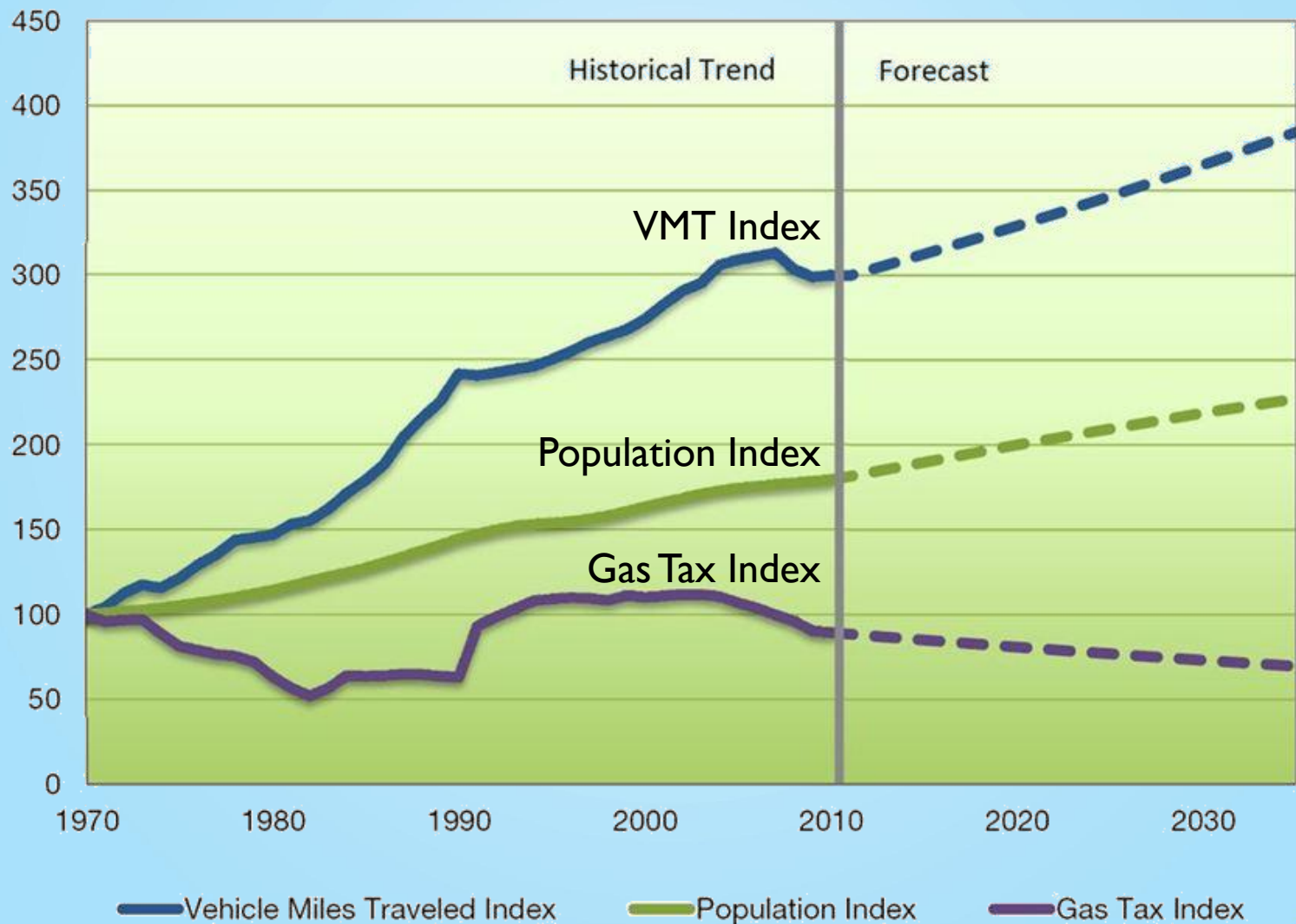


How will we pay for it all?

Today's key transportation funding mechanisms

- Retail sales (local sales tax measures) and Transportation Development Act (TDA)
- Development impact fees
- Bond revenues (e.g., Prop. 1B)
- Transit farebox revenue
- Highway tolls
- **Gasoline tax**

Long-term concerns with state and federal gas taxes



Comprehensive funding strategy

- Local sales tax measures remain a critical source
 - Increased local control over transportation revenues
 - Backfill declines in state and federal revenues
- Major new revenue sources and innovative financing strategies

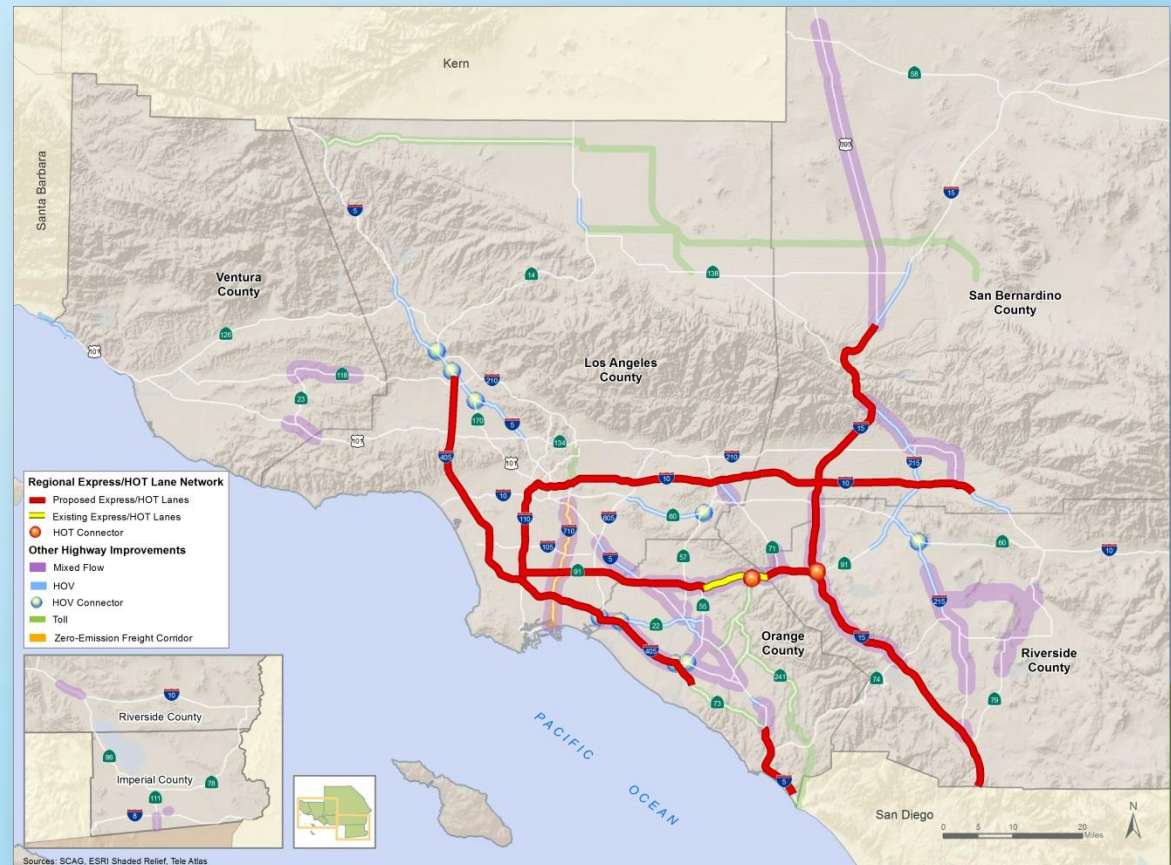
Mileage-based user fee or equivalent fuel tax adjustment

- Replacement for current gas taxes
- Estimated at about \$0.05 (in 2011 dollars) per mile starting in 2025
- Indexed to maintain purchasing power
- Revenue Potential: \$110.3 billion (estimated increment)

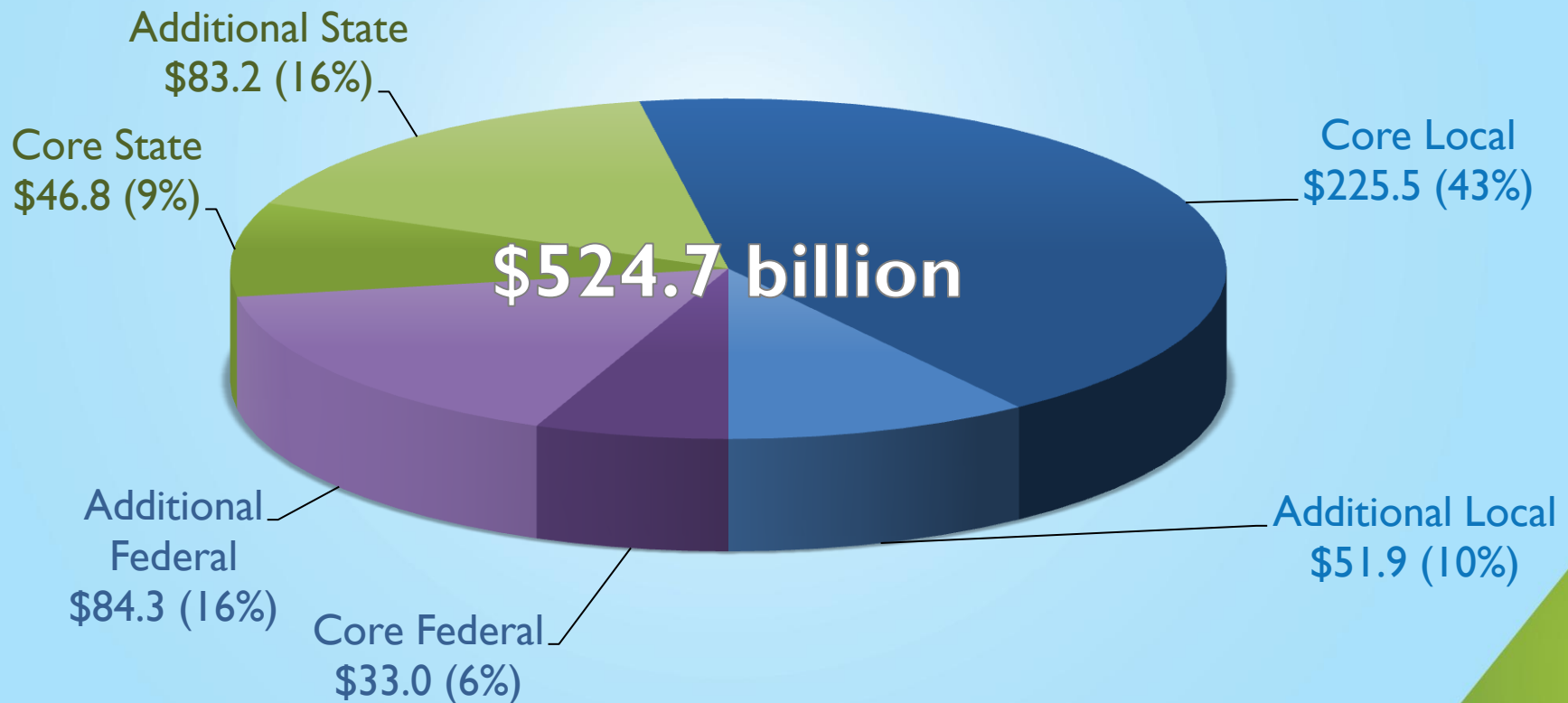
Congestion pricing

Regional Express/HOT Lane Network

- Building new infrastructure to address capacity needs is becoming increasingly costly and environmentally challenging
- HOT/Express Lanes can enhance travel options
 - Price only 1-2 lanes
 - Motorists have choice of whether or not to use Express/HOT lanes
- Optimizes efficiency of all lanes while generating revenue that is directed back into the same corridor



2012–2035 RTP/SCS Revenue Sources



Benefits of the 2012–2035 RTP/SCS

Regulatory requirements

State Mandate

SB 375 GHG Reduction

Year	Target	Result
2020	8%	9%
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 2012–2035 RTP/SCS

On-the-ground benefits

Mobility

24% decrease
from today's
per capita
delay

Location Efficiency

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

Economy

500,000
jobs
generated
per year

Cost Effectiveness

\$2.90
return for
every \$1
spent

Implementing the 2012–2035 RTP/SCS

Subcommittees

- Six new subcommittees
- Facilitate information exchange and policy development around their respective emphasis areas
- Identify regional priorities
- Help facilitate the implementation of the 2012–2035 RTP/SCS
- Recommendations to the Policy Committees

Active Transportation

Goods Movement

High-Speed Rail and Transit

Public Health

Sustainability

Transportation Finance

2016 RTP Policy Developments

- Cap-&-Trade Funding
- Transportation Finance
- Technology
- Goods Movement

2016 RTP development

SCAG Sustainability Program & Regional Partnerships



September 2013 SCAG Regional Council received/ approved a total of **seventy- six** (76) proposals , with total funding requests slightly exceeding **\$10 million...**

As a follow-up to the adoption of the 2012 RTP/SCS, SCAG has endeavored to develop agreements and joint work programs with each of the six County Transportation Commissions (CTCs) in the region. These agreements identify initiatives of mutual interest that further the policies of the plan.



Governments
SANBAG
Working Together

Highlights of these regional partnerships include...

Regional Partner program highlights...



The development of a Countywide Safe Routes to School Inventory



Ongoing development and implementation of the Countywide Vision for sustainability



Extensive study on development and access in key transit corridors



Collaborative work in conservation and open-space identification and planning

The logo for the Southern California Association of Governments (SCAG) is located in the top right corner. It features a stylized, multi-colored geometric design composed of several triangles in shades of green, blue, orange, and purple, arranged to form a larger, abstract shape. Above the design, the text "SOUTHERN CALIFORNIA" is written in a small, sans-serif font. Below the design, the text "ASSOCIATION of GOVERNMENTS" is written in a similar font, with "of" in a smaller size and lowercase letters.

SOUTHERN CALIFORNIA

ASSOCIATION of
GOVERNMENTS

Thank you!

Matt Horton
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Ryan Kuo
Program Manager

For more information please visit
www.scag.ca.gov