



## Overview

- SCAG Region and role of SCAG in Transportation Planning
- Overview of Key Stakeholders and Planning Process
- Transportation Challenges
- Our vision and solutions proposed in the 2012 RTP/SCS
- Conclusion

## Snap Shot of SCAG Region

- 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



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## Transportation Challenges in the SCAG Region

- Southern California continues to grow:
  - 4 million more people by 2035
  - Aging population – changing transportation needs
- Aging transportation system- need for greater commitments to preservation
- Funding challenges– must re-think how we fund transportation
- SB 375 – requires dramatic reduction in GHG from transportation sources
- Maintaining economic competitiveness
- Addressing Goods Movement Challenges

## Extensive Consensus Building



- 175 cities met to coordinate local input on SED
- 29 Data gathering and planning sessions
- 18 Workshops and hearings to solicit comments on the Draft 2012 RTP/SCS

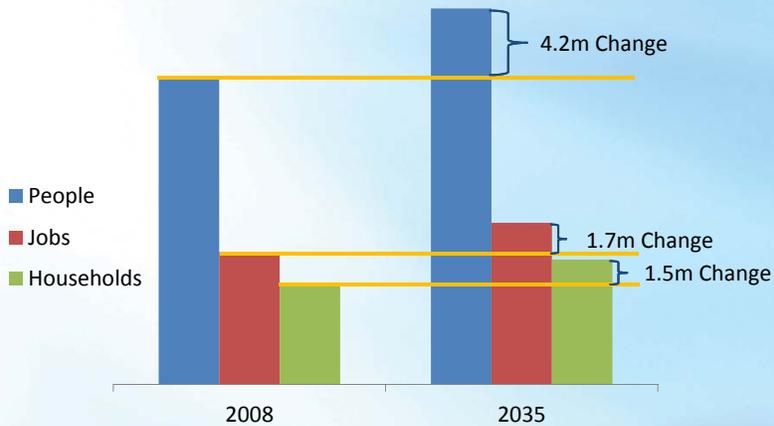
- 10+ Regional Council and Joint Policy Committee meetings
- 35+ Policy Committee and Subcommittee meetings
- 40+ Technical Committee meetings



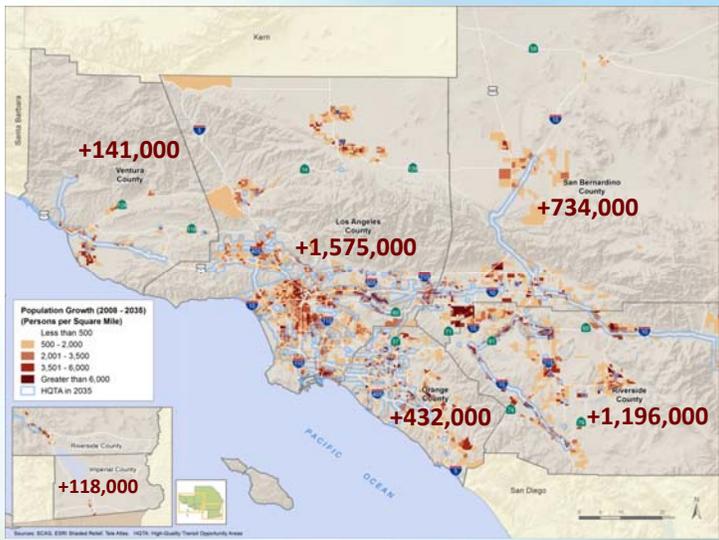
## Our Vision for the Future of Southern California



### The region is still growing



### The region is still growing



## What is included in the RTP/SCS?



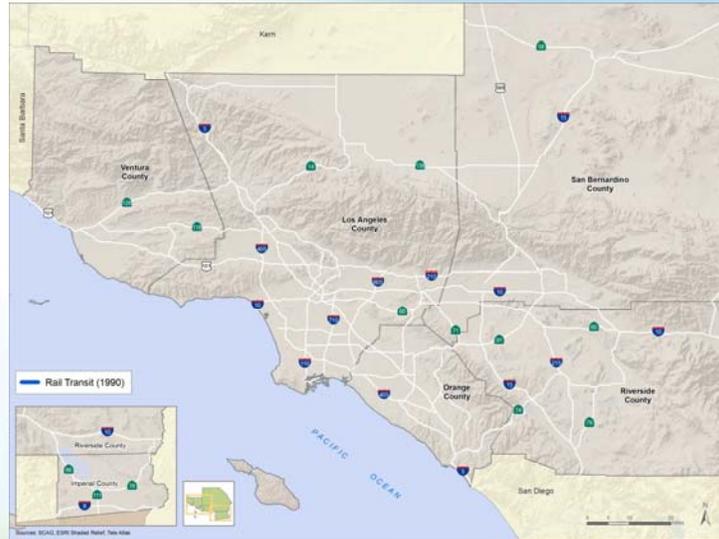
- Almost \$525 billion in investments to improve the SCAG region's transportation system through 2035
- \$263 billion in capital investments
- \$217 billion in system operations, preservation, and maintenance
- \$45 billion in debt service to advance construction of projects

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## Highways and Arterials

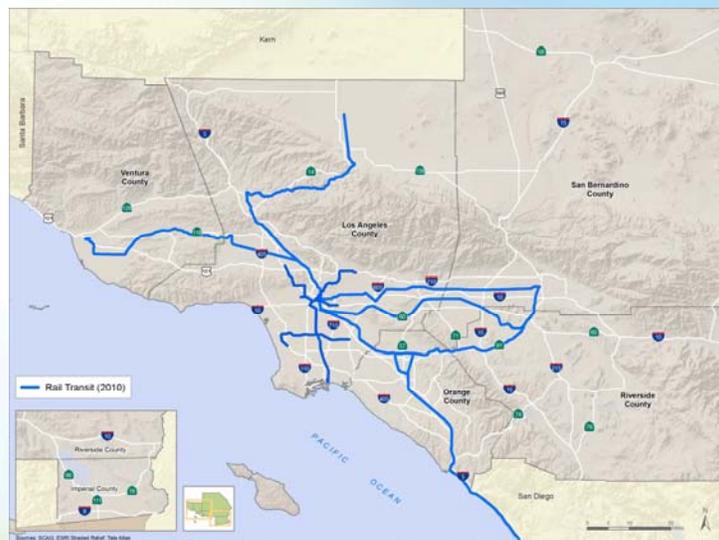
Highways	Arterials	
<b>Capital: \$64.2 bil</b>	<b>Capital: \$22.1 bil</b>	
<b>Gap Closures</b> HOV network HOT network Toll facilities  Provide access to hard-to-reach areas of the region	<b>Signal prioritization</b> <b>Bicycle lanes</b> <b>Other design features</b> Lighting Landscaping Parking Sidewalks	
<b>O&amp;M: \$56.7 bil</b>	<b>O&amp;M: \$20.9 bil</b>	10

## Passenger Rail System 1990

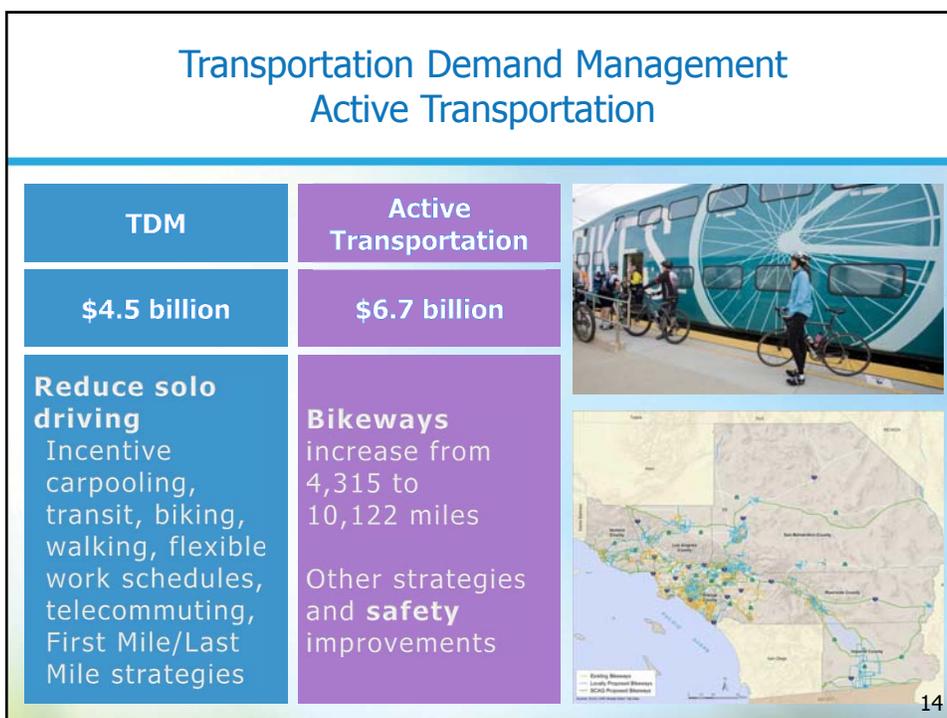
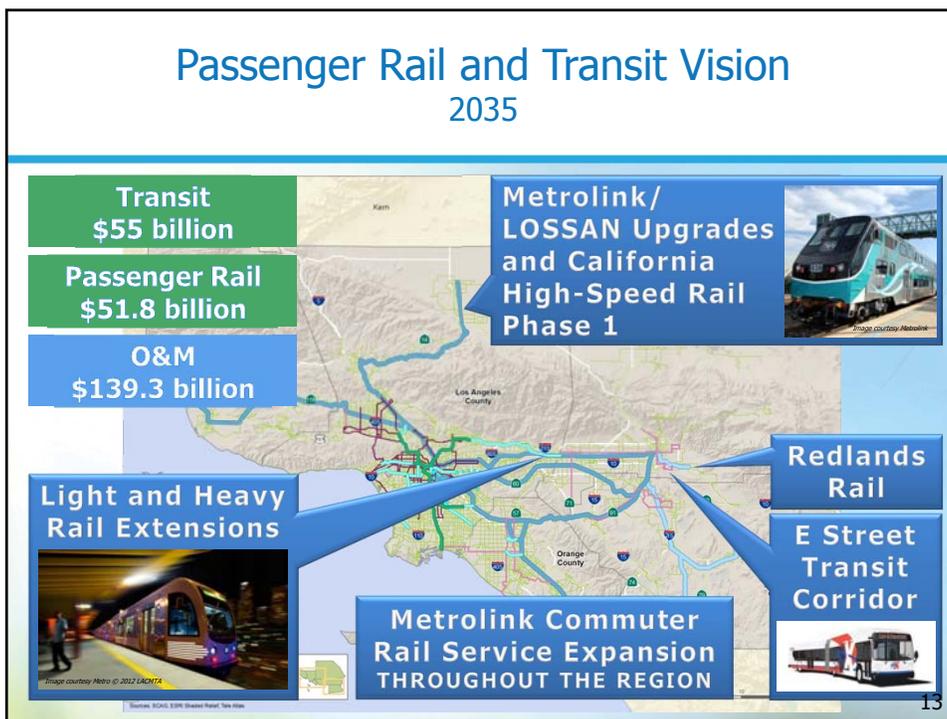


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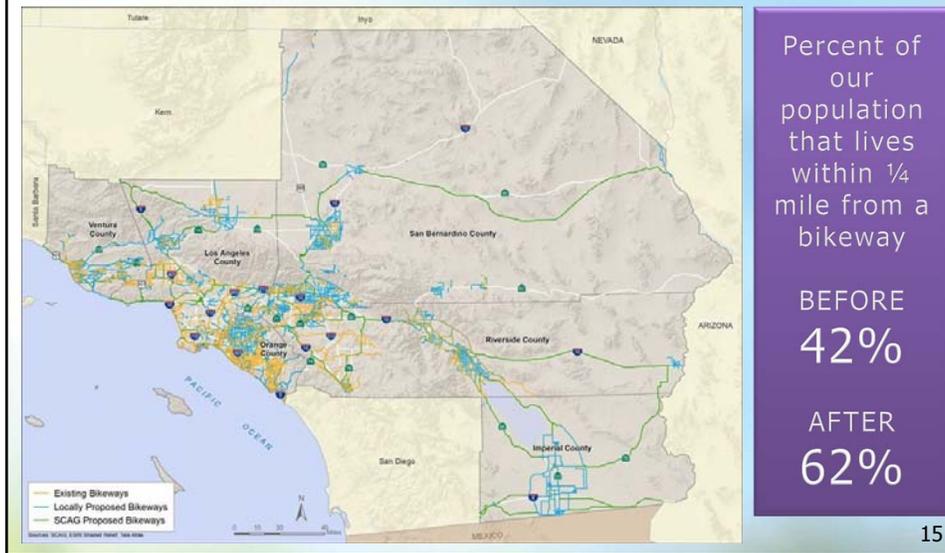
## Passenger Rail System Today



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## Transportation Demand Management Active Transportation



## 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



## Goods Movement

### Goods Movement Investments

**\$48.4 billion**

**East-West Freight Corridor**

**Port access**

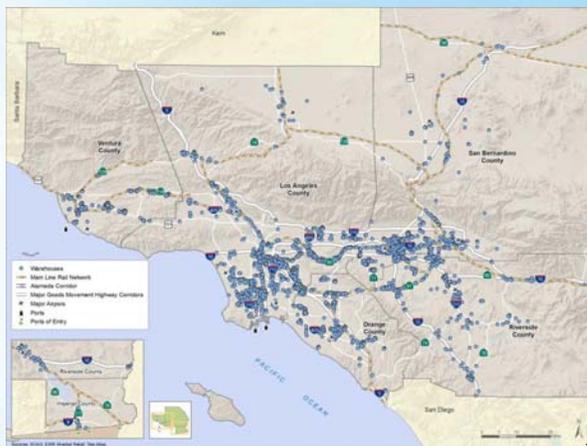
**Freight rail capacity**

**Grade separations**

**Truck mobility improvements**

**Intermodal facilities**

**Emission reduction strategies**



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## What are the funding challenges and how are they addressed?

**\$524.7 billion (nominal dollars)**

### Revenues



### Expenditures



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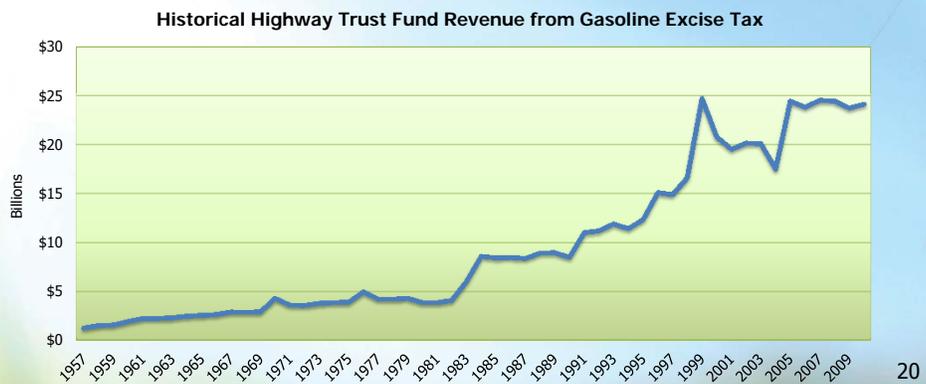
## Comprehensive Funding Strategy

- 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 North Extension, High Desert Corridor, Regional Express/HOT Lane Network

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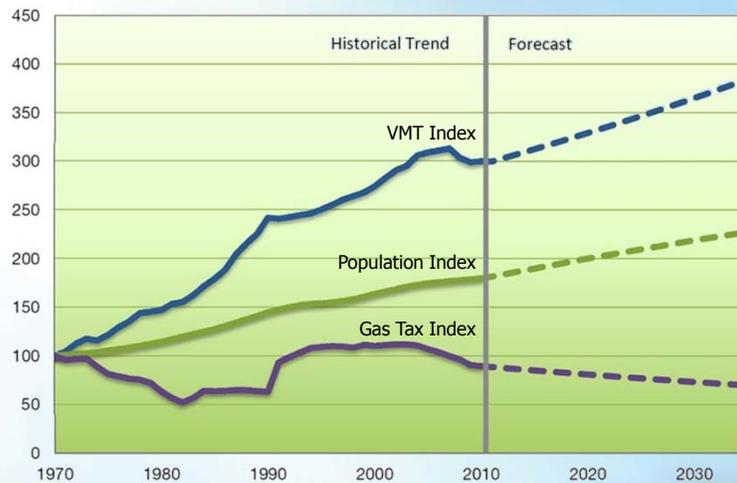
## Mileage-Based User Fee Context

- 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)



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## Travel demand and costs surpass projected revenues



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## Mileage-Based User Fee

- Mileage-based user fee or equivalent fuel tax adjustment to be implemented as a 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 only)

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## Benefits of the 2012–2035 RTP/SCS State and Federal Requirements

### State Mandate SB 375 GHG Reduction

Year	Target	2012–2035 RTP/SCS Results
2020	8%	<b>9%</b>
2035	13%	<b>16%</b>

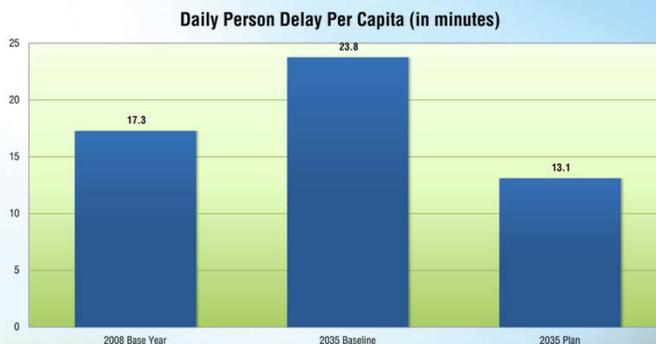
### Federal Mandate Air Quality Conformity

The 2012–2035 RTP/SCS **meets all air quality conformity requirements**, including:  
Fiscal constraint  
Pollutant budgets

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## Benefits of the 2012–2035 RTP/SCS Mobility

Delay will **improve**  
over today's condition

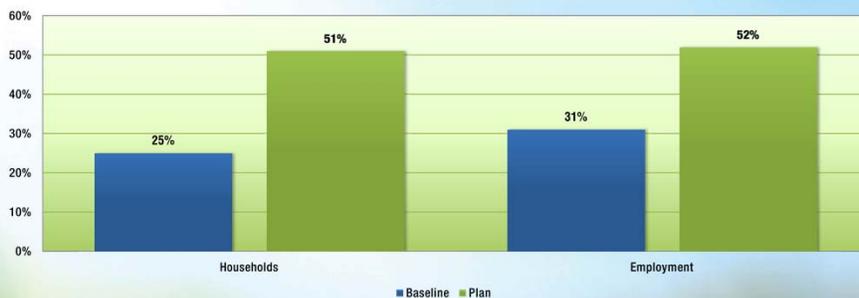


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## Benefits of the 2012–2035 RTP/SCS Location Efficiency

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

Share of Growth in High Quality Transit Areas



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## Benefits of the 2012–2035 RTP/SCS Economy

**500,000 jobs** generated per year

**174,500 jobs**  
generated by the  
construction and  
operations  
expenditures in the  
RTP/SCS

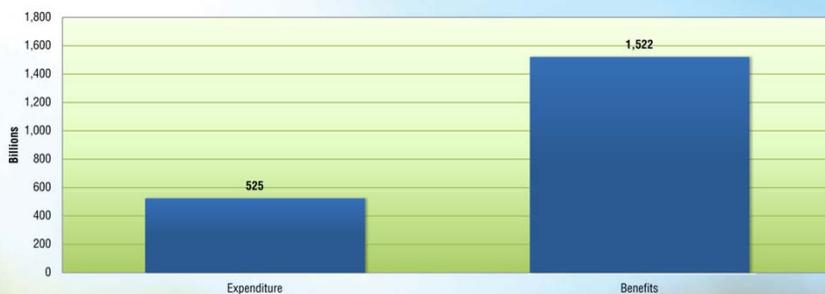
**354,000 jobs**  
created in a broad  
cross-section of  
industries by the  
region's increased  
competitiveness and  
improved economic  
performance as a  
result of the improved  
transportation system

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## Benefits of the 2012–2035 RTP/SCS Cost Effectiveness

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

Cost-Benefit



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Thank you!



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