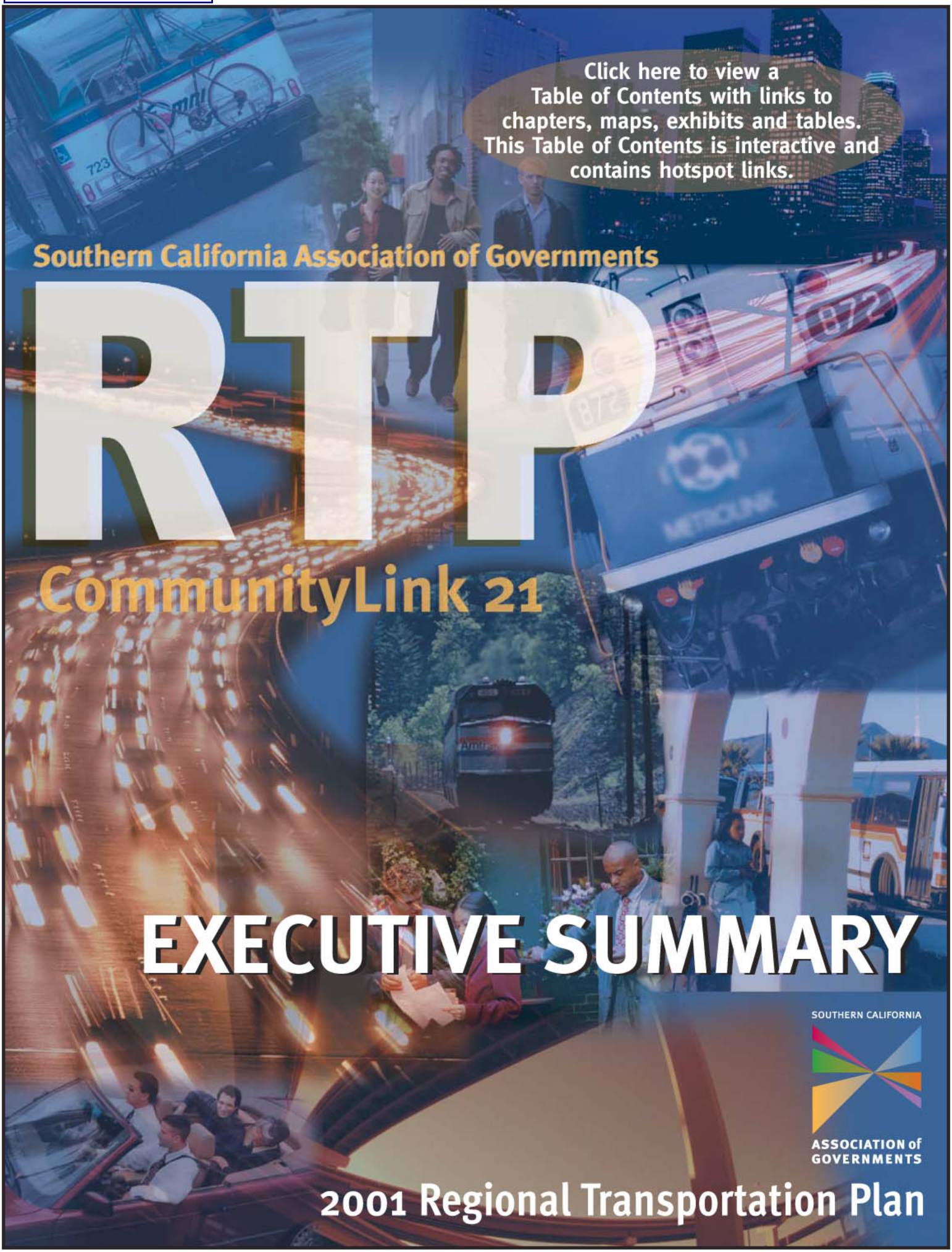
Executive Summary Menu



Click here to view a Table of Contents with links to chapters, maps, exhibits and tables. This Table of Contents is interactive and contains hotspot links.

Southern California Association of Governments

RTP

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EXECUTIVE SUMMARY

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

2001 Regional Transportation Plan

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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To the Region:

The Regional Council of the Southern California Association of Governments (SCAG)—representing elected officials from 184 cities, the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura and their transportation commissions—proudly presents the 2001 Regional Transportation Plan (RTP) that was adopted by the Regional Council on April 12, 2001.

The 2001 RTP was developed with substantial technical and policy input and assistance from twelve task forces, local governments through subregional planning organizations, the county transportation commissions, Caltrans and other state and federal agencies, the environmental community, the business community and the general public. Numerous meetings were held over the past two years to focus on specific modes, investment strategies and policies. This process helped build consensus on important issues and provided direction to the staff in preparing the 2001 RTP.

The 2001 RTP presents an assessment of the overall growth and economic trends in the SCAG Region for the years 2001-2025 and provides strategic direction for investments during this time period. The Plan should serve as a catalyst for linking the various transportation agency investments within the SCAG Region to provide a cohesive, balanced and multi-modal transportation system that addresses regional goals and is consistent with federal and state requirements.

The 2001 RTP is a dynamic document and is intended to foster a continuing regional dialogue with the goal of creating a metropolitan transportation system that provides options and opportunities for all segments of the population in a fair and equitable manner.

SCAG will regularly review and update the Plan to meet changing conditions. We encourage the members of the Southern California community to continue to assist us in our efforts. Your continuing interest in the activities of SCAG is appreciated and we cordially invite you to continue to participate with the Regional Council in meeting the planning challenges facing Southern California.

RONALD BATES
President, SCAG
Mayor Pro Tem, City of Los Alamitos

Leadership Vision Progress

Leadership, vision and ***progress*** that promote economic growth, personal well-being and livable communities for all Southern Californians.

The Association will accomplish this mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the Region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative and opportunity.

Funding: *The preparation of this report was financed in part through grants from the United States Department of Transportation–Federal Highway Administration and the Federal Transit Administration–under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.*

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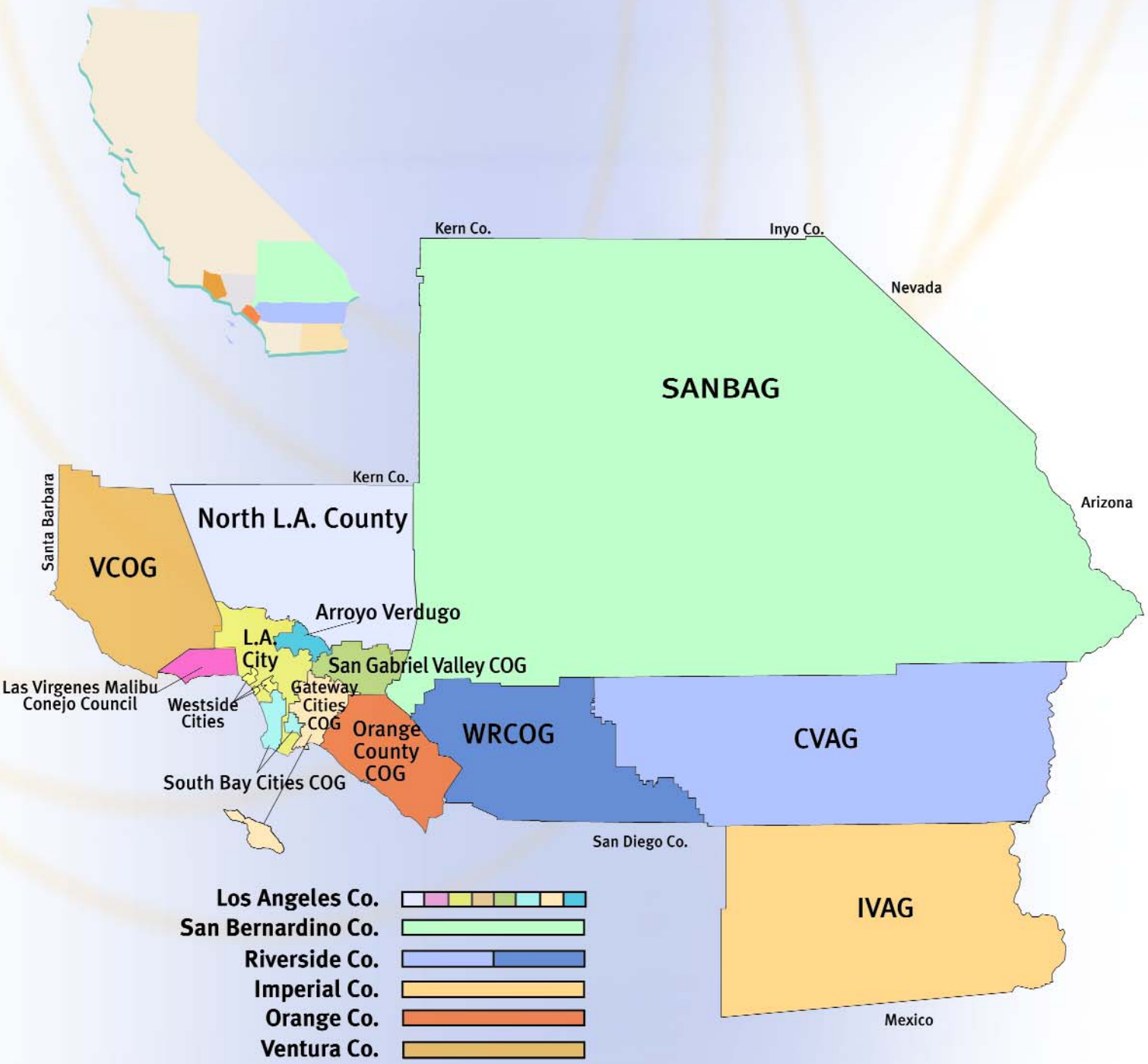
scag planning region



SCAG is made up of 6 Counties which are divided into 14 subregions.

PAGE

I. EXECUTIVE SUMMARY 1
Challenges and Opportunities 2
Key Changes Since Adoption of the 1998 RTP 3
The Plan Update Process 8
Performance-Based Planning 9
Strategic Investments 12
Plan Performance 26

EXHIBITS 29

RESOLUTION 43

LIST OF EXHIBITS

Exhibit ES-1 2025 Regionally Significant Baseline Projects 31
Exhibit ES-2 2025 Plan Highway and Corridor Projects 33
Exhibit ES-3 2025 Plan Transit Corridor System 35
Exhibit ES-4 2025 Plan Maglev Projects 37
Exhibit ES-5 2025 Plan Goods Movement Projects 39
Exhibit ES-6 2025 Plan Freeway Congestion 41

LIST OF FIGURES

Figure ES-1 Key Final Baseline Growth Forecasts for the 2001 RTP 2
Figure ES-2 2001 Regional Transportation Plan Development 9
Figure ES-3 Total Transit for the SCAG Region 18
Figure ES-4 Regional Transit Per Capita Ridership 20
Figure ES-5 Aviation System (2025) 24
Figure ES-6 Percentage of Persons who Rideshare to Work 24

LIST OF TABLES

Table ES-1 2001 RTP Regional Aviation System 4
Table ES-2 Regional Checkbook 10
Table ES-3 2001 RTP Public Funding Strategy 10
Table ES-4 2001 RTP Regional Checkbook by County 11
Table ES-5 Cost of New RTP Projects 12
Table ES-6 Investment in Arterials 15
Table ES-7 TDM & Non-Motorized Investments 25
Table ES-8 Mobility and Accessibility Performance Results 26
Table ES-9 Reliability and Safety Performance Results 27
Table ES-10 2001 RTP Cost-Benefit Analysis 27

executive summary

INTRODUCTION

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six Southern California counties. SCAG's responsibilities include development of a coordinated and cohesive long-range transportation plan that addresses the needs of the vast metropolitan area. The 2001 Regional Transportation Plan (RTP) represents the culmination of more than two years of work involving dozens of public agencies, 184 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, non-profit organizations and a broad-based public outreach effort.

The SCAG Region is the largest metropolitan planning area in the United States, encompassing 38,000 square miles, six counties and 184 cities. The Region is loosely divided into 14 subregions and is one of the largest concentrations of population, employment, income, business, industry and finance in the world. The six-county SCAG Region is home to more than 17 million people, nearly half of the population of the state of California. The Gross National Product (GNP) equivalent for the Region shows that Southern California has the 12th highest GNP in the world, with 7.4 million jobs, while the state as a whole has an equivalent of the 6th highest GNP in the world.

The 2001 RTP is the required three-year update to the 1998 Regional Transportation Plan (98 RTP) adopted by the SCAG Regional Council in April, 1998. Concurrent with the adoption of the 1998 RTP, the Regional Council directed staff to work toward development of regional consensus on a number of key issues in the 2001 RTP. The key issues were:

- growth forecasts
- long term transportation financing needs
- the future regional aviation system

The RTP presents an assessment of the overall growth and economic trends in the SCAG Region for the years 2001-2025 and provides strategic direction for investments during this time period. The RTP is a critical document in that it is necessary to assure federal and state funding. It should serve as a catalyst for linking the various transportation agency investments within the SCAG Region to provide a cohesive, balanced and multi-modal transportation system that addresses regional goals and is consistent with federal and state requirements. Given the size and diversity of the SCAG Region, the development of consensus on future transportation investments among stakeholders is truly a challenge.

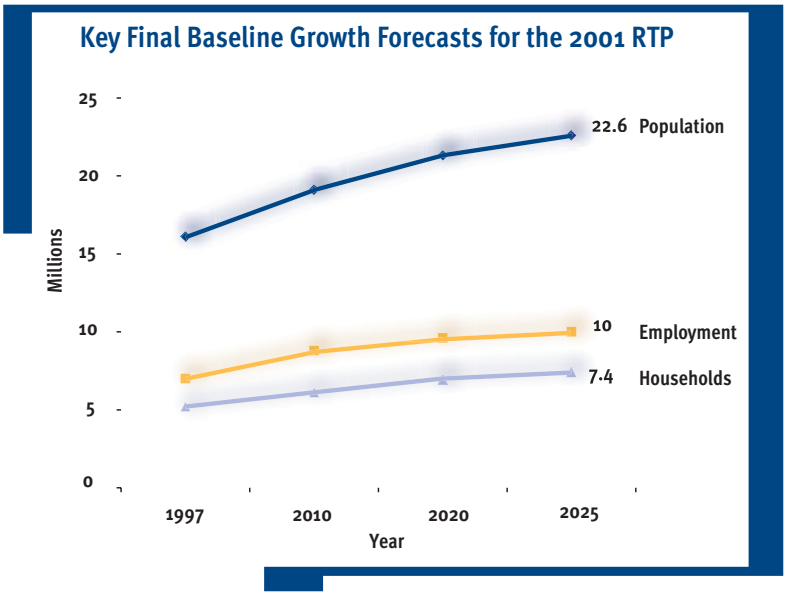
This Executive Summary provides an overview of the 2001 RTP, including future trends affecting the regional transportation system, recommendations for addressing long-term financing needs, and strategic investments that will perform best to meet the mobility, accessibility and other goals of the Region's people and businesses.

CHALLENGES AND OPPORTUNITIES

While Southern California is one of the most prosperous and productive metropolitan areas in the world, the Region faces tremendous challenges as we look toward the future. Population is expected to increase by 40 percent from 1997 to 2025, employment is expected to increase by 43 percent and households by 30 percent. Figure ES-1 shows the key growth assumptions used in the 2001 RTP.

Not only is the population growing, but the composition of the Region's population is also changing. Significant trends include the aging of the population and the growing proportion of Hispanics and Asian/Pacific Islanders. The share of elderly persons in the Region, aged 65 and above, is expected to rise to 15.4 percent in 2025 from 9.9 percent in 1997. The Hispanic share of the regional population is projected to surpass that of non-Hispanic whites by 2003 and to reach 51 percent by 2025. These two factors will result in changing, but yet unknown, travel patterns and new mobility needs for large portions of the population.

Figure ES-1



The Internet economy and e-commerce will also affect almost every aspect of our lives and can potentially affect land-use patterns, air quality, traffic congestion and local sales tax revenues (which currently support transportation investment) as consumer and travel behavior changes. Taken together, these trends—population and job growth, aging population and e-commerce—pose unprecedented challenges and uncertainties in the development of the 2001 RTP.

In addition to accommodating the explosive growth projected for the Region and adapting to the Internet economy, meeting other regional transportation goals is a formidable task. These include improving transportation mobility for all people and enhancing the movement of goods within the subregions and the Region. In addition, we must ensure that transportation investments are cost-effective, protect the environment, promote energy efficiency and enhance the quality of life.

With challenges come opportunities. In updating the RTP, SCAG established an unprecedented, inclusive and ongoing planning process that brought together public agencies and private entities, environmental and community groups and the public to ensure that all stakeholders had opportunities to actively participate in setting the Region's future transportation investment priorities.

KEY CHANGES SINCE ADOPTION OF THE 1998 RTP

Transportation planning is a continuous process and the following elements of the Plan have changed since the adoption of the 1998 RTP. Each of these areas is discussed briefly below and in greater detail in various sections of the RTP.

- Growth Forecasts
- Financial Assumptions
- Regional Aviation System
- Regional Transit Services
- Transportation and Air Quality Conformity
- Environmental Justice

GROWTH FORECASTS

The growth forecasts that were made in 1998 were overstated for 2020, which was the final year of that plan. Nevertheless, tremendous growth is projected over the next twenty-five years, with an expected increase of almost 7 million people, 3 million jobs and 2.2 million households. As discussed earlier in this Executive Summary, the projected growth in the Region is one of the biggest challenges that SCAG will face as steward of the metropolitan transportation system. Figure ES-1 shows the current assumptions for growth in the SCAG Region over the life of the 2001 RTP.

FINANCIAL ASSUMPTIONS

The Long-Range Transportation Finance Task Force was created to develop financial assumptions for the 2001 RTP. The need to change previous assumptions became readily apparent given events that transpired since the 1998 RTP was adopted. Some conditions considered are as follows:

- The sunset of local transportation sales taxes in Imperial (2010), Orange (2011), San Bernardino (2010) and Riverside (2009) counties during the time frame of the RTP (note: Los Angeles County has a permanent sales tax dedicated to transportation; it does not sunset like the other "self-help" counties sales taxes. Ventura County does not have a sales tax dedicated to transportation);
- The potential loss of gasoline tax revenues due to inflation, fuel sfficiency and alternative fuels;
- Increases in the projected costs of operating and maintaining the existing regional transportation system.

Taken together, these factors influenced the availability of future revenues to fund the RTP. After thorough analyses of many different options to raise needed revenues, the Task Force developed a funding strategy which seeks to maintain transportation revenues that the region could potentially lose in the years to come. The funding strategy is discussed later in this Executive Summary and in detail in Chapter VI of the Plan.

REGIONAL AVIATION SYSTEM

The 2001 RTP proposes a decentralized regional aviation system. The Plan proposes development of aviation facilities where unmet demand is greatest and also where population growth is expected to be significant, in order to meet demand and reduce impacts. The Plan also proposes various strategies to promote use of under utilized facilities, including high-speed rail linkages between airports and market incentives.

In the adopted scenario, LAX is constrained to its existing physical capacity, estimated at 78 MAP. Burbank (BUR), John Wayne (SNA) and Long Beach (LGB) are constrained to their legal or existing physical capacities. Substantial growth is forecast at El Toro (ELT) and Ontario (ONT). Market incentives have been included to disperse demand to outlying airports to the extent possible. These outlying airports include Palmdale (PMD), San Bernardino International Airport (SBD), Southern California Logistics Airport (SCI) and March Global Port (MAR).

Table ES-1

2001 RTP REGIONAL AVIATION SYSTEM

	Passengers (in millions)	Air Cargo (thousands of tons)	Operations (in thousands)
BUR	9.4	**73.2**	112
ELT	29.7	**1693.8**	321.1
SNA	8.4	**25.3**	120.7
LAX	78	**2975.8**	660.3
LGB	3	**63**	43.6
MAR	1.7	**1079.5**	44.4
ONT	30	**2246**	366.4
PSP	2.9	**19.9**	44.8
PMD	1.7	**124.4**	28.4
MUG	0	**0**	0
SUB	1.8	**878.9**	40.4
SCI	0.8	**320.3**	21
TOTAL	167	**9500**	1803

TRANSIT SERVICES

The 1998 RTP-projected substantial savings could be realized through restructuring transit services and implementing a vast network of privately funded Smart Shuttles—demand-responsive services. While Smart Shuttles can play a role in the future provision of transit services, the pilot projects have been implemented and demonstrate that this will largely be a niche market. Therefore, we need to change our assumptions regarding the financing and viability of such services and the role they will play in the future. The Transit Corridor Task Force and the Regional Transit Task Force discussed the future of transit at length and recommended a set of investments that, if successful, will enable transit to retain its market

share in 2025, which is equivalent to 34.9 trips per person per year. Given projected population growth of 40 percent, achieving this mode split is an ambitious goal and would result in approximately 800 million new annual transit trips in the Region. Transit investments are discussed further in this Executive Summary and in detail in Chapter V of the Plan.

TRANSPORTATION AND AIR QUALITY CONFORMITY

Under the federal regulations and in the federally designated non-attainment and maintenance areas, the regional transportation plans, programs and projects must comply with the requirements of the Federal Clean Air Act (CAA) as reflected in the Transportation Conformity Rule.

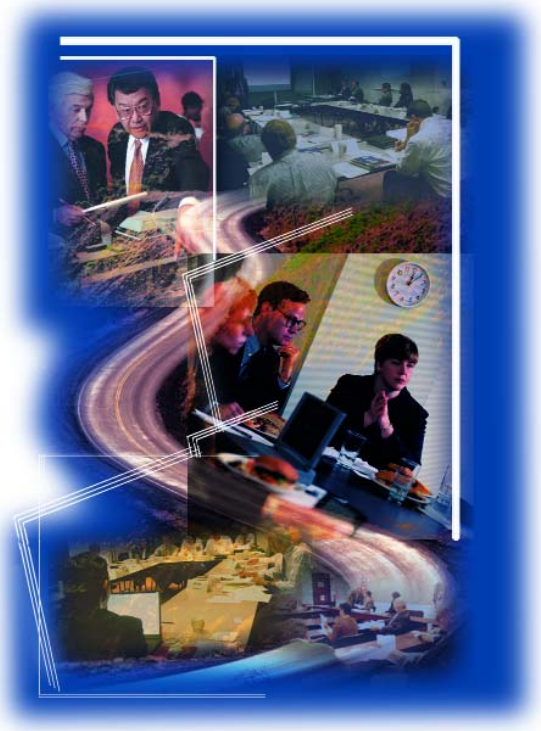
Emissions attributed to on-road mobile sources can have adverse impacts on health. On-road motor vehicles have become one of the major contributing sources for criteria pollutants. Major criteria pollutants include volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), particulate matters in size of 10 microns or less (PM_{10}) and nitrogen dioxide (NO_2). To reduce the adverse impact of these pollutants on health, the Environmental Protection Agency (EPA) designates the non-attainment areas by pollutant and the CAA sets the specific attainment date by area by pollutant. When a non-attainment area achieves its attainment goal, then EPA will re-designate it as a maintenance area for the next 10-20 years.

The SCAG Region has one or more federally designated non-attainment and /or maintenance areas, with the exception of the eastern part of Riverside County.[1] Thus, the RTP is subject to transportation conformity analyses and determination.

The conformity status of the 1998 RTP expires on June 9, 2001. The 2001 RTP and the associated conformity analysis were developed to replace the 1998 RTP.

[1] *Which is a less-populated desert area known as Palos Verdes Valley.*

Since the 1998 RTP, two transportation and air quality related events have had a temporary impact on the transportation planning processes—they adversely impacted the conformity findings of the South Coast Air Basin (SCAB) portion of the 2000/02–2005/06 Regional Transportation Improvement Program (2000 RTIP). These two events were:



- Replacement of the two segments of the Metro RedLine with the Rapid Bus, Rapid Transit and Light Rail projects in Los Angeles County was required. The rail and transit projects are categorically identified as transportation control measure (TCM) projects in the 1997 Ozone State Implementation Plan (SIP) developed for the SCAB.
- The California Air Resources Board (ARB) has recognized the need to remedy the SIP shortfall for those control measures in which the state was responsible for implementation, including the Inspection and Maintenance (I/M) Program. The SCAB portion of the Region was more affected by the SIP shortfalls than other federal non-attainment areas in the SCAG Region.

These two issues have been resolved and no longer affect the conformity analysis of the 2001 RTP.

Since the April 1998 adoption of the 1998 RTP by the Regional Council, the Transportation Conformity Rule was revised by a federal court ruling. The U.S. Court of Appeals March 2, 1999 ruling in EDF v. EPA mandated that emissions budgets approved or found adequate by the Environmental Protection Agency (EPA) can be used for conformity determination. Under the Transportation Conformity Rule, the 2001 RTP must pass the following four tests to continue receiving transportation funds from the federal sources:

- Regional Emission Analysis
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
- Fiscal Constraint Demonstration
- Interagency Consultation and Public Involvement Process

Generally, to meet the first two tests—the Regional Emission Analysis and the Timely Implementation of TCMs Analysis—SCAG must explicitly demonstrate that the regional emissions resulting from implementation of the 2001 RTP policies, programs and projects are consistent with and conform to the applicable State Implementation Plan's (SIP's) goals and objectives for air quality.

The 2001 RTP is consistent with all federal requirements and conforms to the respective applicable SIPs developed for the non-attainment and maintenance areas in the SCAG Region.

In response to the federal agencies' request, the conformity requirements, Regional Emissions Analysis, Timely Implementation of TCMs and the associated conformity findings are addressed in a separate report titled "Transportation Conformity Report," which is included in the Technical Appendix. The other required conformity tests—the Fiscal Constraint Demonstration and the Interagency Consultation and Public Involvement Process—are addressed in the Financial Plan and in the Public Involvement and Environmental Justice documents, respectively.

The 2001 RTP and the associated appendices—the Transportation Conformity Report, the Financial Plan and the Public Involvement and Environmental Justice document—collectively form a set of documentation for the conformity determination of the 2001 RTP.

ENVIRONMENTAL JUSTICE

Since the 1998 RTP was adopted, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have renewed their commitment to assure environmental justice in the programs they fund. This was done to ensure compliance with Title VI of the Civil Rights Act of 1964 and the President's 1994 Executive Order on Environmental Justice. SCAG seeks to ensure that the RTP's benefits and burdens are not inequitably distributed across groups based on race, income, age or disability through a two-part approach adopted by the TCC in October 2000. The program includes public outreach efforts to assure that all members of the public have the opportunity to meaningfully participate in the planning process. These efforts specifically target minority and low-income communities throughout the Region and are intended to listen to and address their concerns. Environmental justice analyses conducted for the 2001 RTP analyzed whether the Plan would result in disproportionate adverse impacts on low-income, minority, elderly or disabled populations in the SCAG Region. These analyses examined the distribution of Plan benefits in terms of improvements in mobility—primarily, travel time savings realized as a result of Plan investments—and accessibility—as measured by the number of jobs reachable within a given time. These benefits were compared with Plan costs—specifically, the burden imposed by the taxes that fund transportation investments: sales, gasoline and, to some extent, income taxes. Generally, these analyses found that the share of Plan benefits for low-income and minority groups was in line with, or greater than, the costs borne by these groups.

The environmental justice analyses generally showed that the Plan's environmental effects would not fall disproportionately on minorities, the low-income, the elderly or the disabled. This was true for the Plan's projected air pollutant emissions, both for the criteria pollutants analyzed and for air toxics, as represented by heavy-duty vehicle exhaust particulates. This was also the case for highway noise. However, the analysis predicted a continuation of disproportionately high aviation noise impacts on both minority and low-income groups.

THE PLAN UPDATE PROCESS

STAKEHOLDER INVOLVEMENT

To meet the three-year RTP update schedule required by the Transportation Equity Act for the 21st Century (TEA-21) and to address key issues as directed by the Regional Council, SCAG initiated a bottom-up collaborative planning process that included the formation of twelve task forces and numerous subcommittees. Each task force had a specific mission and addressed issues in as much detail as time allowed, with the goal of making recommendations to SCAG's Transportation and Communications Committee (TCC), which then provided overall policy direction to the development of the RTP. Task force membership included hundreds of elected officials, local and regional officials, representatives of county transportation commissions (CTCs) and the subregions, representatives of federal and state agencies and representatives of community groups and environmental organizations. Hundreds of meetings were held over the past two years to focus on specific modes, investment strategies or policies. This process helped build consensus on important issues and provided direction to the staff in preparing the 2001 RTP. A complete listing of Task Force members is provided in the Technical Appendix to the RTP.

Regional Plan Task Forces and Key Subcommittees

RTP Technical Advisory Committee (TAC)

Growth / Forecast

Long-Range Transportation Finance

Aviation

Transportation Corridors

High-Speed Rail

Regional Transit

Four Corners

Truck Lanes

Goods Movement

Modeling

Subregional Coordinators Group

PUBLIC OUTREACH

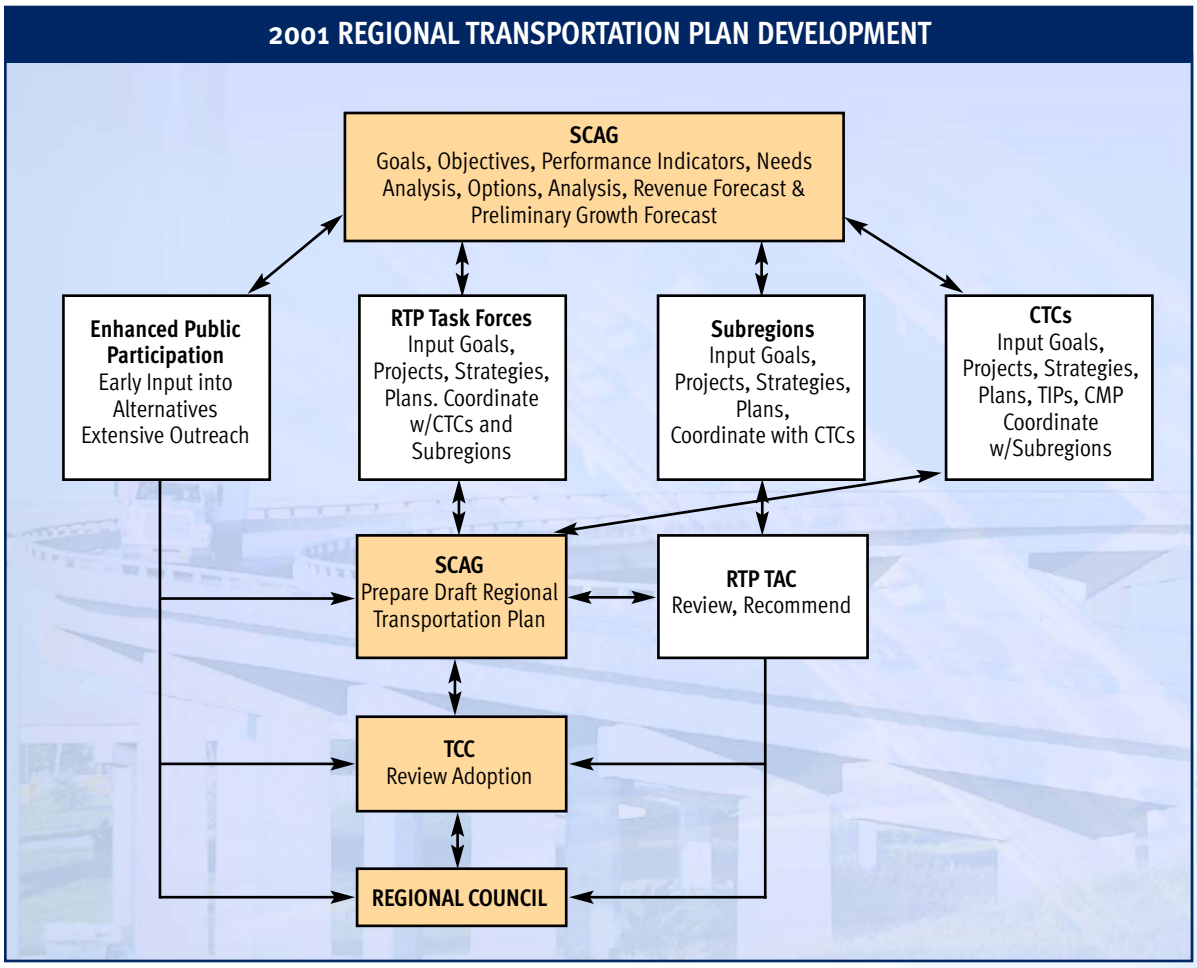
At the beginning of the 2001 RTP process, SCAG embarked on an extensive public outreach process to ensure input and community feedback as the update progressed. This effort complemented the bottom-up planning process and relied heavily on the 14 subregions within the SCAG Region. The subregions are ideally suited for public outreach as they maintain direct lines of communication with community groups, businesses, transit operators, environmental organizations and the public within their cities and local communities. In eight of the subregions, local organizations and groups of cities directly conducted the outreach process, with SCAG support. In the other six subregions, SCAG provided consultant-led outreach efforts to ensure that no subregion was left out of the process. As evidence of extensive public outreach, SCAG received more than 1,500 comments on the Draft 2001 RTP, and those comments were taken into consideration in the finalization of the 2001 RTP. A summary of the comments and SCAG responses can be found in the Technical Appendix to the RTP.

PERFORMANCE-BASED PLANNING

In updating the RTP, SCAG continued with its performance-based approach to transportation planning and has adopted regional goals and policies that serve as guideposts in developing the Plan. To meet the challenges of performance-based planning, SCAG developed Performance Indicators that consider transportation from a "user's perspective." Every day, millions of people and thousands of businesses consider rush hour congestion, speeds, reliability of service, parking costs and other factors before making trip choices. SCAG's Performance Indicators are based on these very same "common sense" criteria.

In order to measure progress toward achieving regional goals, SCAG developed quantifiable Performance Indicators where possible, and these form the basis upon which SCAG can measure progress. The regional goals from the 1998 RTP were updated to emphasize subregional and market-based approaches to improved mobility. Refer to Chapter III of the RTP to review the regional goals, planning policies and objectives and Performance Indicators. Figure ES-2 shows how the various elements of the transportation planning process come together in the development of the RTP.

Figure ES-2



FEDERAL AND STATE PLANNING REQUIREMENTS

In addition to the adoption of regional goals and policies, objectives and Performance Indicators, the RTP must meet various federal and state requirements for transportation plans in metropolitan areas. These requirements are discussed in detail in Chapter III of the RTP.

FINANCIAL RESOURCES

Concurrent with adoption of the 1998 RTP, the Regional Council directed staff to review the long-term transportation revenue assumptions and to address associated issues in the 2001 RTP. This direction led to the creation and mission of the Long-Range Transportation Finance Task Force. As a result of careful analyses and deliberation of options, the need to change the financial assumptions for the 2001 RTP became evident.

The updated revenue forecast shows that the Region would not have enough public funds to support new RTP projects. In recognizing the need for a regional funding strategy to fund new regional transportation facilities and services, the Finance Task Force identified approximately $24 billion in additional public revenues to offset the Region's projected revenue shortfall as shown in Table ES-2.

Table ES-2

REGIONAL CHECKBOOK CONSTANT 1997 DOLLARS (BILLIONS)	
Total Baseline Revenue	$100
Public Funding Strategy	$24
Total Revenues	**$124**
RTIP & Other Commitments	$27
Operations & Maintenance	$64
Bonds	$9
Baseline Costs	**$100**
Net Public Funding for New RTP Projects	**$24**

The RTP must be fiscally constrained in accordance with federal regulations, which means that revenues must reasonably be available over the time frame of the RTP. If revenue shortfalls are anticipated and additional funding is needed, then the financial plan must also identify additional revenue streams and include a strategy for securing the revenue.

Table ES-3

2001 RTP PUBLIC FUNDING STRATEGY (CONSTANT 1997 $ IN BILLIONS)	
Funding Component	**$**
Continue Using Revenues from the State Sales Tax on Gasoline	6
Continue Local Transportation Sales Taxes Where Necessary	3
Adjust State Motor Vehicle Fuel Excise Tax and User-Fees to Maintain Historical Purchasing Power	15
Total	**24**

In August 2000, the TCC endorsed principles governing the funding strategy for the 2001 RTP Update. These principles have guided the development of the following financial assumptions, which seek to maintain particular revenue streams that the region could potentially lose in future years.

- The state sales tax on gasoline will continue to be dedicated to transportation after 2006.
- Local transportation sales taxes are extended where necessary.
- An adjustment is made to the state motor vehicle fuel excise tax rate and user-fees to maintain historical purchasing power. This component includes the option to implement a revenue raising mechanism on alternative fuel vehicles to offset the potential loss in gasoline tax revenues.

Table ES-4

2001 RTP REGIONAL CHECKBOOK BY COUNTY

County	Baseline Revenues	Baseline Costs	Net Balance	Public Cost of New RTP Projects	Funding Shortfall	Public Funding Strategy
Imperial	$0.78	**$0.64**	$0.14	**$0.38**	$(0.24)	**$0.24**
Los Angeles	$65.27	**$66.37**	$(1.09)	**$9.46**	$(10.55)	**$10.55**
Orange	$17.49	**$17.02**	$0.46	**$3.94**	$(3.47)	**$3.47**
Riverside	$5.91	**$6.10**	$(0.19)	**$4.20**	$(4.39)	**$4.39**
San Bernardino	$8.01	**$7.71**	$0.30	**$5.20**	$(4.90)	**$4.90**
Ventura	$2.49	**$2.30**	$0.19	**$1.15**	$(0.96)	**$0.96**
Total	$99.96	**$100.14**	$(0.18)	**$24.33**	$(24.51)	**$24.51**

Notes:
1) Numbers may not add correctly due to rounding.

2) Includes revenues from the Governor's Traffic Congestion Relief Plan. Local gas tax subventions are not included in the revenue forecast, assuming that the subventions are not used for "regionally significant" projects. The EPA's use of the term "regionally significant" is intended to include those transportation projects that would have significant impacts on regional travel, emissions and air quality.

3) Baseline costs include current TIP (2001-2006) capital projects that are "regionally significant." Traffic Congestion Relief Plan projects are also included. Additionally, committed sales tax revenues and funds from other sources for Measure projects are included. Measure tax project costs are spread between "pay as you go" financing and debt financing. Includes anticipated new debt service issues during the RTP period. Also includes debt bonded against forecasted TCA toll revenues in Orange County. Also included are Operations and Maintenance expenses for both transit and roads, Caltrans 2000 SHOPP and transit capital replacement/rehabilitation. Forecasted transit and roadway O&M and capital replacement are assumed for the existing SCAG regional transportation infrastructure and new capital projects in the 2001/2006 RTIP. See Technical Appendix for further information.

4) Revenues and Costs are in constant 1997 dollars, millions.

5) The Region's public funding strategy does not assume the extension of Measure M in Orange County nor the imposition of a local transportation sales tax in Ventura County.

As a result of these assumptions, the Regional Checkbook for the 2001 RTP shows $24 billion in public revenues available for new projects, as shown in Tables ES-2 and ES-3. The available revenue is the net amount after subtracting Baseline costs. Baseline costs include short-term committed projects, in addition to operations and maintenance expenses of the existing transit and roadway system. Committed projects include those in the 2000-2006 Regional Transportation Improvement Program (RTIP) and projects in the Governor's Traffic Congestion Relief Program (TCRP).

Table ES-4 provides a county by county breakdown of Baseline revenues, costs and public funding strategy.

Table ES-5

COST OF NEW RTP PROJECTS (CONSTANT 1997 DOLLARS IN BILLIONS)	
Cost to be Funded by Public Funding Strategy	$24
Cost to be Funded by Innovative Financing	$20
Total Cost	**$44**

SCAG recognizes that the Region's public funding strategy would only offset about half the total cost of the new RTP projects. As Table ES-5 indicates, the new RTP projects are estimated to cost about $44 billion. The Region's public funding strategy would offset about $24 billion and the remaining $20 billion gap would require innovative financing including, public-private partnerships, debt financing efforts and user charges.

For example, dedicated truck lanes are assumed to be partially funded with user charges and HOT lanes will be constructed by the private sector. In addition, U.S. DOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) is a program that provides federal credit assistance (e.g., direct loans, loan guarantees and lines of credit) to large-scale transportation projects of national significance (e.g., Alameda Corridor).

STRATEGIC INVESTMENTS

As noted earlier in this Executive Summary, in adopting the 1998 RTP, the Regional Council directed staff to address three principal issues in this 2001 RTP. Those issues are:

- growth forecasts
- long-term transportation financing needs
- the future regional aviation system

Growth in the Region is inevitable. The 2001 RTP identifies investments that will help the Region accommodate growth in the most sensible way by investing strategically in programs and projects that will help shape the Region's growth along existing and improved major transportation corridors. The guiding principles used in developing the strategic investments included in this plan may be summarized in three principles: 1) Target investments on best-performing projects, 2) Give high priority to maintaining and operating the system and 3) Maximize system utilization.

The investment program can be summarized as follows, with detailed discussions of investments included in Chapter V of the Plan. In addition, a project listing for each county is provided in the Technical Appendix.

HIGHWAYS AND ARTERIALS

The network of highways and arterials in the SCAG Region consists of 9,000 lane miles of freeways, including 580 lane miles of High Occupancy Vehicle (HOV) lanes. In addition, there are 32,000 miles of major and minor arterials. This network of highways and arterials carries 99 percent of all trips, including trips on buses. This amounts to over 54 million vehicle trips per day on the regional highway and arterial system.

The average speed for the 24-hour period on the highway and arterial system is about 38 miles per hour. However, during the morning peak period in some of the heaviest corridors, the average travel speed is less than 20 miles per hour in the congested direction, far worse than the average systemwide speed. In fact, in 1997 the average traveler spent approximately 18 percent of travel time in congestion delay, with an average commute trip of 15 miles taking about 30 minutes. If we were to do nothing more than currently committed projects (see Exhibit ES-1), we could experience an increase in congestion delay within the Region of over 100 percent by 2025. The aggregated daily vehicle hours spent in the Region could increase by over 50 percent to about 14 million hours and a 15 mile commute trip could take, on average, about 45 minutes compared to 30 minutes in 1997. Our investment strategy is to provide maximum relief to the most heavily traveled commute corridors (see Exhibit ES-2).

High Occupancy Vehicle Lane (HOV) Gap Closures, Connectors and HOT Lanes

Currently, there are approximately 580 lanes miles of completed HOV system in the Region. Most of the HOV system is open to vehicles with two or more occupants. The exceptions are the HOV lanes on the I-10 (El Monte Busway), which require vehicle occupancy of three or more persons during peak periods. When the 2001 Plan is fully implemented, the regional HOV system will have about 1,200 total lane miles.

HOV Investments included in the 2001 RTP are HOV gap closures as well as HOV connector projects. In addition, selected high occupancy toll lane (HOT lanes) projects in Orange and Riverside Counties are also included. These investments total $1.9 billion in public costs.

HOV PROJECTS

	Implementation Schedule	Project Development Requirement/Status
Los Angeles County		
I-405 NB (US-101 to Burbank Blvd)	2010	**PSR Needed**
I-710 (I-10 to Huntington Dr)	2010	**PSR Needed**
I-710 (Huntington Dr to I-210)	2020	**PSR Needed**
SR-14 (Ave P-8 to Ave-L)	2015	**PSR Needed**
Orange County		
I-5 (SR-1 to Avenida Pico)	2020	**PSR Needed**
Riverside County		
I-15 (San Bernardino Co to SR-91)	2020	**PSR Needed**
I-215 (SR-60/I-215/SR-91 to San Bernardino Co)	2020	**PSR Needed**
I-215 (I-15 to s/o Nuevo)	2025	**PSR Needed**
I-215 (Ramona Exwy to East Jct SR-60/I-215)	2025	**PSR Needed**
SR-71 (San Bernardino Co to SR-91)	2015	**PSR Needed**
San Bernardino County		
I-10 (I-15 to Yucaipa)	2020	**PSR Needed**
I-10 (Yucaipa to Riverside Co)	2025	**PSR Needed**
I-15 (Riverside Co to I-215)	2025	**PSR Needed**
I-15 (I-215 to D St)	2020	**PSR Needed**
I-215 (Riverside Co to I-10)	2010	**PSR Needed**
I-215 (SR-30 to I-15)	2025	**PSR Needed**

Note: Typically, Project Study Reports (PSR) must be completed for these projects in order to compete in the Call for Projects for the RTIP.

The total investment proposed for HOV completion is $1.2 billion. The Baseline projects are listed only in the Technical Appendix.

TOLL CORRIDOR PROJECTS

	Implementation Schedule	Project Development Requirement/Status
Orange County		
SR-241 to Riverside Co	2010	**PSR Needed**
Riverside County		
Orange Co to I-15	2010	**PSR Needed**

HOV CONNECTOR PROJECTS	Implementation Schedule	Project Development Requirement/Status
Los Angeles County		
I-5 / SR-170	2025	**PSR Needed**
I-5 / I-405	2025	**PSR Needed**
Orange County		
SR-22 / I-5	2025	**In Environmental**
SR-22 / SR-55	2025	**In Environmental**
SR-22 / I-405	2010	**In Environmental**
I-405 / I-605	2010	**In Environmental**
Riverside County		
SR-60 / I-215 E Jct east to SR-60	2010	**PSR completed/PAED pending**
SR-60 / I-215 E Jct south to I-215	2025	**PSR Needed**
San Bernardino County		
I-10 / I-215	2025	**PSR Needed**
I-10 / I-15	2025	**PSR Needed**

MIXED-FLOW IMPROVEMENTS

The 2001 RTP includes several new mixed-flow freeway lanes to close gaps, increase capacity in certain congested commute corridors and facilitate county-to-county travel, especially from population-rich to employment-rich areas. The public costs for these projects are $5.4 billion.

ARTERIAL INVESTMENTS

Arterials are recognized for their importance to regional mobility. Arterials account for over 65 percent of the total road network and carry 50 percent of the total traffic. Therefore, the 2001 RTP recommends substantial funding for arterial improvements beyond operations and maintenance. These investments total $2.8 billion in public costs. The 2001 RTP includes additional investments to improve arterial related travel. This includes Intelligent Transportation System (ITS) and grade separation projects where these investments would help speed traffic flow and optimize the operation of the arterial system.

Table ES-6

INVESTMENT IN ARTERIALS (IN MILLIONS)	
County	Investment
Imperial	**$194**
Los Angeles	**$488**
Orange	**$565**
Riverside	**$400**
San Bernardino	**$607**
Ventura	**$135**
Regional Total	**$2,389**

MIXED-FLOW PROJECTS		
	Implementation Schedule	Project Development Requirement/Status
Imperial County		
SR-111 (SR-98 to I-8)	2010	**PSR Needed**
SR-115 (Evan Hewes to SR-78)	2010	**PSR Needed**
Los Angeles County		
I-5 (Rosecrans to Orange Co)	2010	**PSR Needed**
I-5 Ultimate – Interchanges from Orange Co to Rosemead Blvd	2025	**PSR Needed**
I-710 (I-10 to Huntington Dr)	2010	**PSR Needed**
I-710 (Huntington Dr to I-210)	2020	**PSR Needed**
SR-57 / SR-60 Interchange	2025	**PSR Needed**
Orange County		
SR-57 (auxiliary lanes Los Angeles Co to SR-22)	2010	**PSR Needed**
SR-91 (westbound auxiliary lane SR-57 to I-5)	2020	**PSR Needed**
SR-91 (auxiliary lanes SR-241 to SR-71)	2025	**PSR Needed**
Riverside County		
I-10 (Monterey to Dillon)	2010	**PSR Needed**
I-15 (SR-91 to SR-60)	2020	**PSR Needed**
I-215 (Eucalyptus to Columbia)	2025	**PSR Needed**
I-215 (I-15 to s/o Nuevo)	2025	**PSR Needed**
SR-71 (San Bernardino Co to SR-91)	2015	**PSR Needed**
San Bernardino County		
I-215 (I-10 to SR-30)	2010	**PSR Needed**
I-215 (SR-30 to I-15)	2025	**PSR Needed**
SR-30 (Highland to I-10)	2020	**PSR Needed**
SR-58 (Kern Co to I-15)	2010	**PSR Needed**
US-395 (I-15 to n/o Desert Flower Rd)	2020	**PSR Needed**
Ventura County		
SR-118 (Tapo Cyn to New LA Ave)	2015	**PSR Needed**

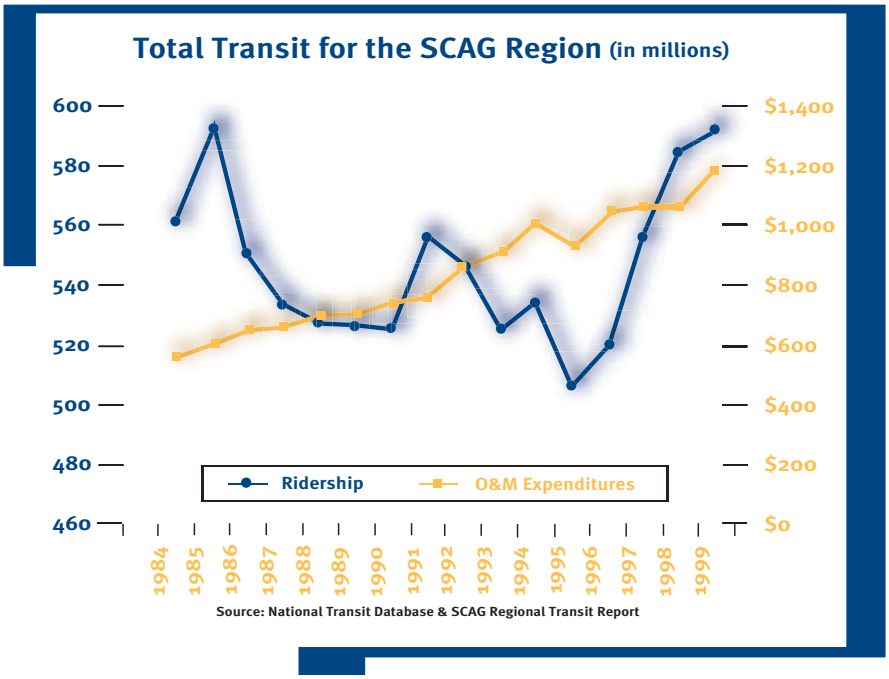
SMART STREET PROJECTS		
	Implementation Schedule	Project Development Requirement/Status
Orange County		
SR-133 Laguna Canyon Rd	2010	**Feasibility Study Needed**
Adams Ave	2010	**Feasibility Study Needed**
Bolsa Ave/First St	2010	**Feasibility Study Needed**
Crown Valley Pkwy	2010	**Feasibility Study Needed**
El Toro Rd	2010	**Feasibility Study Needed**
Harbor Blvd	2010	**Feasibility Study Needed**
Irvine Blvd/Trabuco Rd	2010	**Feasibility Study Needed**
Jamboree Rd	2010	**Feasibility Study Needed**
Newport Blvd	2010	**Feasibility Study Needed**
Orangethorpe Ave	2010	**Feasibility Study Needed**
Pacific Coast Hwy	2010	**Feasibility Study Needed**
Tustin Ave/Rose Dr	2010	**Feasibility Study Needed**
Valley View St	2010	**Feasibility Study Needed**
Warner Ave	2010	**Feasibility Study Needed**
Riverside County		
Hamner Ave/Main St	2015	**Feasibility Study Needed**
Limonite Ave/Rubidoux Blvd	2020	**Feasibility Study Needed**
Magnolia Ave/Main St	2015	**Feasibility Study Needed**

REGIONAL TRANSIT

Southern California contains a vast transit network comprised of several modes of public transportation. The largest of the transit networks and backbone of the system is express and local bus service. This service provides an alternative to the auto as a means for people to get to and from work as well as make discretionary trips. The fixed guideway network includes interregional, computer, urban and light rail. Local service is coordinated with rail service to create seamless transit and help increase overall transit trips. Throughout the Region, there are smaller transit services, shuttles and circulators that function to provide the public with a means of transportation. These services are also great feeders for the rail system, as well as in niche markets like city centers.

Recently, the Region has seen a substantial increase in transit ridership—16 percent between 1995 and 1999. Transit ridership, though still representing a vital component of our transportation network, has steadily decreased as a percentage of all daily trips. Prior to 1995, the Region's transit ridership declined in absolute numbers, from a high in 1985 to an all time low in 1995, representing a loss of 100 million riders. The Region is just now approaching the previous ridership peak level of 1985. Many people continue to depend on reliable transit service to participate in the economic, cultural and social benefits of Southern California. An enormous challenge that we face is to deliver and improve transit service to provide both the transit-dependent population and discretionary riders with more effective and attractive service. Figure ES-3 shows the total transit ridership and investment over time for regional transit.

Figure ES-3



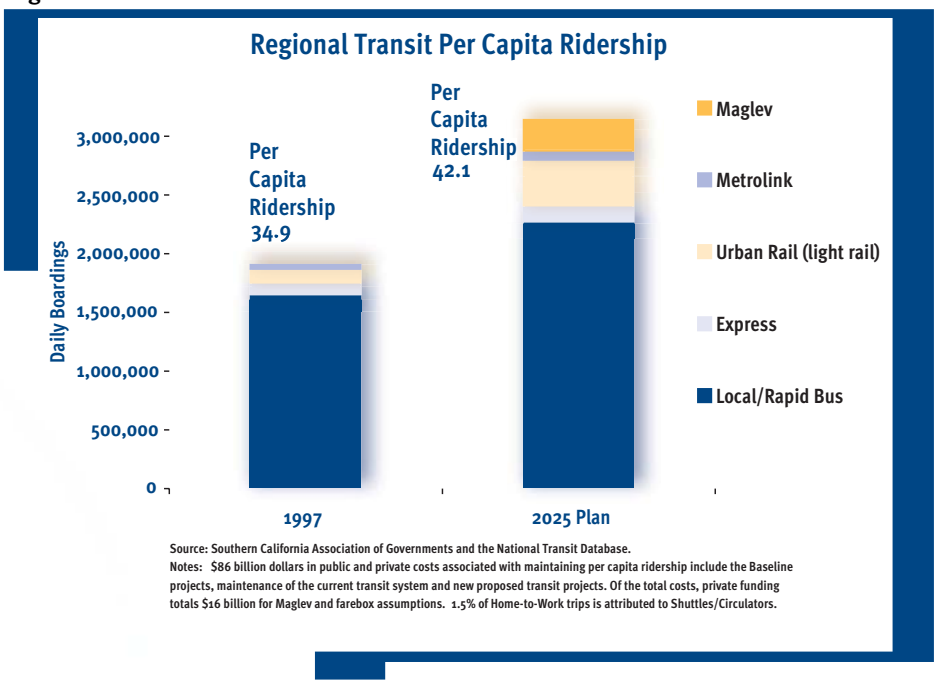
The 1998 RTP focused on the cost and delivery of transit services and proposed that Smart Shuttle programs could play a major role in transit delivery. We now recognize that Smart Shuttles may have a role, albeit limited, in certain niche markets. Nevertheless, the availability of travel choices, including transit, is an essential element of the RTP and the Plan recognizes the importance of transit in the Region. The goal of public transportation is to provide an attractive alternative to the use of a single occupant automobile for those who own cars and to provide needed transportation services to people who do not own cars. Public transportation strategies that are included in this Plan were developed with these goals in mind. In addition to recommending new funding for operations and maintenance, this Plan recommends strategic investments in the best-performing transit projects, including rapid bus projects, commuter rail services, light rail and transit service expansion. The 2001 RTP also recommends the implementation of a high-speed magnetic levitation transportation (Maglev) system without traditional public transportation financing.

TRANSIT CORRIDOR PROJECTS

Corridor Implementation	Project Limits	Description	Schedule
Los Angeles County			
Alvarado	Hill/King to Alvarado/Sunset	**Rapid Bus**	2010
Atlantic	Del Mar to Long Beach Blue Line	**Rapid Bus**	2010
Avalon	Avalon/El Segundo to Vermont Red Line	**Rapid Bus**	2010
Century Blvd	96th/Vicksburg to Rives/Imperial Hwy	**Rapid Bus**	2010
Crenshaw-Rossmore	Hollywood/Vine to Wilshire	**Rapid Bus**	2010
Crenshaw Corridor	Wilshire/Rossmore to Crenshaw/Green Line	**Fixed Guideway/Busway**	2025
Florence	La Tijera/Manchester to Florence/Garfield	**Rapid Bus**	2010
Garvey	Hope/11th to Santa Anita/Romona	**Rapid Bus**	2010
Hawthorne	Crenshaw/Florence to Hawthorne/Sepulveda	**Rapid Bus**	2010
Hollywood-Fairfax	Fairfax/Washington to Vermont/Fountain	**Rapid Bus**	2010
Hollywood-Pasadena	Hollywood/Highland Red Line to Colorado/Hill	**Rapid Bus**	2010
Long Beach Blvd	4th/Hill to Artesia Blue Line Station	**Rapid Bus**	2010
Roscoe	Topanga Cyn/Victory to Universal City Red Line Station	**Rapid Bus**	2010
San Fernando Rd	Union Station to Sylmar Metrolink	**Rapid Bus**	2010
Santa Monica	Union Station to Santa Monica	**Rapid Bus**	2010
Soto	Long Beach/Lynwood to Valley Rd/Soto	**Rapid Bus**	2010
Van Nuys	Foothill to Ventura	**Rapid Bus**	2010
Venice & Pico/East 1st	Santa Monica/Venice to East LA	**Rapid Bus**	2010
Vermont	Vermont/Wilshire Red Line to Green Line	**Rapid Bus**	2010
Vernon-La Cienega	San Vicente/Santa Monica to Florence/Wilcox	**Rapid Bus**	2010
West Third	Century City to Downtown LA	**Rapid Bus**	2010
Western	Western/Hollywood Red Line to Green Line	**Rapid Bus**	2010
Green Line Extension	Mariposa/Nash to Century/Sepulveda (LAX Term.)	**Light Rail**	2010
San Fernando Valley North/South Corridor	Alignment follows Van Nuys Rapid Bus	**Fixed Guideway/Busway**	2025
Orange County			
Garden Grove Blvd	Valley View/Chapman to Glassell/Chapman	**Rapid Bus**	2010
Katella Ave	Channel/7th to Harbor/Katella	**Rapid Bus**	2010
Bolsa Ave/1st St	Bolsa Chica/Bolsa Ave to 1st/Newport	**Rapid Bus**	2010
Harbor Blvd	19th to Commonwealth	**Rapid Bus**	2010
Bristol St	Jamboree/Bristol to State College/Birch	**Rapid Bus**	2010
Main St	Culver to Taft	**Rapid Bus**	2010
Riverside County			
San Jacinto Commuter Rail	4th & D St to 7th & State St	**Commuter Rail**	2020
Intercity Rail	Colton (SB Co.) to Palm Springs	**Interregional Rail (AMTRAK)**	2015

The goal for the Region's public transportation services, which was adopted by the TCC, is to maintain the 1997 per capita ridership level for transit. This equates to 34.9 trips per person per year. Given the projected increase in population, this would mean that approximately 800 million new annual transit trips would be made in the Region in 2025. Several strategies will need to be aggressively implemented to achieve this goal. These include: significant increases in service availability such as those planned for the Metrolink commuter rail service, investing in third-tier services such as community-based transit, improved transit service management, establishing transit centers where convenient, the making of multi-modal transfers and implementing complementary transportation demand-management strategies. In addition, the highly successful Rapid Bus program of the LACMTA will be implemented on numerous heavily traveled corridors and many bus lines will be rerouted to support the existing and proposed urban and commuter rail systems. The RTP also recommends deployment of shuttles and circulators, which would also feed into the current transit system. Figure ES-4 shows the respective share of transit ridership that the proposed investments could serve in order to achieve the transit ridership goal. Specific transit investments are shown below and are also graphically displayed in Exhibit ES-3 located at the end of this Executive Summary. Total public costs for these new investments are $5.7 billion.

Figure ES-4



Source: Southern California Association of Governments and the National Transit Database.
Notes: $86 billion dollars in public and private costs associated with maintaining per capita ridership include the Baseline projects, maintenance of the current transit system and new proposed transit projects. Of the total costs, private funding totals $16 billion for Maglev and farebox assumptions. 1.5% of Home-to-Work trips is attributed to Shuttles/Circulators.

MAGLEV SYSTEM

Another important component of the transit investment strategy is the implementation of Intra-Regional High-Speed Rail Maglev using magnetic levitation (Maglev) technology. This high-speed rail service would connect major activity and transportation centers in Los Angeles, Orange, Riverside and San Bernardino Counties. Maglev will increase accessibility to the Region's major activity centers and provide congestion relief. The system would be comprised of four lines, one line will connect LAX to March Global Port by 2010. The complete system would be in place by 2025.

GOODS MOVEMENT

The ability of the SCAG Region to move goods efficiently and reliably lies at the center of our Region's future prosperity. With this in mind, the 2001 RTP includes key investments in the major Goods Movement corridors and modes, including truck lanes, railroad grade crossing projects, ports and port access and air cargo facilities. While funding for the ports and airports projects is provided through the owners and operators of those facilities, improvements in the connections to the surface transportation system are crucial to an intermodal and seamless Goods Movement system in the future.

TRUCK LANES

The 2001 RTP includes major investments totaling $ 3.6 billion to improve truck movement throughout the Region including dedicated truck lane projects in the SR-60 and I-15 corridors. In addition, several truck climbing lane projects are included in the Plan, as are studies of dedicated truck lanes on I-710 and the I-5. In addition to these projects, the ports and airports will be making investments in their facilities to accommodate the anticipated growth in Goods Movement by trucks over the time frame of the investments in truck lanes.

TRUCK LANE PROJECTS

	Implementation Schedule	Project Development Requirement/Status
Los Angeles County		
SR-60 (I-710 to San Bernardino County)	2010	**Preliminary Feasibility Study Completed**
Riverside County		
SR-60 (San Bernardino County to I-15)	2010	**Preliminary Feasibility Study Completed**
I-15 (SR-60 to San Bernardino County)	2020	**Preliminary Feasibility Study to be Started in Calendar Year 2001**
San Bernardino County		
SR-60 (Los Angeles County to Riverside County)	2010	**Preliminary Feasibility Study Completed**
I-15 (Riverside County Line to US-395)	2020	**Preliminary Feasibility Study to be Started in Calendar Year 2001**

TRUCK CLIMBING LANE PROJECTS	Implementation Schedule	Project Development Requirement
Orange County		
SR-57* (Lambert to Tonner)	2010	**PSR Needed**
San Bernardino County		
I-15 (Devore to Summit)	2010	**PSR Needed**

* The SR-57 truck climbing lane is included in a project to provide auxiliary freeway lanes along SR-57 between SR-22 and the LA county line, costing $186 million (not included as part of the truck climbing projects). The truck climbing lane would be in the northbound direction. This project is included in the highway section of the Plan and is shown here for information purposes only.

TRUCK LANE STUDY PROJECTS	Implementation Schedule	Project Development Requirement
Los Angeles County		
I-5 (I-605 to SR-14)	To Be Determined	**Preliminary Feasibility Study Needed**
I-5 (SR-14 to SR-126)	To Be Determined	**Preliminary Feasibility Study Needed**
I-710 (SR-60 to Port of Long Beach)	To Be Determined	**Preliminary Feasibility Study Needed**

RAILROAD GRADE-CROSSING PROJECTS

The SCAG Region is served by two main line railroads (the Burlington Northern and Santa Fe Railway Co [BNSF] and the Union Pacific Railroad [UP]. These railroads link Southern California with other regions and provide freight rail service within California. In 1995 these railroads moved more than 91 million tons of cargo in and out of Southern California.

A total of $1.8 billion is recommended for grade-crossing improvement projects, including the Orange County Gateway (Orangethorpe) Corridor Project. In addition, grade-crossing projects are recommended on major railroad lines in Riverside, San Bernardino and Imperial Counties, North Los Angeles County and in the Gateway Cities, which lies at the center of regional truck movement due to its proximity to the Ports of Los Angeles and Long Beach. The Table below in shows the proposed grade-crossing corridor projects.

GRADE-CROSSING CORRIDOR PROJECTS		
	Implementation Schedule	**Project Development Requirement/Status**
Imperial County		
Imperial	2020	**Individual Crossings Studied**
Los Angeles County		
Los Angeles (including Gateway Cities, North Los Angeles County)	2025	**Feasibility Study Completed/ Individual Crossings Studied**
Orange County		
Orangethorpe	2010	**Feasibility Study Completed; Further Study Underway as the ONTRAC or Orange County Gateway Corridor**
Orange-Olive	2010	**Feasibility Study Completed**
Riverside County		
Riverside	2025	**Feasibility Study Completed**
San Bernardino County		
San Bernardino	2025	**Feasibility Study Completed**

PORTS AND PORT ACCESS

The three major seaports—Los Angeles, Long Beach and Hueneme—serve over 80 ocean carriers and are responsible for providing a major link between the West Coast of the United States and the Pacific Rim countries. These three Ports moved more than 120 million tons of cargo in 1995, and the Ports of Long Beach and Los Angeles dominate the container trade in the Americas by shipping and receiving more than 5 million containers annually. The Ports of Los Angeles, Long Beach and Hueneme will invest over $6 billion of port funding on rail and highway access over the next 25 years.

Other components of the Goods Movement element of the Plan include development of the Southwest Passage, a proposed major trade corridor extending from the SCAG Region east to Texas, to facilitate major freight flows to and from the Pacific Rim and the NAFTA countries. The completion of the Alameda Corridor project is also included in the Plan as are the following Goods Movement investments: a major railroad main line productivity study for the east-west lines between Downtown rail yards and the Inland Empire; studies of inland ports, inland domestic intermodal freight terminals, container matching and dispatching to reduce empty truck trip movements; and air cargo improvements including airport ground access and development of former military bases as all-cargo or mixed-use airport facilities. Exhibit ES-5 shows the proposed Goods Movement projects.

REGIONAL AVIATION SYSTEM

The 2001 RTP recommends a decentralized regional aviation system. The Plan proposes development of aviation facilities where unmet demand is greatest and also where population growth is expected to be significant in order to meet demand and reduce impacts. The Plan also proposes various strategies to promote use of under utilized facilities, including high-speed rail linkages between airports and market incentives.

In the adopted scenario (See Figure ES-5), LAX is constrained to its existing physical capacity, estimated at 78 MAP. Burbank (BUR), John Wayne (SNA) and Long Beach (LGB) are constrained to their legal or existing physical capacities. Substantial growth is forecast at El Toro (ELT) and Ontario (ONT). Market incentives have been included to disperse demand to outlying airports to the extent possible. These outlying airports include Palmdale (PMD), San Bernardino International Airport (SBD), Southern California Logistics Airport (SCI) and March Global Port (MAR).

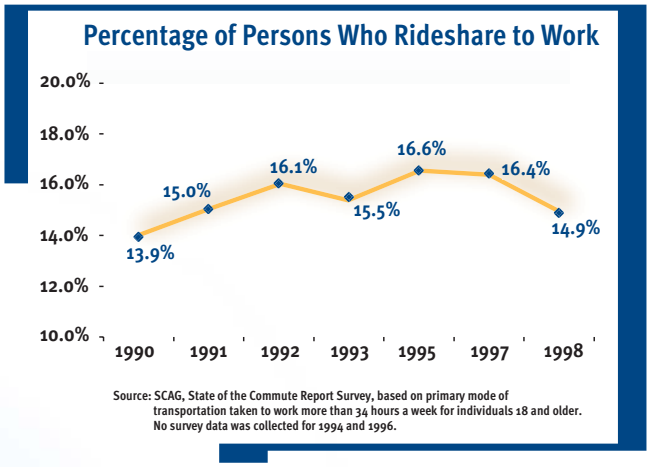
Figure ES-5

Aviation System (million annual passengers) (2025)

Burbank	9*
El Toro	30
John Wayne	8
Los Angeles Int'l	78
Long Beach	3
March Global Port	2
Ontario	30
Palm Springs	3
Palmdale	2
Point Mugu	n/a
San Bernardino Int'l	2
Southern California Logistics	1
Market Incentives	yes
High-Speed Rail	yes
Total Million Annual Passengers	167

* Airport constrained.

Figure ES-6



TRANSPORTATION DEMAND MANAGEMENT

This Plan continues to place considerable emphasis on Transportation Demand Management (TDM) strategies and actions such as ridesharing, telecommuting and work at home, continued outreach and education related to available options and traveler information systems. Figure ES-6 shows the regional ridesharing trends from SCAG's State of the Commute Survey, and, much like public transportation, TDM strategies offer viable options to automobile travel and are an important element of the RTP. Specific recommendations included in this Plan are to support the maintenance of the existing carpool market share and an increase in vanpooling, continue increasing public awareness of travel options, support the development of park-and-ride facilities and encourage telecommunicating in lieu of travel.

To further augment the recommended TDM strategies, it is proposed that we begin the long-term initiatives to develop accessibility to emerging activity centers by reinforcing land use and transportation connections. This could include developing more flexible transportation services that make these centers more accessible by other modes, such as scheduled vanpool and jitney services that utilize up-to-date information technology. A total of $1.2 billion of funding is recommended for TDM, ITS, park-and-ride and vanpooling activities.

Table ES-7

TDM & NON-MOTORIZED INVESTMENTS (IN MILLIONS)				
County	Non-Motorized	Rideshare	ITS/Traveler Information	TDM (Park-and-Ride Lots, Telecommute, etc.)
Imperial	$30	**$0**	$0	*
Los Angeles	$385	**$180**	$555	**$155**
Orange	$139	**$50**	**	**$31**
Riverside	$50	**$22**	$25	**$25**
San Bernardino	$50	**$45**	$29	**$25**
Ventura	$65	**$0**	$80	*
Regional Total	$719	**$297**	$689	**$236**

Imperial and Ventura County costs for TDM are included in the Non-Motorized amount.
Orange County costs for ITS are included in the Rideshare amount.

NON-MOTORIZED TRANSPORTATION

This Plan includes significant investments in non-motorized transportation such as bikeways and pedestrian facilities. Specifically, the Plan proposes to invest over $700 million in improving the non-motorized transportation network.

LAND-USE TRANSPORTATION

SCAG and other policy leaders are placing a strong emphasis on new land-use and transportation policies that will accommodate future growth while addressing transportation demand and air quality concerns. The 2001 RTP expands on the 1998 RTP's Livable Communities Program by establishing the Growth Visioning Subcommittee to develop a process that assists local, subregional and regional officials in developing additional strategies to accommodate growth.

The 2001 RTP includes a number of policies that support Smart Growth choices. These policies include transit-oriented development, mixed-use centers, non-motorized transportation facilities, transit improvements and private investment through Location Efficient Mortgages (LEMs).

PLAN PERFORMANCE

Tables ES-8, ES-9 and ES-10 show the Plan's performance when measured against the Performance Indicators discussed earlier comparative to Baseline investment. In summary, the tables show that the 2001 RTP will improve mobility and accessibility significantly over the Baseline. For example, work trip travel time would improve by 7 prercent, freeway speed during PM peak period would improve by 15 percent and transit accessibility would improve by 48 percent. Given the enormous growth the Region will experience during the Plan time period and the new travel demands that growth will place on the metropolitan transportation system, the Plan's performance is acceptable. Chapter VII discusses Plan performance in detail.

Table ES-8

MOBILITY AND ACCESSIBILITY PERFORMANCE RESULTS	
Performance Indicators	**Improvement from 2025 Baseline to 2025 Plan**
MOBILITY – Ease of movement of people, goods and services	
Work Trip Travel Time	7%
PM Peak Highway Speed:	
Freeway	15%
Non-Freeway	8%
Percent of PM Peak Travel in Delay	
Freeway	14%
Non-Freeway	19%
ACCESSIBILITY – Ease of reaching opportunities as measured by the percent of commuters who can get to work within door-to-door 45 minutes by all modes	
Increased Work Trips within:	
45 minutes by Auto	3%
45 minutes by Transit	48%

The overall investment program contained in the 2001 RTP represents a balanced multi-modal group of programs and projects that address the transportation needs projected for the future. In addition, the Plan is responsive to the need to protect and improve the environment, improving air quality, and to ensure that all of the Region's residents and businesses have access to a transportation system that serves their respective needs. The Plan presents a realistic funding strategy that is based upon detailed analysis and consideration of many different options for raising needed revenues. Finally, the economic vitality of this Region is dependent on a transportation system that works; the recommended investments in this Plan will support the strong economic base that the Region enjoys today and relies upon for a secure future.

Reaching consensus on the difficult transportation issues this Region faces in a diverse and rapidly growing metropolitan area is a tough challenge. The 2001 RTP has broad-based support from the many constituent groups and stakeholders involved in its development. The Plan provides the framework for future transportation investment yet provides the flexibility needed to accommodate the dynamic environment in this vast metropolitan area.

Table ES-9

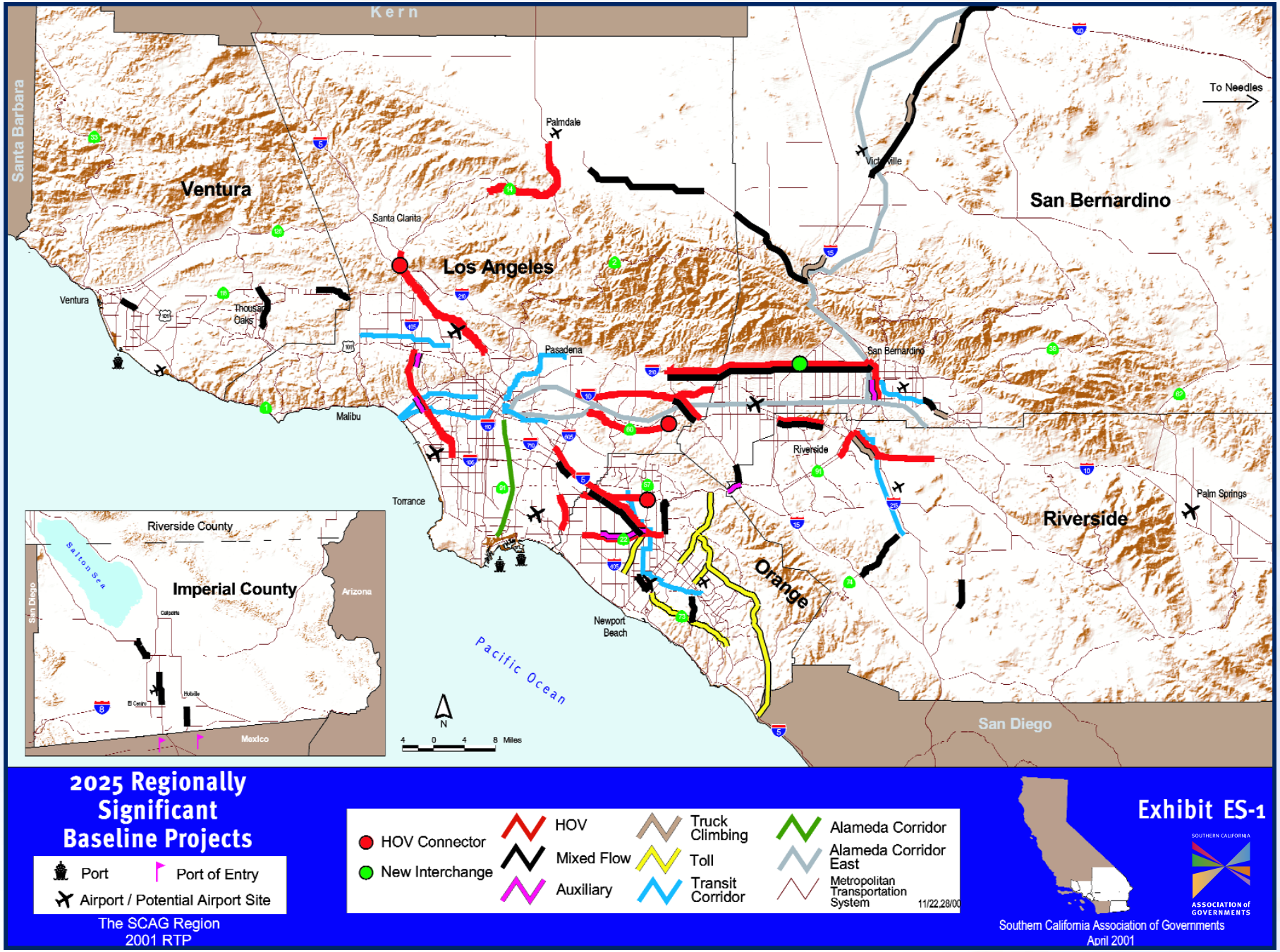
RELIABILITY AND SAFETY PERFORMANCE RESULTS	
Performance Indicators	Plan Improvement Over Baseline
RELIABILITY – Reasonably dependable levels of service as measured by the percent of on-time arrivals	
Transit	3%
Highway	11%
SAFETY – Transit with minimal risk of accident or injury as measured by reduced accidents	
Fatality Per Million Passenger Miles	0%
Injury Accidents	0%

Table ES-10

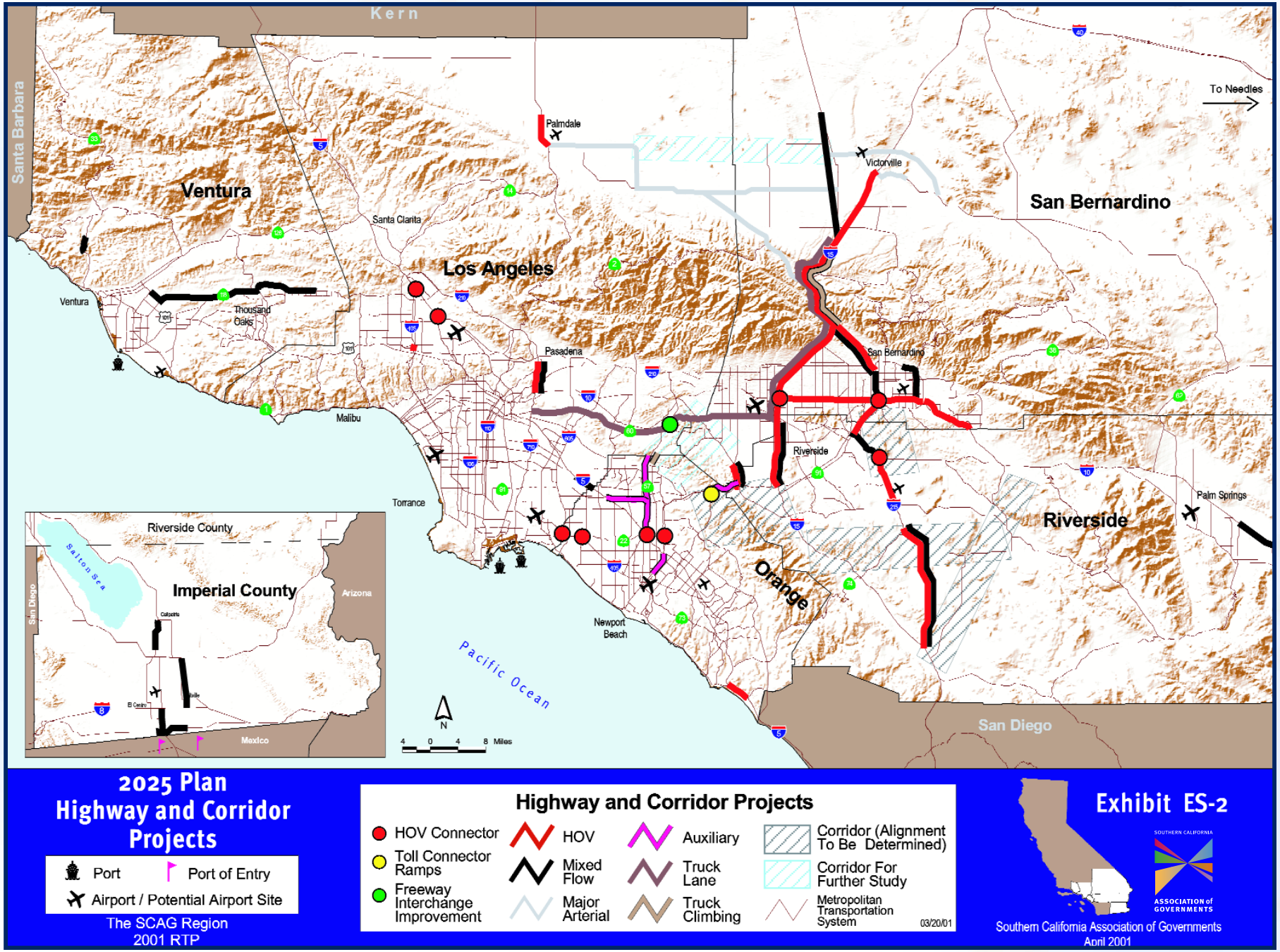
2001 RTP COST-BENEFIT ANALYSIS				
Project	Costs (In Billions)	Benefits (In Billions)	Net Benefits (In Billions)	Value of One Dollar Invested
2001 RTP				
(Present Value)	$ 10.4	**$ 24.7**	$ 14.3	**$ 2.38**
2001 RTP				
(Constant Dollar)	$ 24.3	**$ 108.0**	$ 83.7	**$ 4.44**

exhibits

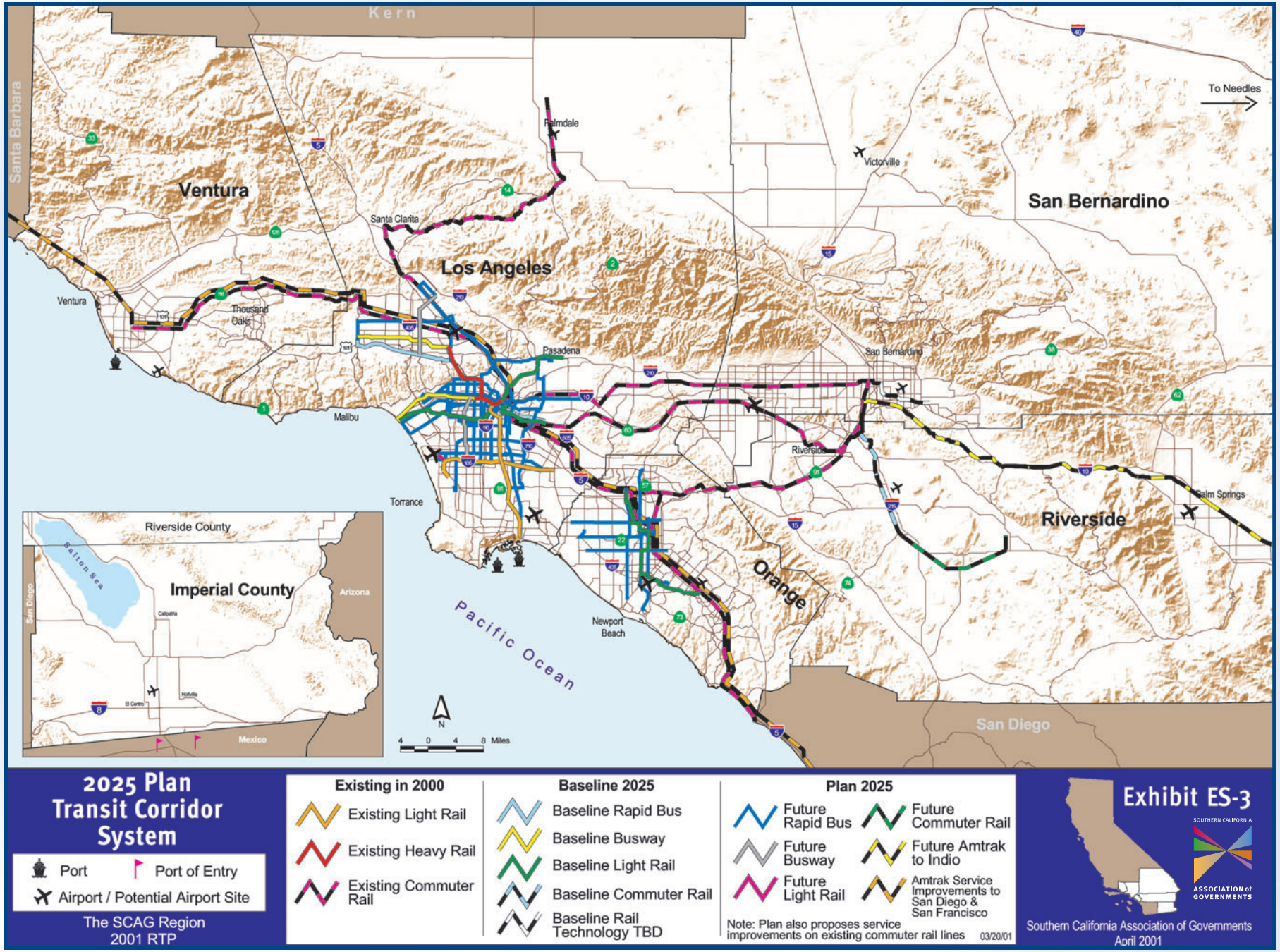
2025 Regionally Significant Baseline Projects



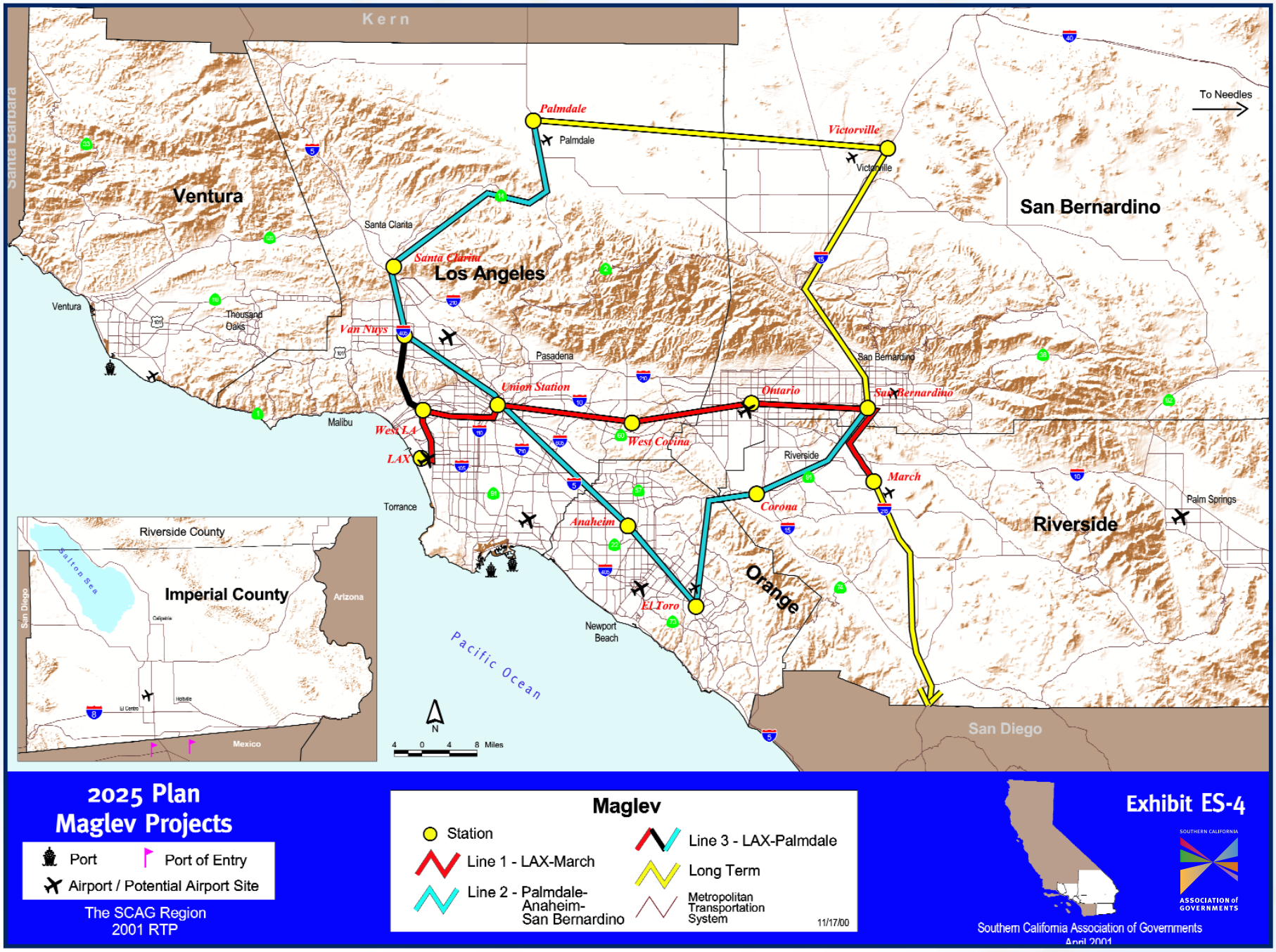
2025 Plan Highway and Corridor Projects



2025 Plan Transit Corridor System



2025 Plan Maglev Projects



2025 Plan Goods Movement Projects

2025 Plan Freeway Congestion

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Riverside County: Bob Buster, Riverside County • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Andrea Puga, Corona • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Gwenn Norton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Donna De Paola, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

RESOLUTION # 01-418-2

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO ADOPT THE 2001 REGIONAL TRANSPORTATION PLAN IN ACCORDANCE WITH STATE AND FEDERAL REQUIREMENTS

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code; and

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange and Imperial, and as such is responsible for developing a Regional Transportation Plan pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f), 23 C.F.R. §450 and 49 C.F.R. §613; and

WHEREAS, the Transportation Equity Act of the 21st Century (TEA-21) generally mandates metropolitan planning organizations such as SCAG, in cooperation with the states, to develop transportation plans and programs for state urbanized areas; and

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting and updating a regional transportation plan pursuant to Government Code Sections 65080 et seq.; and

WHEREAS, pursuant to 23 C.F.R. §810.6(a), the projects included in the RTP must be based on the continuing, cooperative and comprehensive transportation planning process mandated by 23 U.S.C. §134 and 23 C.F.R. §450; and

WHEREAS, pursuant to Section 130304(b) of the Public Utilities Code, SCAG may revise transportation improvement programs submitted by counties, inter alia, to resolve conflicts between the county submittals and with the adopted RTP; and

WHEREAS, Government Code Section 14000.5(b) requires that state highway planning to conform, inter alia, to regional transportation plans and to be compatible, inter alia, with regional socioeconomic and environmental goals, priorities and available resources; and

WHEREAS, Section 130252(a) of the Public Utilities Code prohibits the California Transportation Commission from approving any plan for the design, construction and implementation of public mass transit systems or projects, including federal-aid and state highway projects, which do not conform to the adopted Regional Transportation Plan; and

WHEREAS, Section 120260 of the Public Utilities Code requires that guideways developed by county transit development boards conform, inter alia, to the Regional Transportation Plan; and

WHEREAS, Government Code Section 14031.6(b) and 14031.7(a) require that requests made by the State Department of Transportation for certain capital improvement funds for commuter services be consistent with the RTP; and

WHEREAS, Section 14000.5(d) requires, inter alia, the consistency of the location of rail corridors and their service characteristics with regional goals and objectives of the RTP; and

WHEREAS, under Government Code Section 14035.7, funds allocated for commuter rail purposes must be consistent, inter alia, with the applicable RTP; and

WHEREAS, pursuant to Government Code Section 14000.5, the air transportation system developed by the state must, inter alia, provide services meeting regional goals and objectives; and

WHEREAS, pursuant to federal metropolitan planning regulations at 23 C.F.R. §450.322(a), the RTP must include both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods; and

WHEREAS, the 2001 RTP contains both long-range and short-range strategies which meet these goals; and

WHEREAS, pursuant to the Guidelines and to 23 C.F.R. §450.314, SCAG must develop a detailed work plan for carrying out the regional transportation planning process; and

WHEREAS, the work plan must identify planning resources, staffing responsibility, authority, operating procedures and other factors essential for development of the Plan, identify all work proposed by the RTPA and their sources of funding, discuss development of the RTP, the Transportation Demand Management Process, and the RTIP; and consider implementation of Plan activities; and

WHEREAS, the work plan must be submitted to Caltrans for review and approval; and

WHEREAS, the work plan developed by SCAG meets these requirements; and

WHEREAS, the process used to develop the RTP must be consistent with the metropolitan planning process requirements of the TEA-21 found at 23 U.S.C. §§134 et seq. and accompanying federal regulations at 23 C.F.R. §450; and

WHEREAS, the process used by SCAG is so consistent; and

WHEREAS, pursuant to 23 U.S.C. §134(a) and 23 C.F.R. §450.300, the development process must provide for consideration of all modes of transportation and must be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems; and

WHEREAS, the RTP must be consistent with the December 1999 RTP Guidelines prepared by the California Transportation Commission; and

WHEREAS, the RTP must be consistent with the requirements of Public Utilities Code Section 130301; and

WHEREAS, the RTP developed by SCAG is consistent with these requirements; and

WHEREAS, 23 C.F.R. §450.316(b) requires SCAG to have a citizen participation program which affords citizens and interested parties a reasonable opportunity to comment on the RTP prior to adoption; and

WHEREAS, pursuant to 23 C.F.R. §450.316, this public participation process must itself be a product of consultation with citizens and other affected parties; and

WHEREAS, pursuant to 23 C.F.R. §§450.316(b)(1)(i) and 450.322(c), the planning process must involve citizens; segments of the community affected by the plan and its projects; elected officials and other public officials; affected agencies, representatives of transportation agency employees; private providers of transportation; senior citizens; Native Americans; minorities; women; health and handicapped organizations (as required by the 1990 Americans With Disabilities Act); groups traditionally underserved by existing transportation systems, including low-income and minority households; and other interested parties; and

WHEREAS, SCAG has made numerous outreach presentations at meetings of different SCAG committees such as the Transportation and Communications Committee, Long-Range Transportation Task Force, Goods Movement Advisory Committee, Aviation Task Force, Regional Transit Task Force, Transit Corridors Task Force, Truck Lanes Task Force, Growth Forecasting Task Force, Transportation Conformity Working Group and the Modeling Task Force; has additionally conducted numerous briefings of state and federal legislators, County Transportation Commissions, Native Americans, members of low-income and minority populations and business groups; held two electronic town forums in the Inland Empire and Simultaneous to Gateway and South Bay; 41 community dialogues; 17 presentations/workshops to subregional groups; 15 community workshops; and 46 workshops to interest groups; and

WHEREAS, SCAG received approximately 700 comments on the 2001 Draft RTP and responded to those comments; and

WHEREAS, as required by 23 C.F.R. §450.312(d), the RTP must be consistent with all other applicable provisions of federal and state law, including:

(1) TEA-21
(2) The metropolitan planning regulations at 23 C.F.R. §450
(3) Sections 174 and 176(c) and (d) of the Federal Clean Air Act [42U.S.C. §§7504 and 7506(c) and (d)]
(4) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the state pursuant to 23 U.S.C. §324
(5) The Department of Transportation's Final Environmental Justice Strategy, enacted pursuant to Executive Order 12,898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
(6) The 1990 Americans with Disabilities Act (42 U.S.C. §§120001 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 39; and

WHEREAS, the 2001 RTP is consistent with all of these requirements; and

WHEREAS, the Guidelines and Government Code Sections 65070(a) and 65080(a) respectively require that transportation system planning efforts must be coordinated with those of Caltrans, and the planning process must be coordinated with those of other local and regional governments, as well as those of adjoining regional transportation planning agencies, congestion management agencies, transit operators and the goods movement industry; and

WHEREAS, SCAG's planning process was so coordinated; and

WHEREAS, SCAG has made all necessary such certifications; and

WHEREAS, the process which develops the Plan must also be consistent with the terms of the December 1993 MOU concerning the NEPA / 404 Process, and with all other MOUs signed by SCAG which contain mandatory, rather than advisory, provisions; and

WHEREAS, the 2001 RTP is consistent with these requirements; and

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act [42 U.S.C. §7506(c)], no project may receive Federal funding unless, inter alia, it comes from a Regional Transportation Plan which has been found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2001 RTP contains such a statement and finding; and

WHEREAS, 23 C.F.R. §450.324(d) requires that, in nonattainment and maintenance areas for transportation-related pollutants, the FHWA, FTA and SCAG make a conformity determination on any new or revised RTP in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §§7401 et seq.) and the federal conformity regulations found at 40 C.F.R. §93; and

WHEREAS, the new 2001 RTP has been found to conform; and

WHEREAS, pursuant to the Guidelines, the RTP may contain an Executive Summary which identifies the most significant aspects of the Plan and which clearly and concisely describes the needs, alternatives, and selected actions for the Region identified elsewhere in the Plan; and

WHEREAS, the 2001 RTP does contain an Executive Summary; and

WHEREAS, the Guidelines also allow the RTP to contain an Assessment of Needs section the purpose of which is to facilitate the flow of project development at its earliest stages; and

WHEREAS, the 2001 RTP contains an Assessment of Needs; and

WHEREAS, pursuant to Government Code Section 65081(a), the RTP must include a Policy Element which considers important transportation issues and identifies transportation goals, policies and system objectives which meet the needs of the Region and which are consistent with comprehensive state and regional goals; and

WHEREAS, the 2001 RTP contains a Policy Element meeting these requirements; and

WHEREAS, Government Code Section 65081(b) requires the RTP to contain an Action Element which describes the programs and actions necessary to implement the Plan and which assigns implementation responsibilities; and

WHEREAS, an Action Element is part of SCAG's 2001 RTP; and

WHEREAS, pursuant to Government Code Section 65080(b)(3) and 23 C.F.R. §450.322(b)(11), the Plan must also contain a financial element which compares the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses with the estimated costs of constructing, maintaining and operating the total transportation system over the period of the Plan; and

WHEREAS, Government Code Section 65080(b)(3), 23 C.F.R. §450.322(b)(11) and the Guidelines require that the financial element summarize the cost of plan implementation constrained by a realistic projection of available revenues; identify expected surpluses or deficits, recommended sources of funding and the detailed cost estimates for short-range projects which, constrained by projected revenues, form the basis for development of the Regional Transportation Improvement Program (RTIP); and

WHEREAS, these assumptions should be provided to the level of detail necessary for state and local decision-makers to evaluate Plan alternatives; and

WHEREAS, pursuant to 23 C.F.R. §450.322(b)(11), the Financial Element must also set forth the specific financial strategies required to ensure the implementation of projects and programs so as to attain compliance with applicable Air Quality standards; and

WHEREAS, 23 C.F.R. §450.336(a) requires that updates of the RTP be financially feasible; and

WHEREAS, SCAG's 2001 RTP contains a financial element which meets these requirements; and

WHEREAS, Section 21000 et seq. of the Public Resources Code requires environmental documents prepared for the RTP to meet all applicable requirements of the California Environmental Quality Act (CEQA) and accompanying guidelines relating to content, preparation, review and final determination; and

WHEREAS, the EIR for the RTP must, inter alia, document the Plan development process, assess the Plan's consistency with state and regional comprehensive planning and include, for each alternative, those impacts that were significant on a regional systemwide level, as required by Public Resources Code Section 21000 et seq. and by Section 14522 of the Government Code; and.

WHEREAS, Public Resources Code §§21000 et seq. and Government Code Section 14522 require the RTP to clearly document that the process and procedures followed in reassessment are in compliance with CEQA; and

WHEREAS, the Program Environmental Impact Report prepared and certified for the 2001 RTP meets all such requirements; and

WHEREAS, the 2001 RTP replaces the 1998 Regional Transportation Plan, adopted by the Regional Council on April 16, 1998; and

WHEREAS, however, the 2001 RTP incorporates other chapters of the Regional Comprehensive Plan and Guide; and

WHEREAS, pursuant to 23 C.F.R. §450.322(a), the RTP must be reviewed and updated at least once every three years in order to confirm its validity and its consistency with current and expected transportation and land use conditions and trends, and to extend its forecast period; and

WHEREAS, pursuant to Government Code Section 65080(c), RTP updates must be adopted and submitted to the California Transportation Commission and the Department of Transportation by December 1 of each even-numbered year;

NOW, THEREFORE BE IT RESOLVED that:

1. The Southern California Association of Governments finds as follows:
   - **a.** A successful regional transportation plan utilizes an inclusive process which ensures equity and the full participation of SCAG, all subregions and the county transportation commissions; and
   - **b.** The 2001 RTP has initiated strategic discussions about a number of significant transportation and regional development issues, including growth visioning and alternative growth strategies as they relate to the development of transportation systems; and
   - **c.** The next update of the RTP will be presented to the Regional Council no later than April 2004; and
   - **d.** The process for reviewing and providing future RTP updates to meet regional and subregional requirements and goals shall include SCAG and each of the subregions and county transportation commissions, providing input into the SCAG process from their subregional and county transportation programs in an interactive and cooperative manner. This process shall be facilitated by the reformation of an RTP Technical Advisory Committee consisting of representatives of each subregion, each county transportation commission, SCAG and other affected parties. The funding to support this RTP update effort shall be identified through the 2001-2002 Overall Work Program budget.
   - **e.** SCAG staff will develop and present a work program to the Regional Council for the 2004 RTP update no later than December 2001.
2. The Regional Council hereby approves and adopts the 2001 RTP incorporating herein all of the foregoing recitals.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 12th day of April, 2001.

Ronald Bates
President
Mayor Pro Tem, City of Los Alamitos

Attest:

MARK A. PISANO
Executive Director

Approved as to Form:

HELENE V. SMOOKLER
Legal Counsel