



Our Challenges

Morning rush hour speeds would decline by

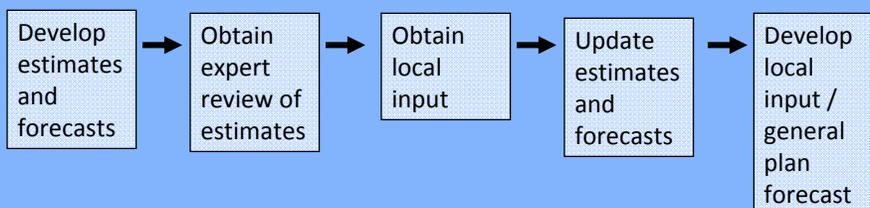
15%

by 2035



2008 Growth Forecast Process

- One-on-one discussions with 189 cities.
- Multiple opportunities for local input.
- Federal requirement to develop realistic projections, working with local jurisdictions.



The 2008 Regional Transportation Plan

Goals

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment, improve air quality and promote energy efficiency
- Encourage land use and growth patterns that complement our transportation investments
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

The 2008 Regional Transportation Plan

\$531.5 billion



The 2008 Regional Transportation Plan

System Completion and Expansion

Project Type	Cost (Billions)	
	Short-Term	Long-Term
Highway Improvements	\$48.0	\$77.2
Transit Improvements	\$13.3	\$44.0
High-Speed Regional Transport	\$0	\$29.1
Goods Movement Strategies	\$2.7	\$36.4
Total	\$64.0*	\$186.7

* \$11.2 billion for FY08-09 and FY09-10

Inside the RTP

Major Highway Projects

- HOV Gap Closures
- New Tolled Freeways
- Freeway Expansion



Inside the RTP

Major Transit and High-Speed Regional Transport Projects



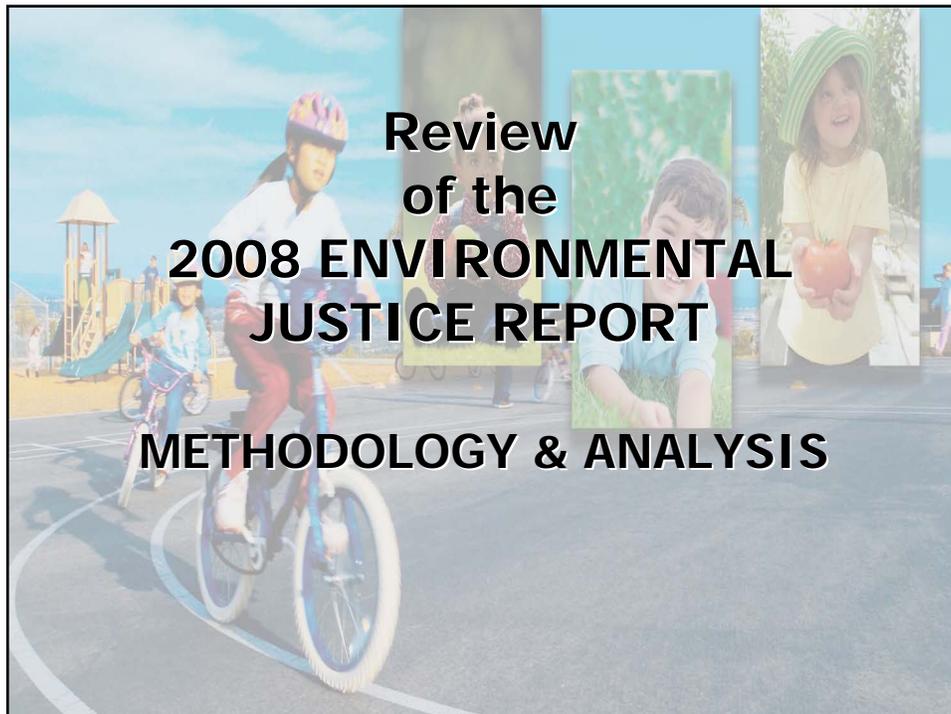
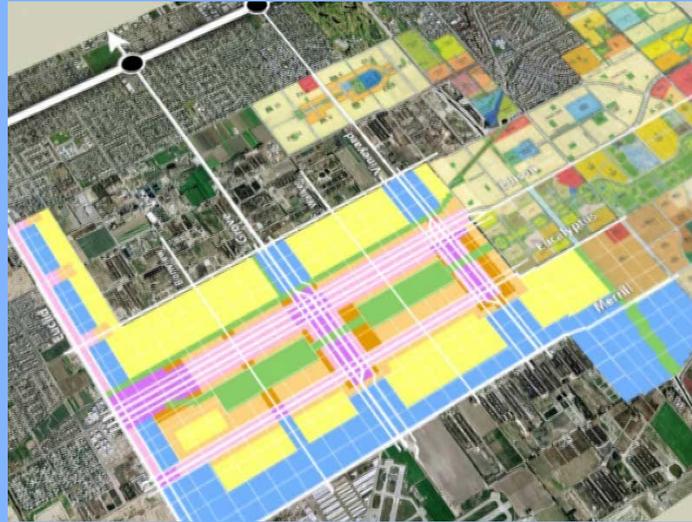
However, we need to do more

The transportation needs identified in the RTP will require new sources of revenue:

- Gasoline excise tax adjustment
- Private equity participation
- Value capture strategies
- Tolls
- Port container fees
- Others



City of Ontario
New Model Colony



Environmental Justice

Fundamental Principles

- To avoid, minimize, or mitigate disproportionately high and adverse effects ... on minority populations and low-income populations.
- Ensure full participation in the transportation decision-making process.
- [Ensure] receipt of benefits by minority and low-income populations.

- U.S. Department of Transportation (DOT)

SCAG's Requirements

Guiding Documents

- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- CEQ Environmental Justice Guidance Under the National Environmental Policy Act (1997)
- US Department of Transportation Order (1997)
- Federal Highway Administration Order (1998)
- Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)

SCAG's responsibilities

Environmental Justice Analysis

- Public Outreach
- Equitable distribution of Regional Transportation Plan's (RTP) benefits and burdens
- Assure there are no disproportionate adverse impacts for low-income and minority people in the region.

The Analysis

- Compares RTP ("the Plan") vs. without the Plan ("Baseline")
- The core questions:
 - *Are there benefits with the Plan?*
 - *Is there a disproportionate negative impact of the Plan on any group?*

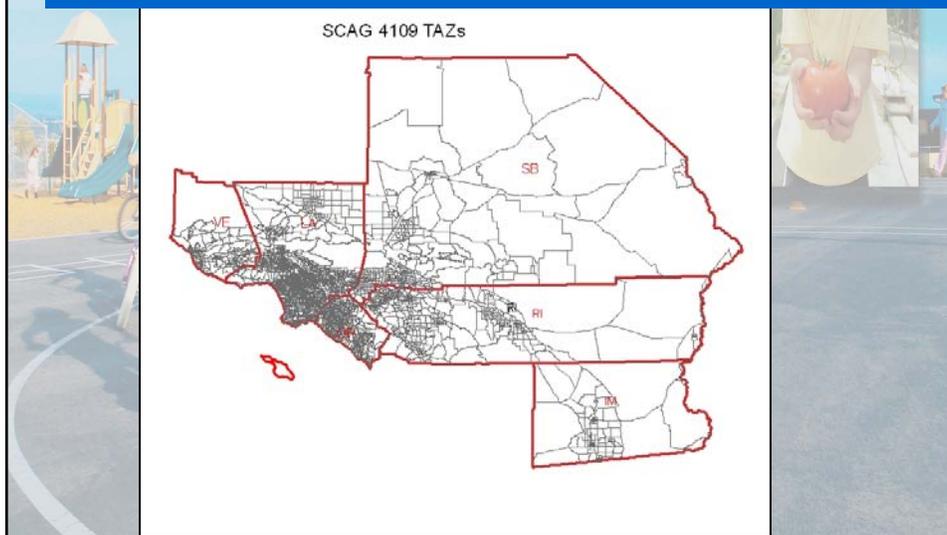
Methodology

Overview

- Geographic Level: Traffic Analysis Zone (TAZ)
- Socioeconomic Variables
- Regional Transportation Plan
- Tools
 - SCAG Regional Travel Demand Model & Networks
 - Direct Transportation Impact Model (DTIM)
- Performance Indicators

Methodology

Traffic Analysis Zones



Methodology

Socioeconomic Variables

- Ethnicity/Race
 - Minority (Hispanic, Asian & Pacific Islanders, African Americans, Native Americans, Others)
 - Non-Hispanic White
- Income/Poverty Level
- Age
- Gender
- Disabled (per Census)

Methodology

Enhancements

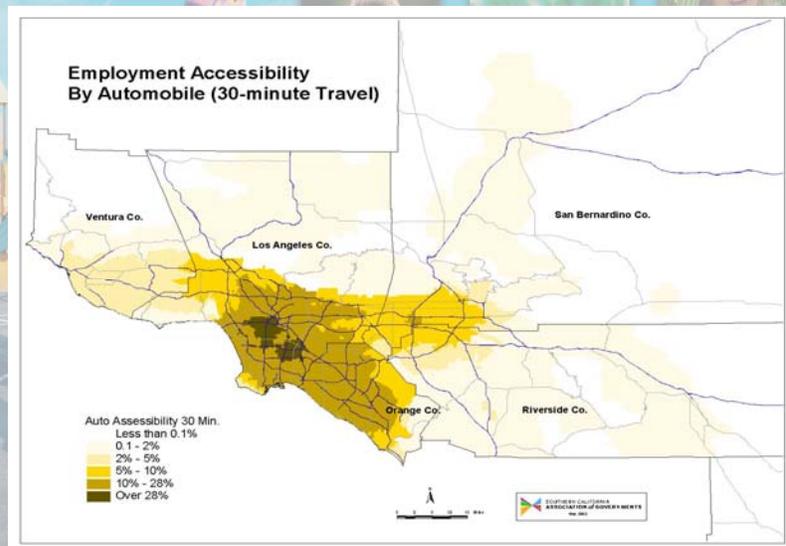
- Non-work trip analysis
- Analyzed accessibility based on same travel time (30 minutes) for different modes
- Accessibility to parks
- County-level analysis

Methodology

Performance Indicators

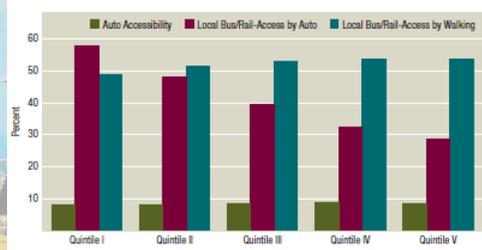
- Accessibility (employment and *parks)
- Air pollution emissions
- Travel time savings (auto and transit)
- Auto travel distance savings
- Noise (aviation and highway)
- Plan Expenditures/Investments
- Sales & Gasoline Tax Burdens

Example of EJ Analysis



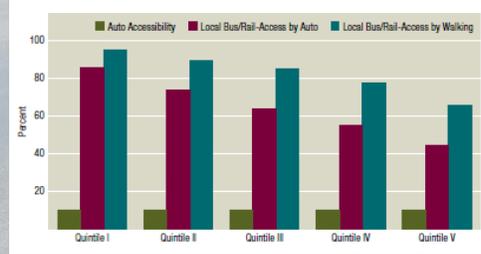
Results of Analysis

Improvement in Job Accessibility



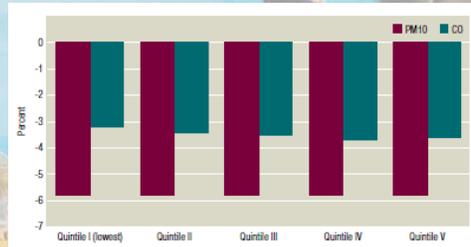
Income Quintiles	Income Range
I	\$0 to \$19,000
II	\$19,000 to \$36,000
III	\$36,000 to \$57,000
IV	\$57,000 to \$91,000
V	\$91,000 +

Improvement in Park Accessibility

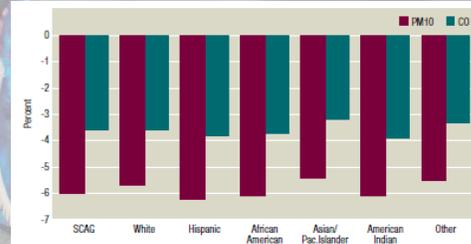


Results of Analysis

Decrease in Air Pollution Exposure by Income

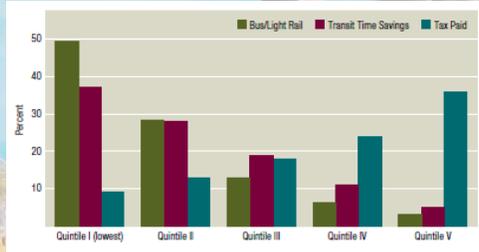


Decrease in Air Pollution Exposure by Ethnicity



Results of Analysis

Improvement in Travel Time Savings (transit)



Lowest income quintiles pay only 20% of total taxes but benefit most.

Improvement in Travel Time Savings (auto)



Highest income quintiles receive most benefit but pay 60% of tax burden.

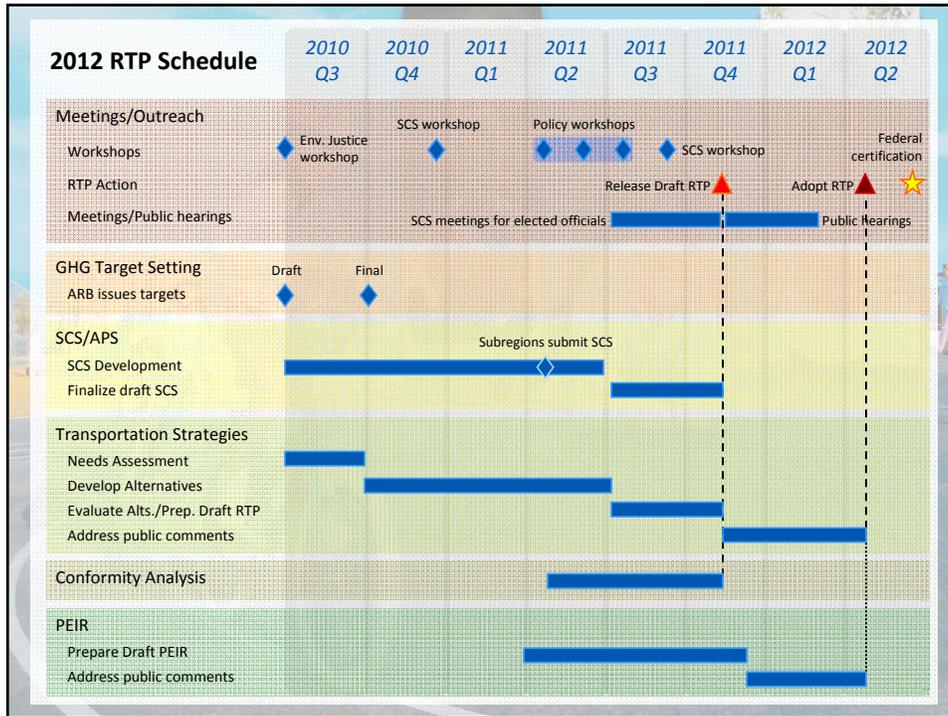
Results of Analysis

Overall Improvements in:

- Accessibility (employment and parks)
- Air pollution
- Travel time savings (transit and auto)
- Auto travel distance reductions
- Plan expenditures/investment (RTP)
- Sales and gasoline tax burdens

Need to improve:

- Exposure to aviation noise
 - Regional Aviation Strategy
- Exposure to highway noise
 - 2008 RTP Mitigation



Discussion

For more information and to sign up for our EJ distribution list, please go to our website:

<http://www.scag.ca.gov/environment/ej.htm>