Update on the 2016 Regional Transportation Plan & Sustainable Communities Strategy

American Planning Association Inland Empire Section

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August 27, 2014

About SCAG

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

SCAG FACTS

191 Cities

6 Counties

18.2 Million People

16th Largest Economy in the World

2012–2035 Regional Transportation Plan / Sustainable Communities Strategy

In April 2012, SCAG unanimously adopted the its first RTP that includes a Sustainable Communities Strategy that:

- Developed through a bottom-up local input process with unprecedented public outreach and stakeholder involvement
- Invests nearly $525 billion over the next 25 years to upgrade the region's transportation system
- Reduces per capita GHG emissions 9% by 2020 and 16% by 2035

What's the theme for the 2016 RTP/SCS?

Climate Change Mitigation

Assembly Bill (AB) 32:

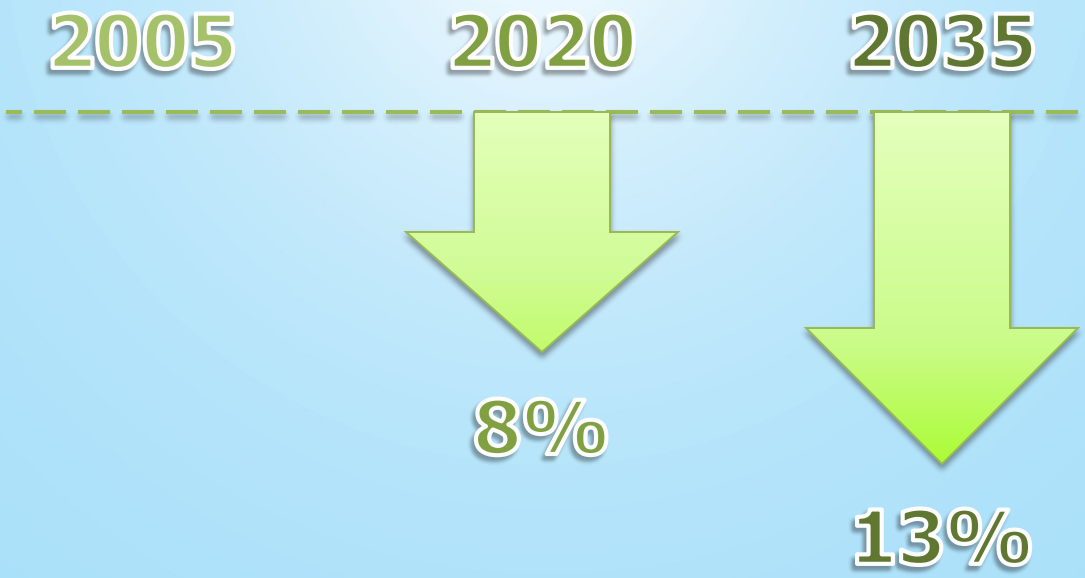
- Reduce greenhouse gases by 2020 to 1990 levels (a 25% reduction in emissions)
- Actions include statewide limits, mandatory reporting

Senate Bill (SB) 375:

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

SCS Development

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



Passenger Rail System 2035

Transit
$55 billion

Passenger Rail
$51.8 billion

O&M
$139.3 billion

Bus Rapid Transit Expansion THROUGHOUT THE REGION

Metrolink/ LOSSAN Upgrades and California High-Speed Rail Phase 1

Image courtesy Metrolink

Light and Heavy Rail Extensions

Image courtesy Metro © 2012 LACMTA

Metrolink Commuter Rail Service Expansion THROUGHOUT THE REGION

Ventura County

Orange County

Riverside County

Sources: SCAG, ESRI Shaded Relief, Tele Atlas

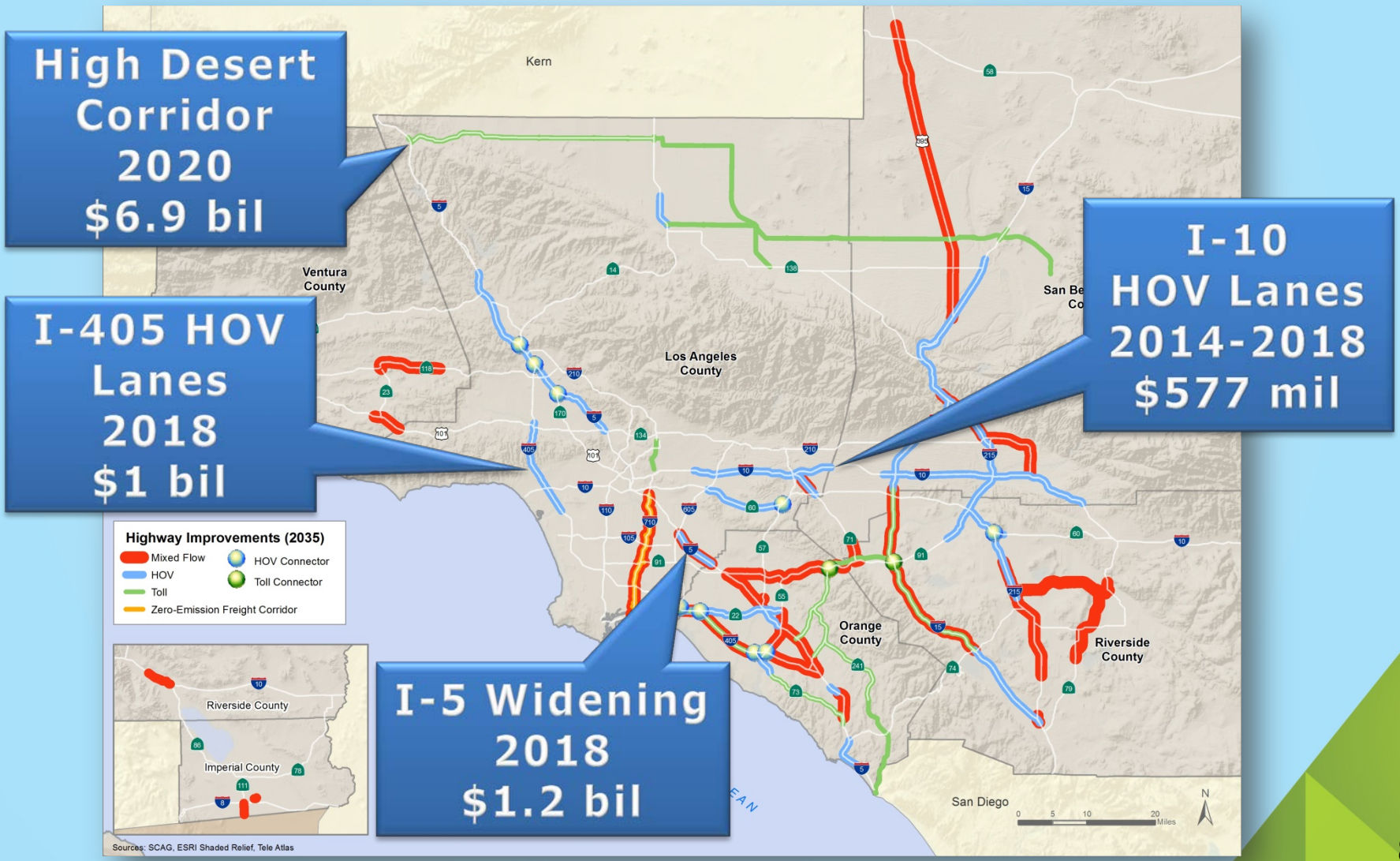
Highways and Arterials

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

Image courtesy Metro © 2012 LACMTA

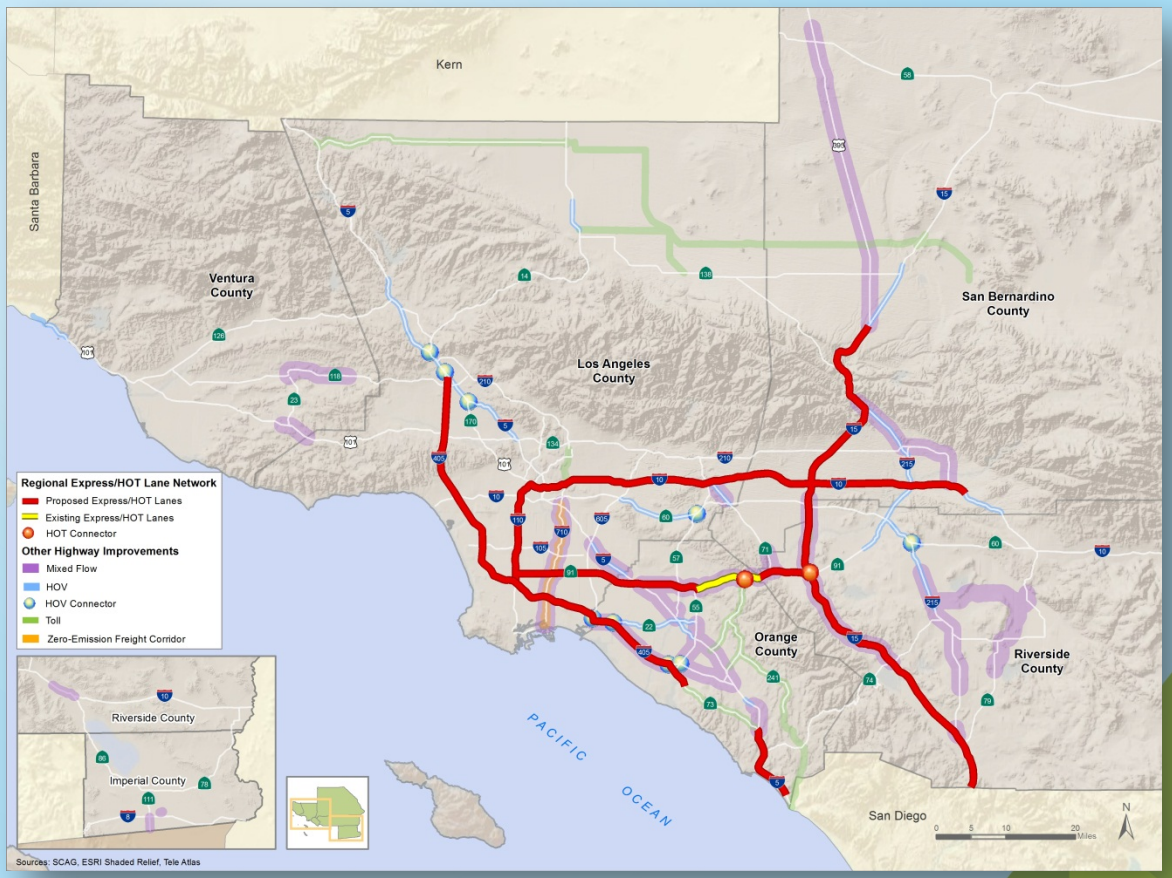
Image courtesy Orange County Transportation Authority

Major Highway Projects



Congestion Pricing
Regional Express/HOT Lane Network

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



Goods Movement

Goods Movement Investments

$48.4 billion

East-West Freight Corridor

Port access

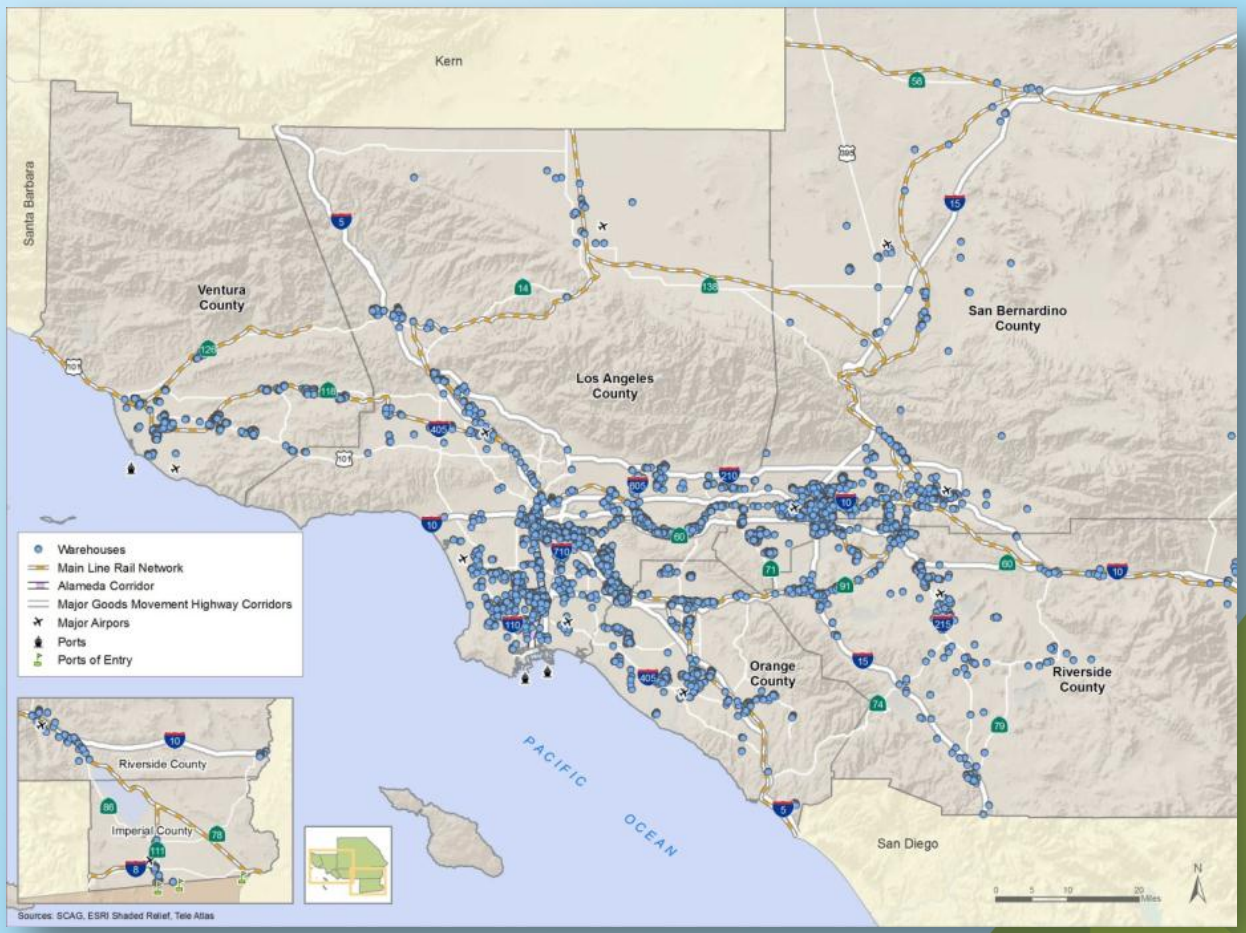
Freight rail capacity

Grade separations

Truck mobility improvements

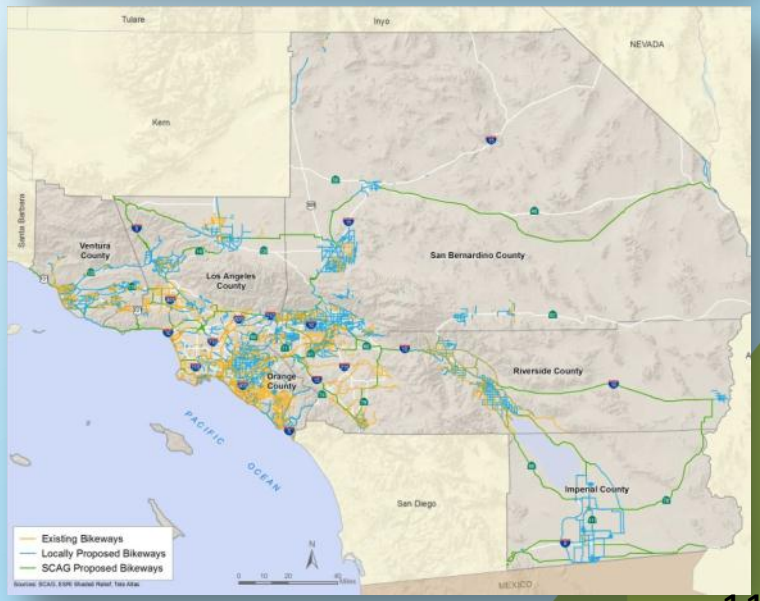
Intermodal facilities

Emission reduction strategies



Transportation Demand Management
Active Transportation

TDM	Active Transportation
$4.5 billion	**$6.7 billion**
Reduce solo driving Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies	**Bikeways** increase from 4,315 to 10,122 miles Other strategies and **safety** improvements



Creating Livable Communities

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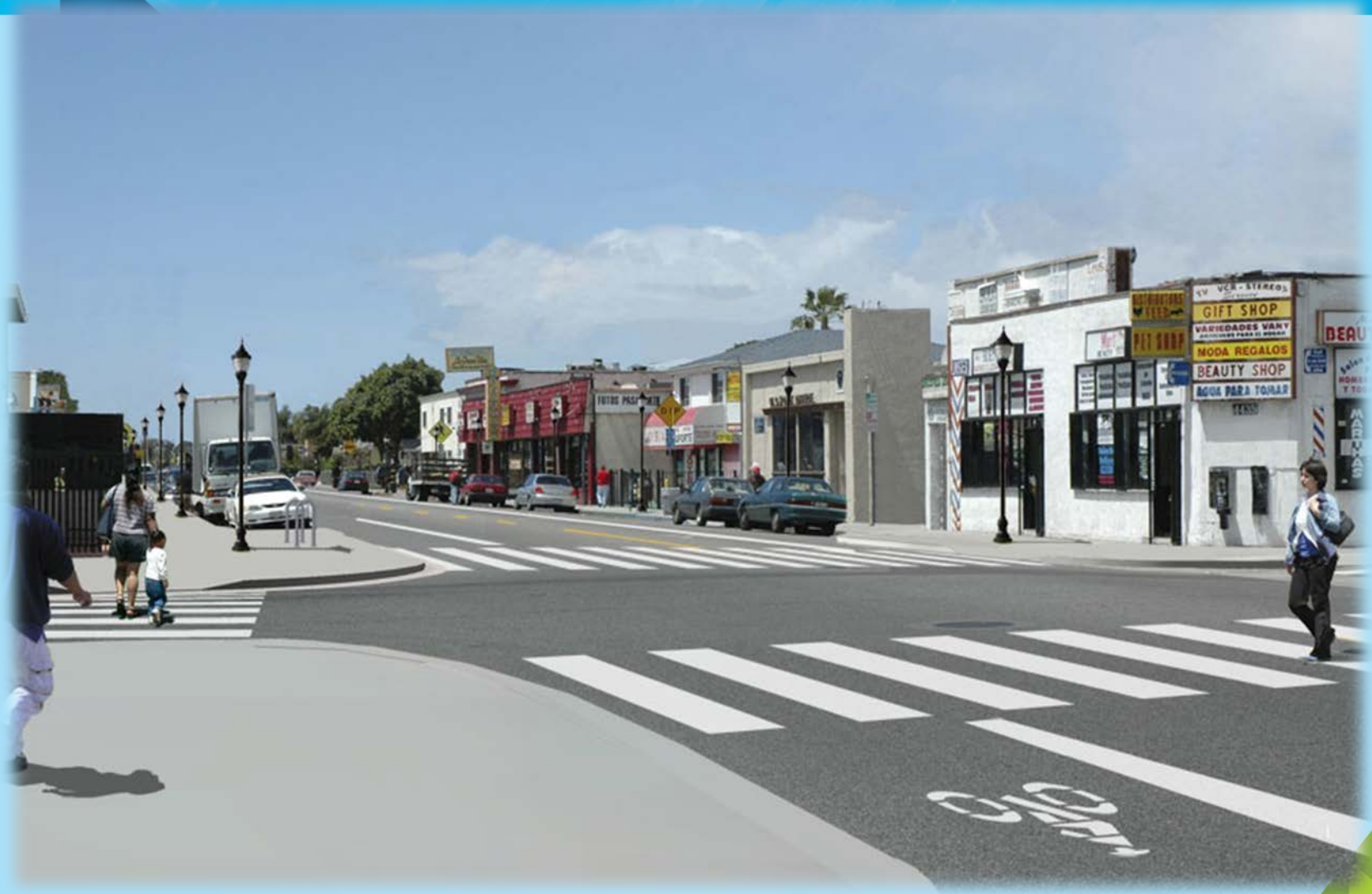
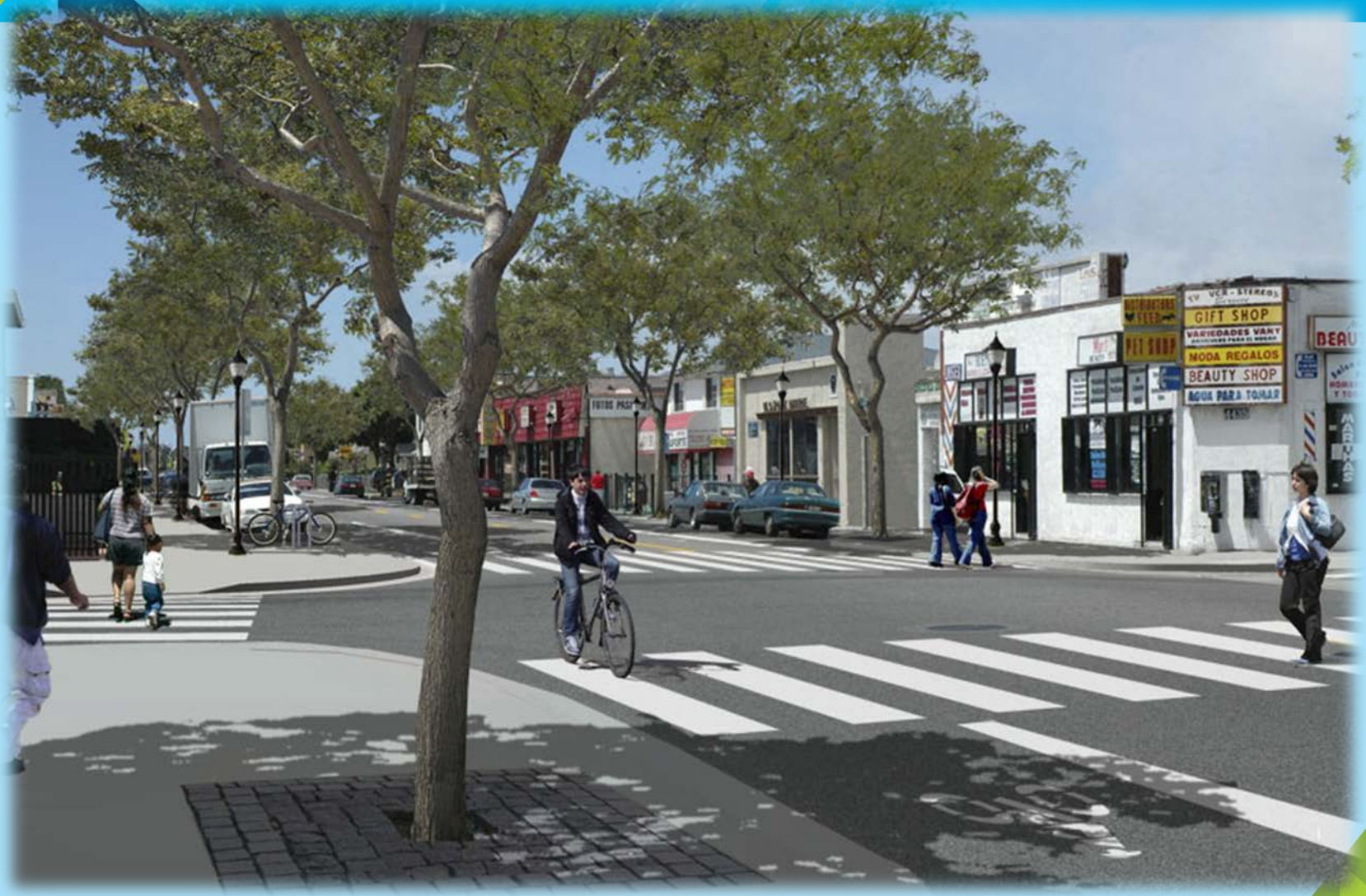
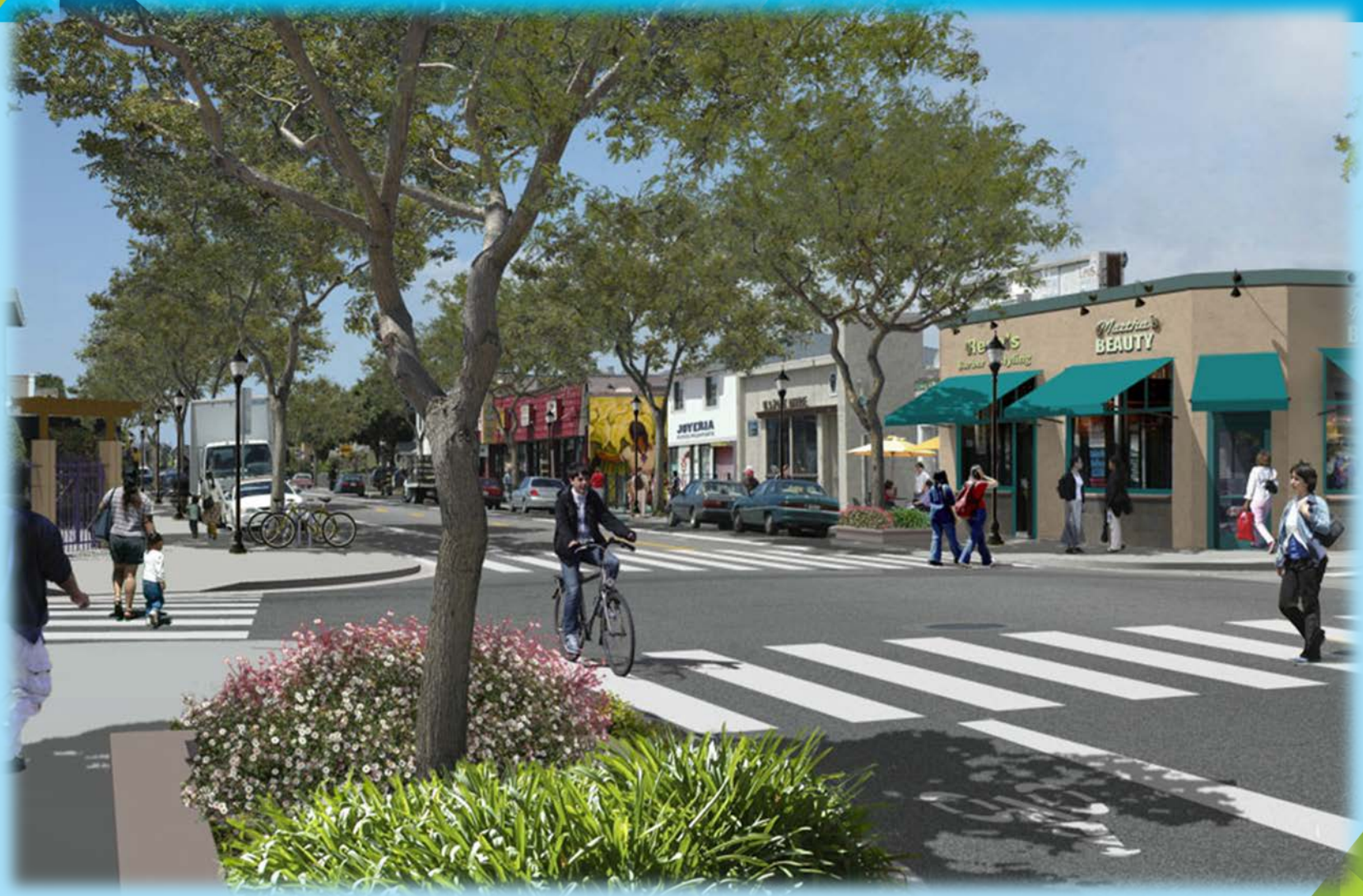


Creating Livable Communities



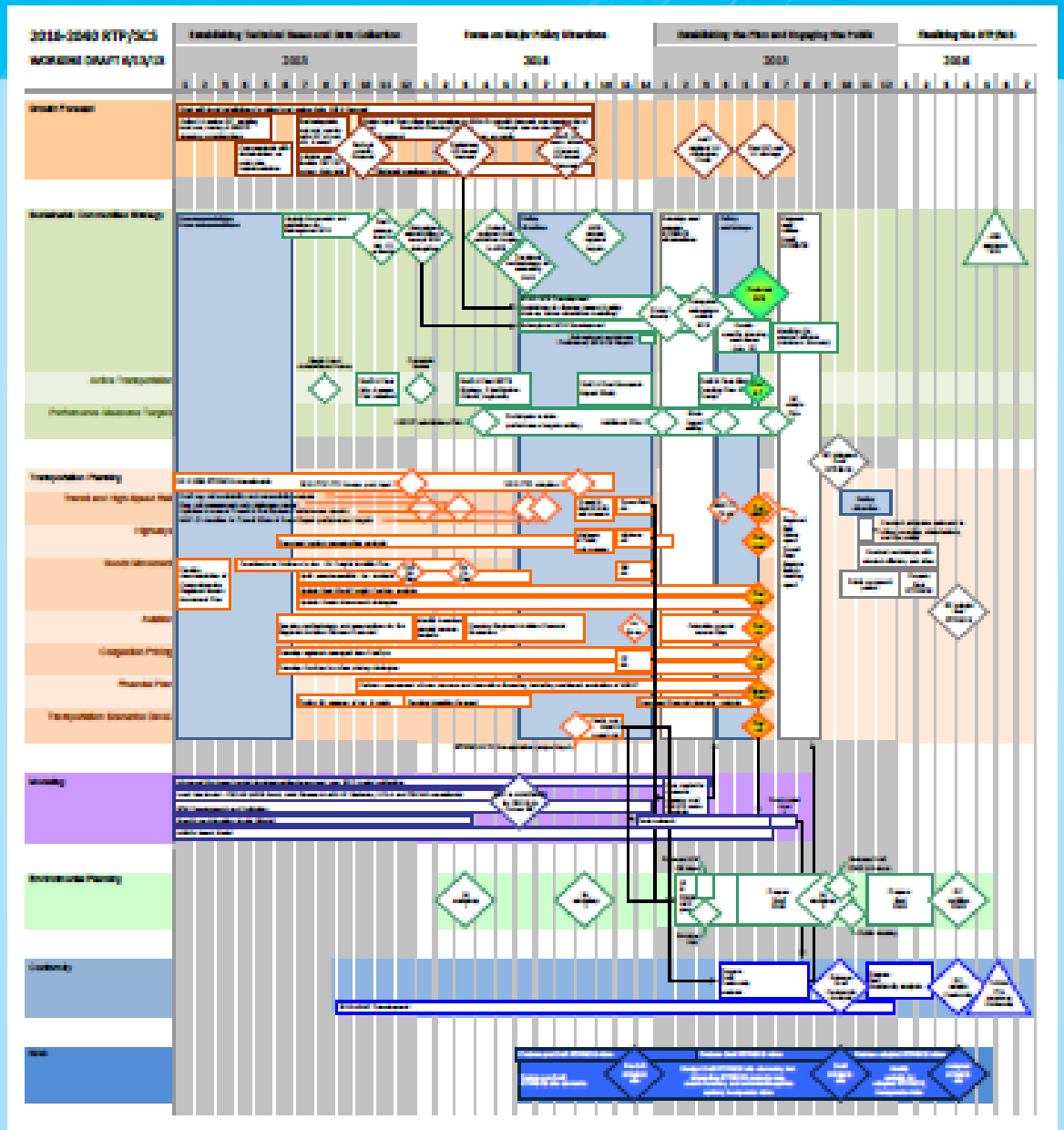
Creating Livable Communities



2012–2035 RTP/SCS Benefits

Mobility	Location Efficiency	Economy	Cost Effectiveness
24% decrease from today's per capita delay	Over **twice** as many households will live in high-quality transit opportunity areas	**500,000** jobs generated per year	**$2.90** return for every $1 spent

2016 RTP/SCS Planning Process



2016 RTP/SCS Planning Process

SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of October 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.

2012 — Basic Approach/Framework and Program Set up

SEPTEMBER 2012-MARCH 2013
New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities

JULY-DECEMBER 2012
- Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources?
- Development of Draft Framework and Approach/Methodology: How will we get there?
- Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes?
- Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?)

Public Outreach and Input from Local Jurisdictions
SCS Development for Delegated Subregions
Staff Actions in Relation to Policy/Plan Development
Regional Council Policy Committees/Subcommittees Milestones
Coordination with State and Federal Agencies

2013 — Establishing Technical Bases and Data Collection

JANUARY 2013-SEPTEMBER 2014
First phase of local input process. Work with local jurisdictions to collect and review data, GIS and forecast for the development of 2016-2040 RTP/SCS

JANUARY-MARCH 2013
Discuss the framework and methodology for development of the 2016-2040 RTP/SCS

JANUARY-MAY 2013
Collect and review general plan, existing land use, zoning and SB 375 planning considerations

MARCH-MAY 2013
Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly

APRIL-JUNE 2013
Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS

JULY-SEPTEMBER 2013
Revise/update regional, county level growth forecast of population, household, and employment

OCTOBER 2013
Roll out growth forecast (base year 2012 and all projection years), and review process

DECEMBER 2013
Complete preliminary calibrations to SCAG's technical models

2014 — Focus on Major Policy Directions

JANUARY-SEPTEMBER 2014
Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable

FEBRUARY 2014
Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG

APRIL-MAY 2014
SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)

MAY 2014
SCAG's General Assembly & Regional Council

SEPTEMBER 2014
Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS

OCTOBER-DECEMBER 2014
Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies

DECEMBER 2014
Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed

2015 — Establishing the Plan and Engaging the Public

JANUARY-MARCH 2015
Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans

MARCH 2015
Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG

MARCH 2015
Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS

APRIL-JUNE 2015
Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)

MAY 2015
SCAG's General Assembly & Regional Council

SEPTEMBER 2015
Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment

OCTOBER 2015
RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment

OCTOBER 2015
Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document

OCTOBER 2015-MARCH 2016
Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements

2016 — Finalizing the 2016-2040 RTP/SCS

FEBRUARY 2016
Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS

MARCH 2016
Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS

APRIL 2016
Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS

JUNE 2016
ARB evaluates SCAG's adopted 2016-2040 RTP/SCS and determines if the strategy will achieve the GHG reduction targets established by its Board

JUNE 2016
FHWA/FTA evaluates SCAG's conformity determination

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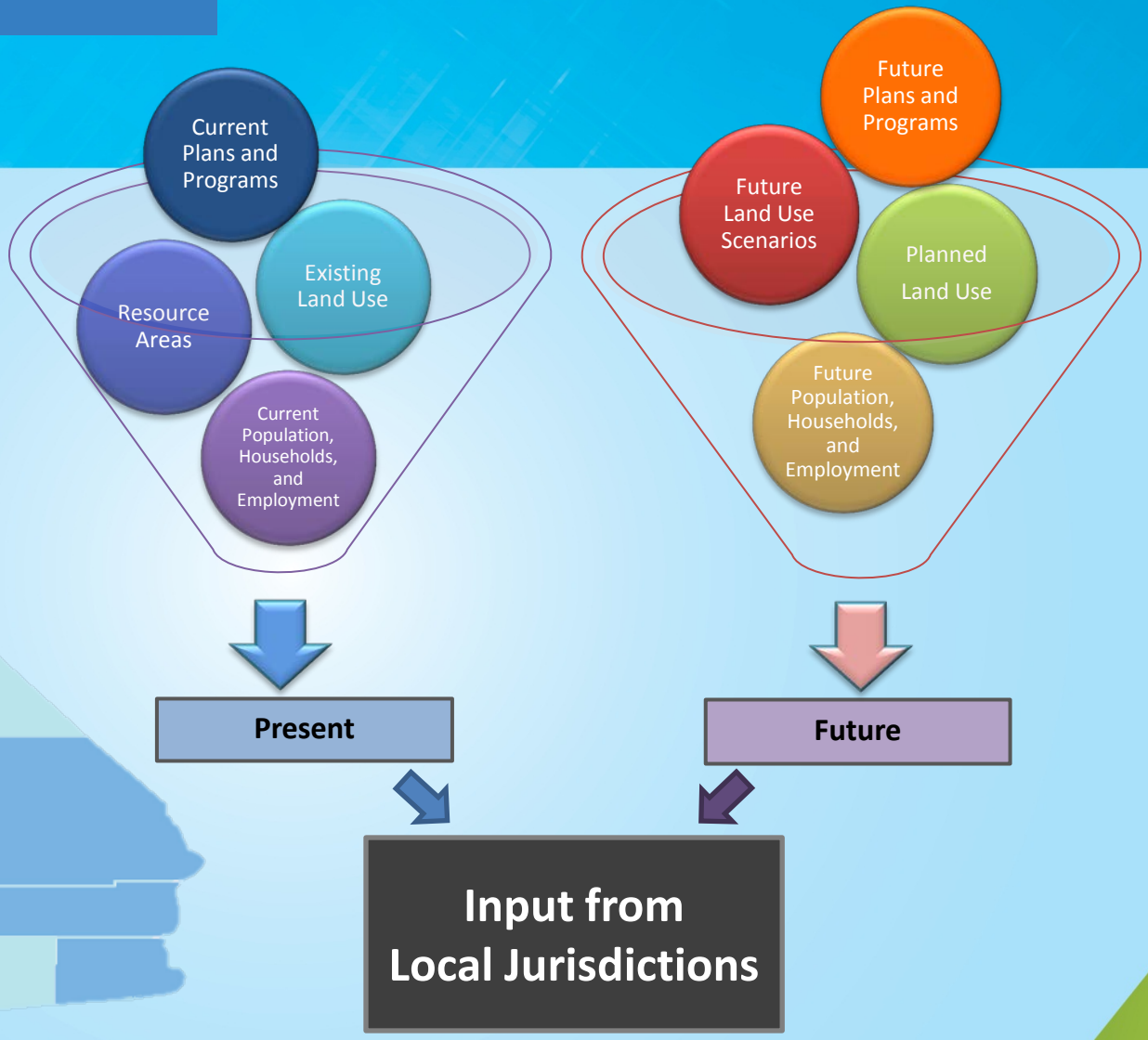
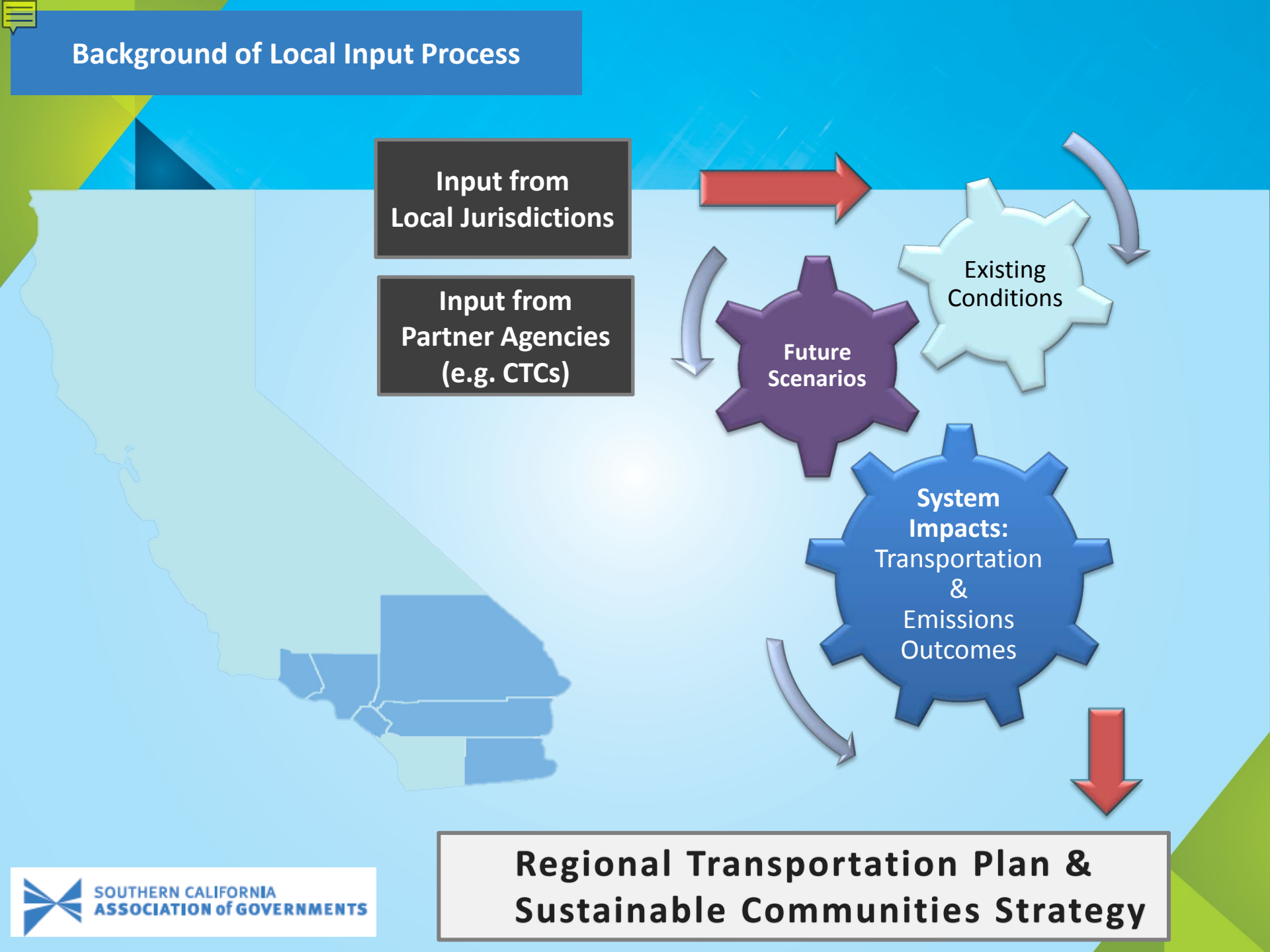
Background of Local Input Process



Process Began in March 2013 and will conclude in September 2014

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Background of Local Input Process



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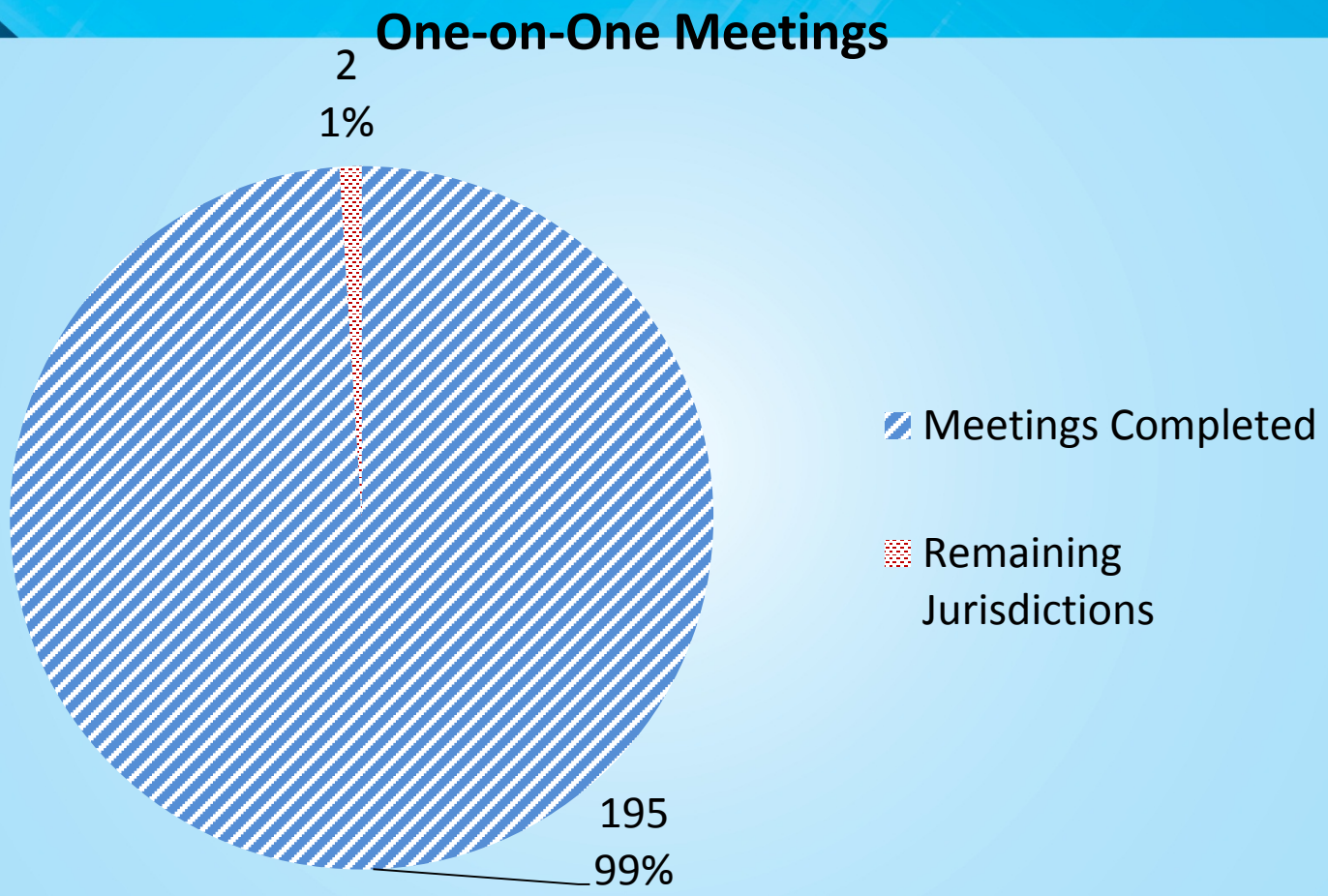
Local Input - Progress to Date



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

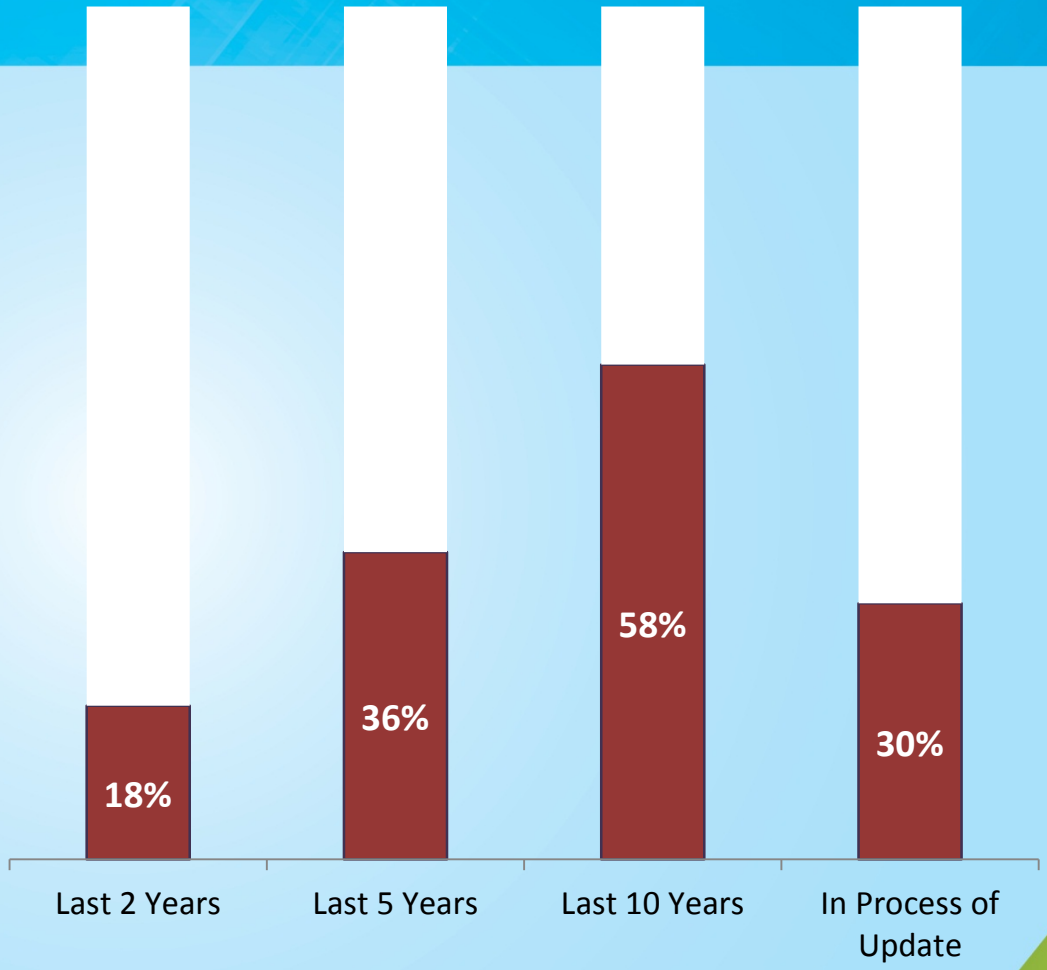
Local Input – Implementation Survey Results

Total Surveys Completed As of 7/29/2014 :

143

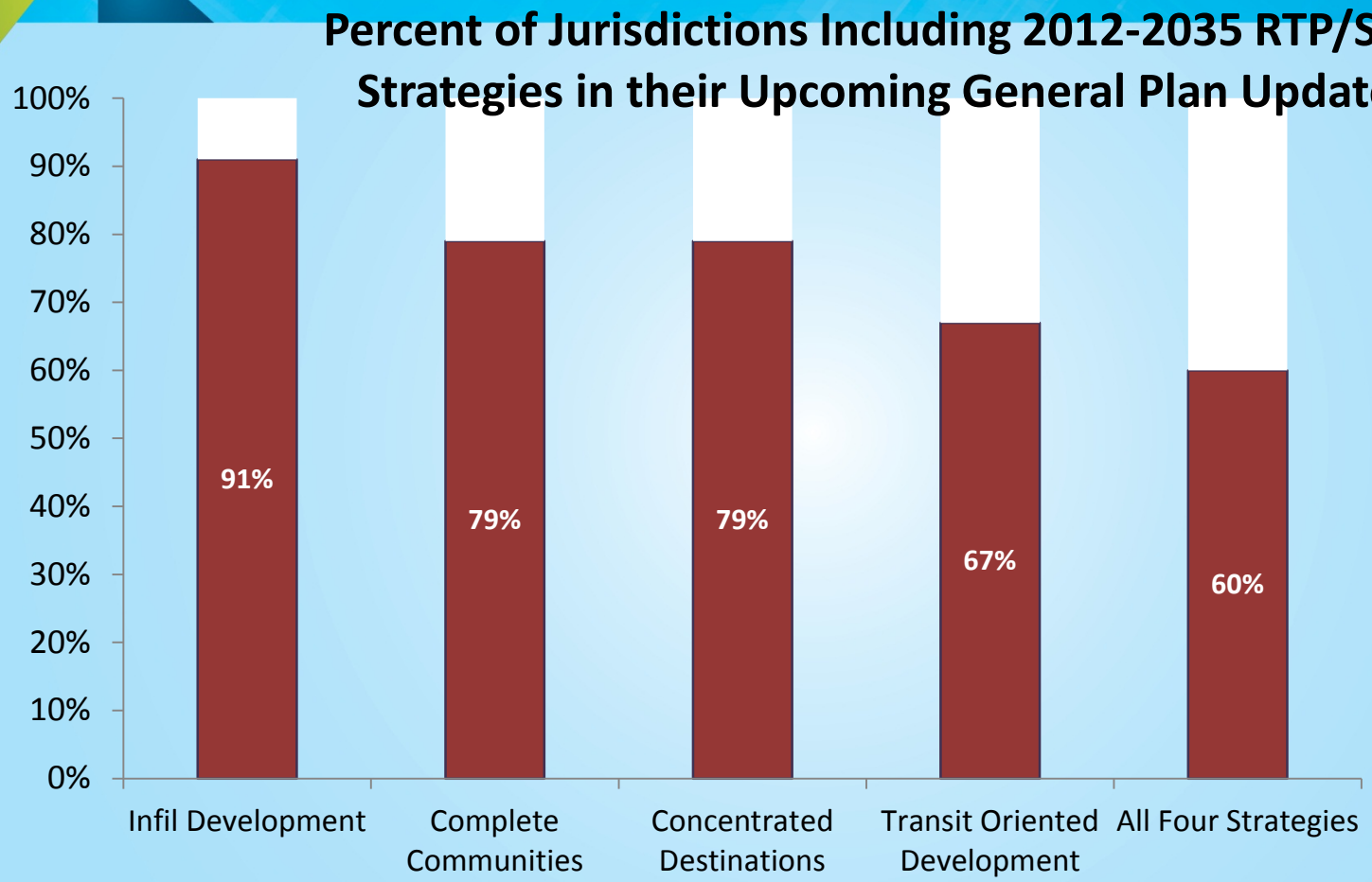
Response Rate:

73%



Updates to Local Jurisdictions' General Plans

Local Input –Implementation Survey Results



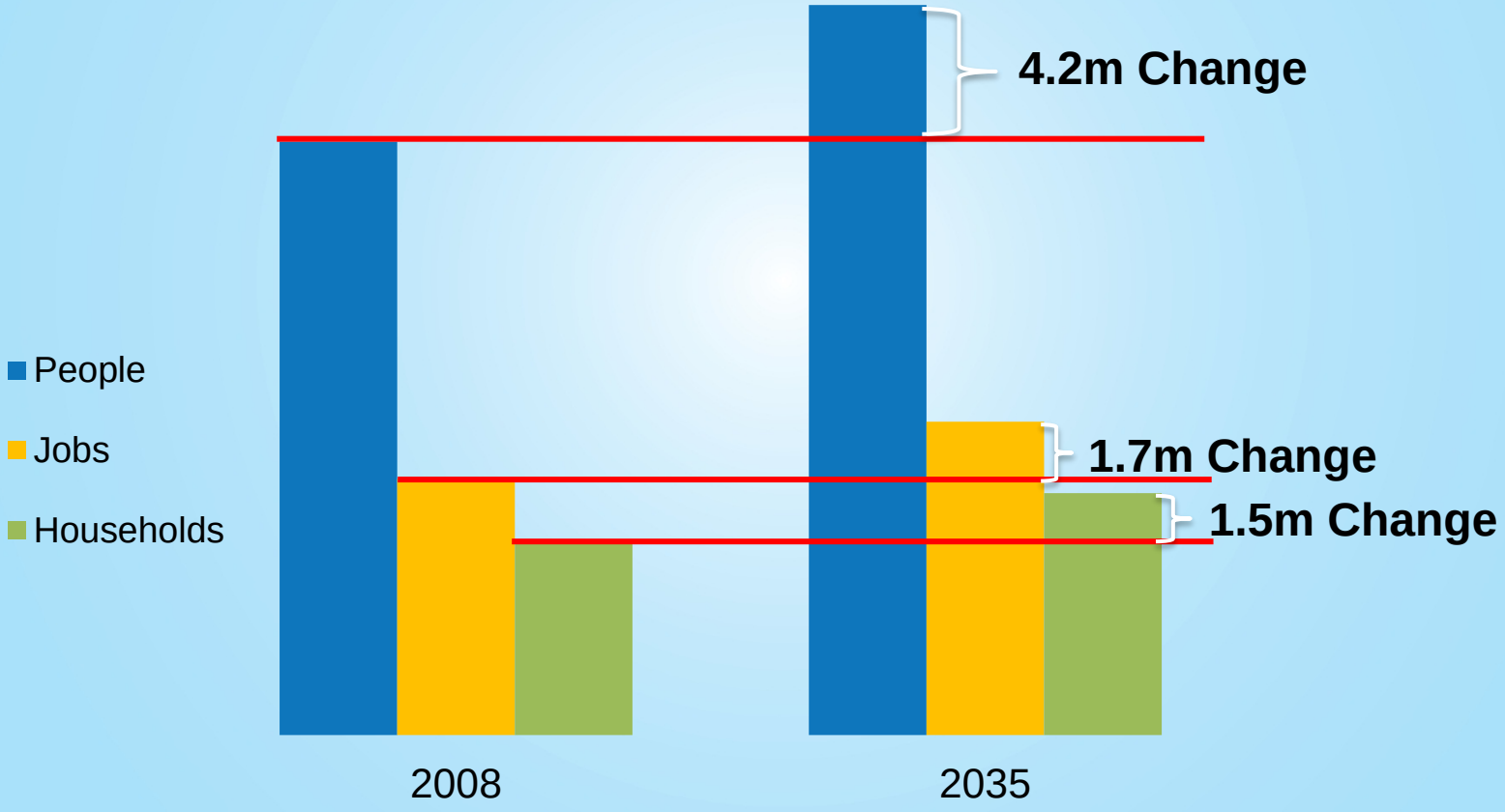
Major Demographic Changes

SCAG Region

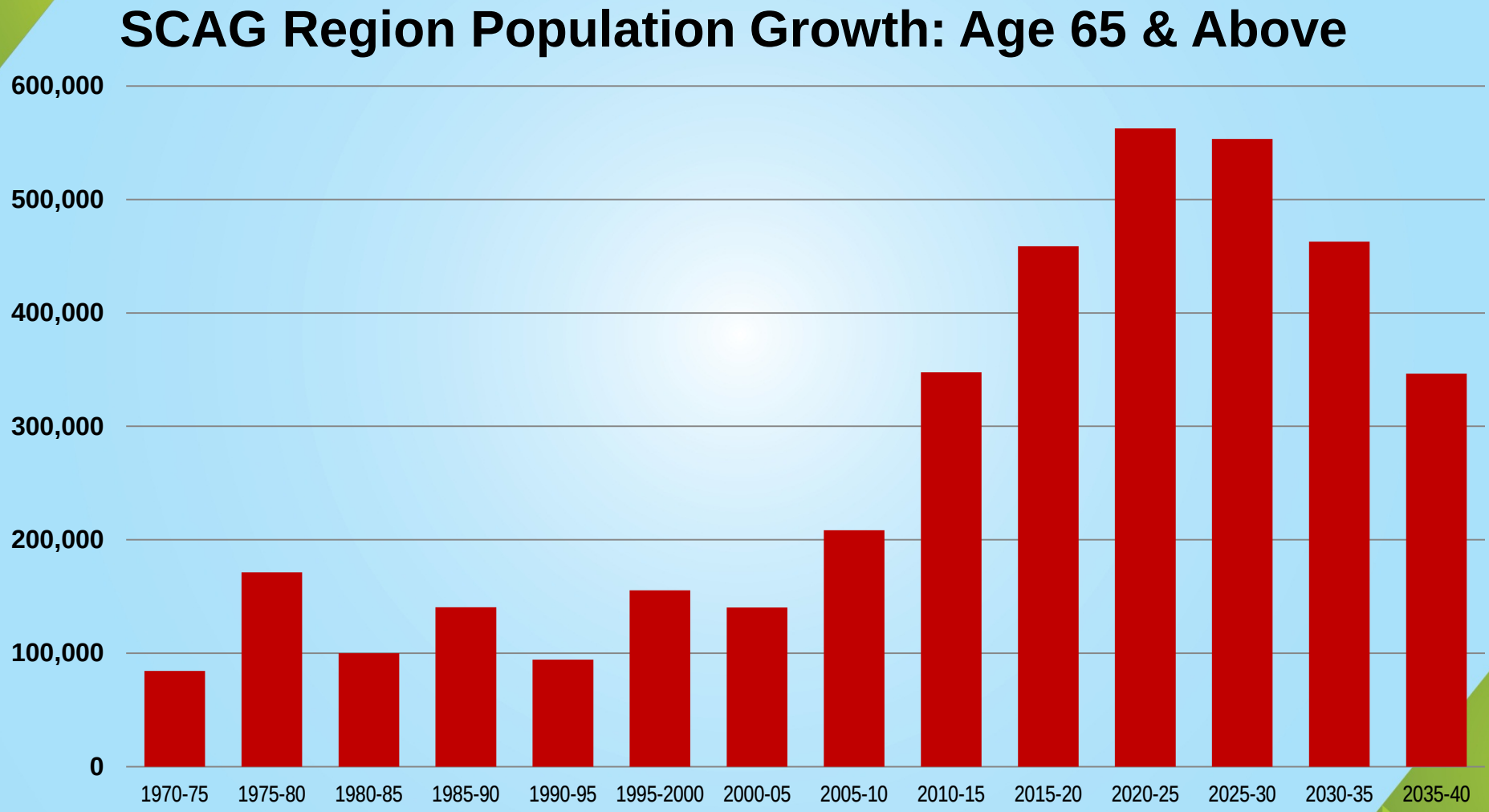
1. Slower growth
2. Immigration is plunging
3. Rise of the second generation immigrant
4. Growth from native Californians
5. Slower racial and ethnic change
6. Fewer children
7. A soaring senior population

Growth Forecast

SCAG Region

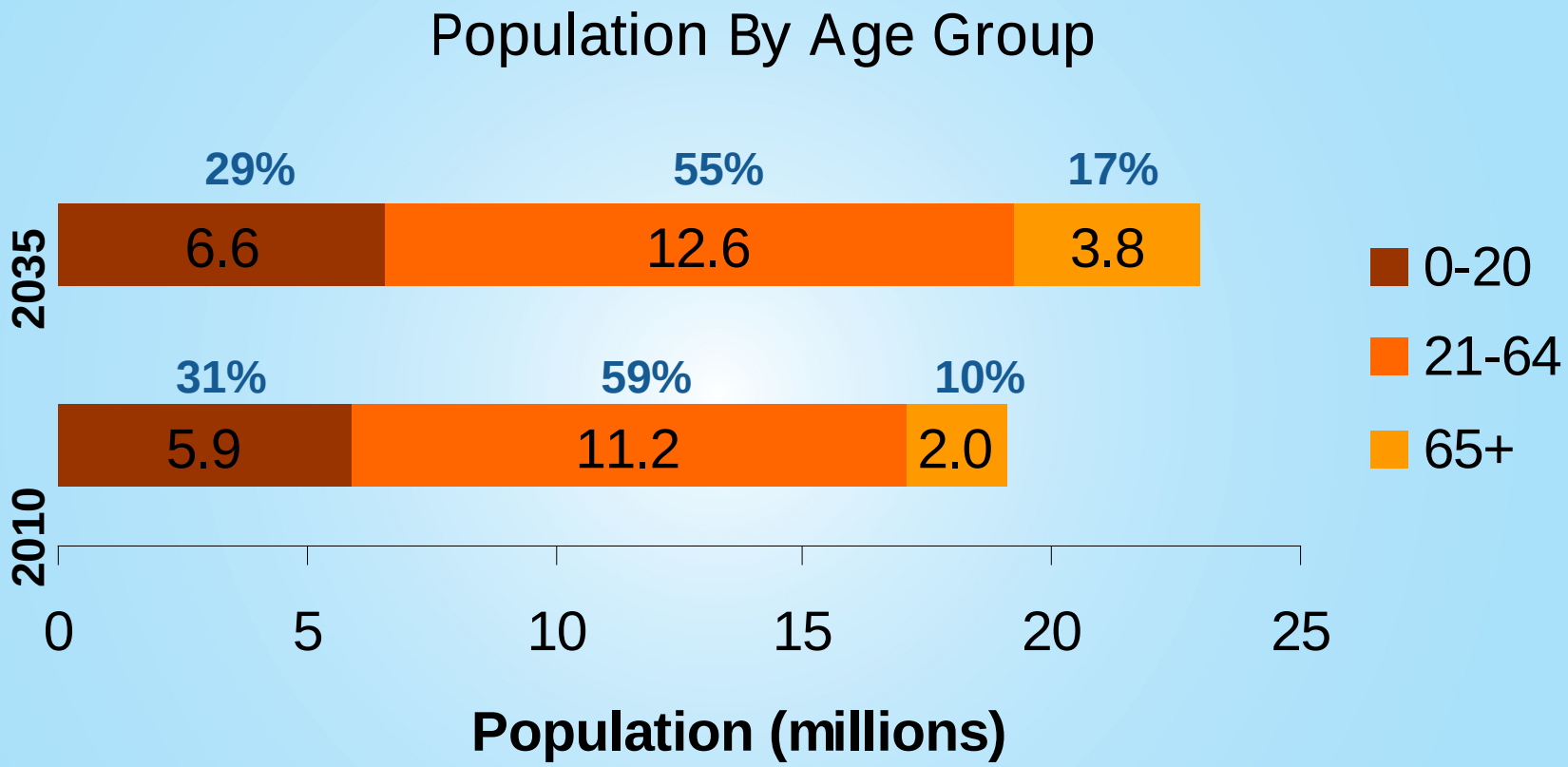


Aging Population



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

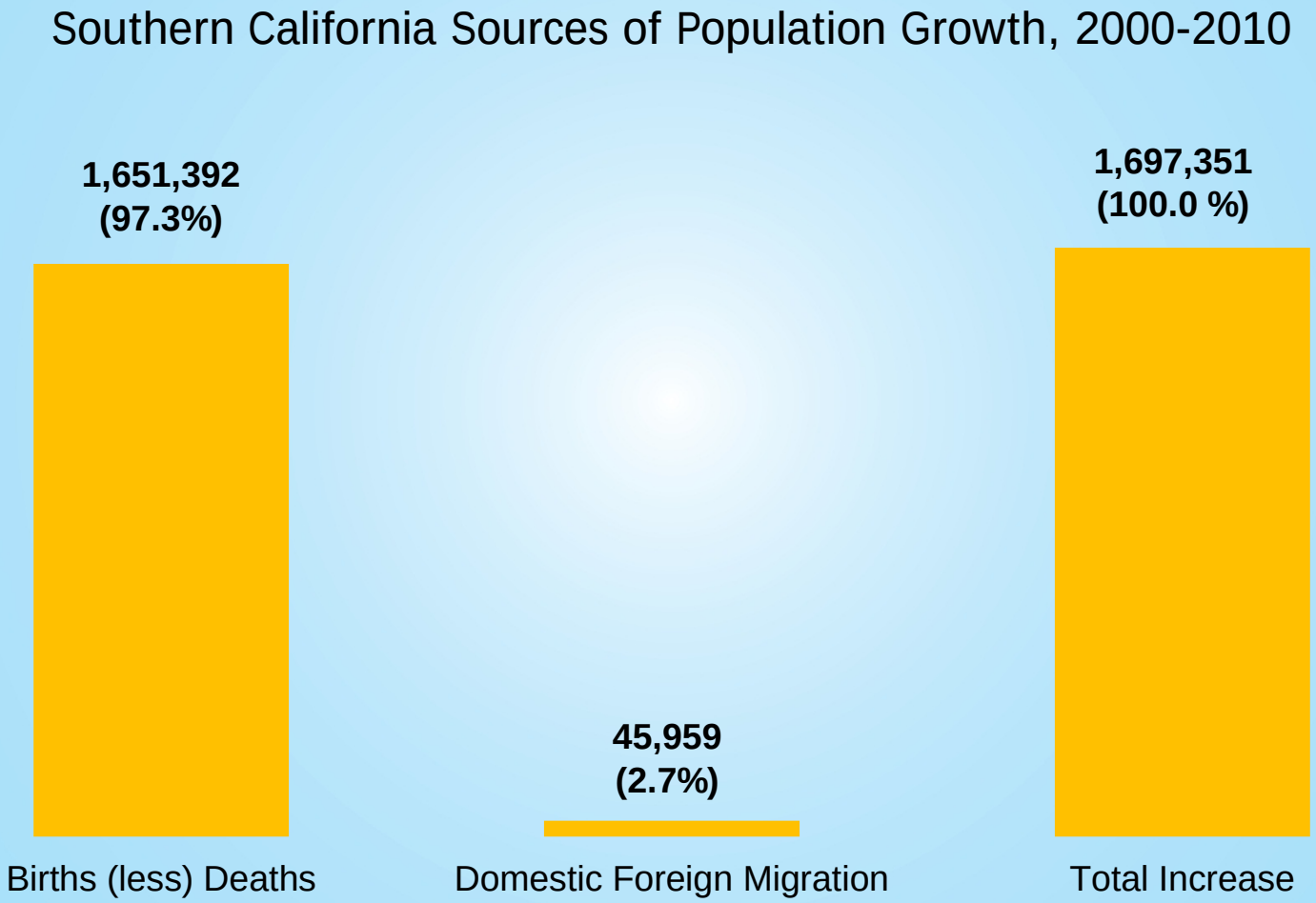
Growing and Aging Population



Note: Percentages do not add to 100% due to rounding

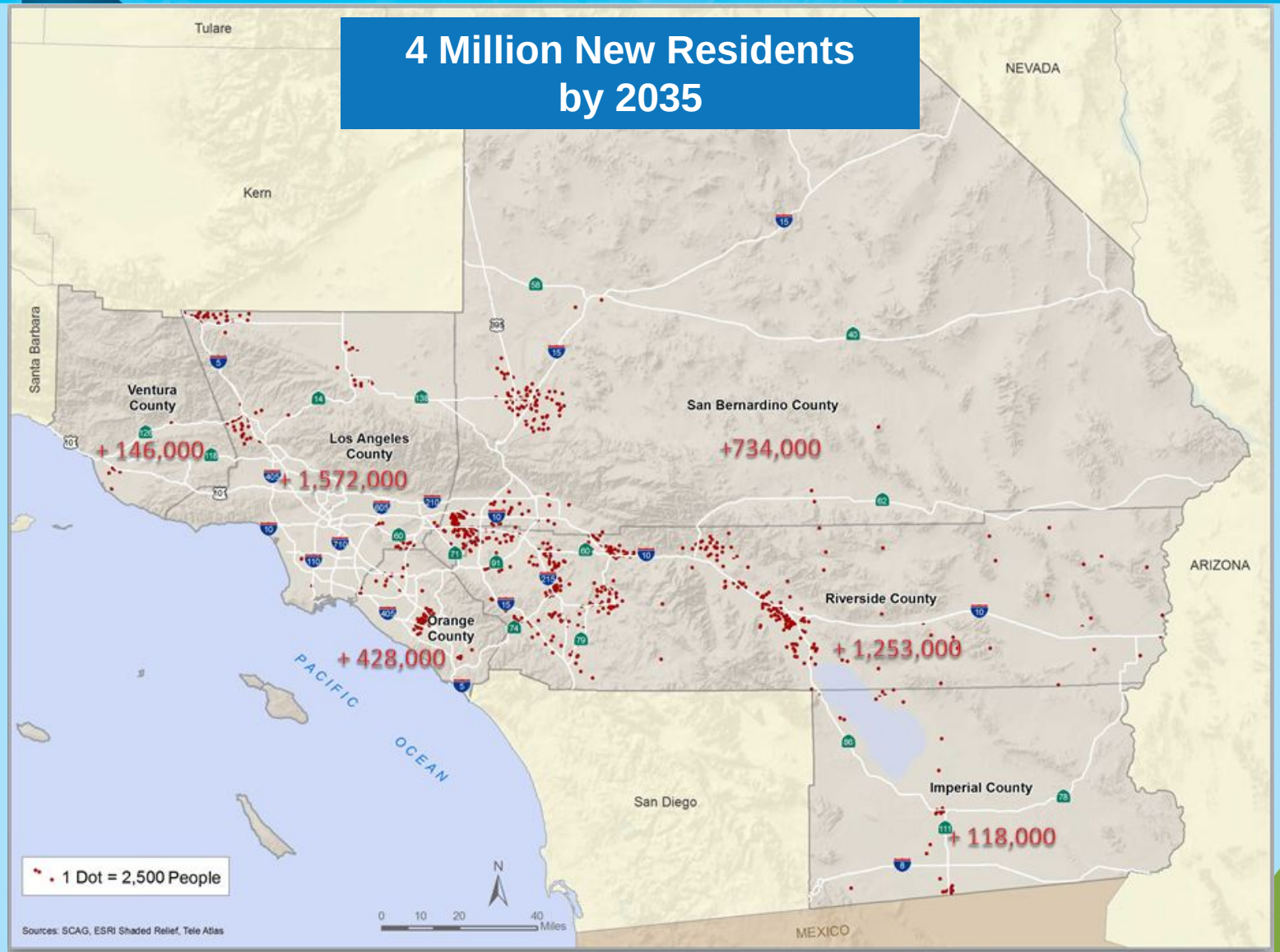
Source: SCAG, Local Input/General Plan Growth Forecast, March 2010

Where is Population Growth Coming From?



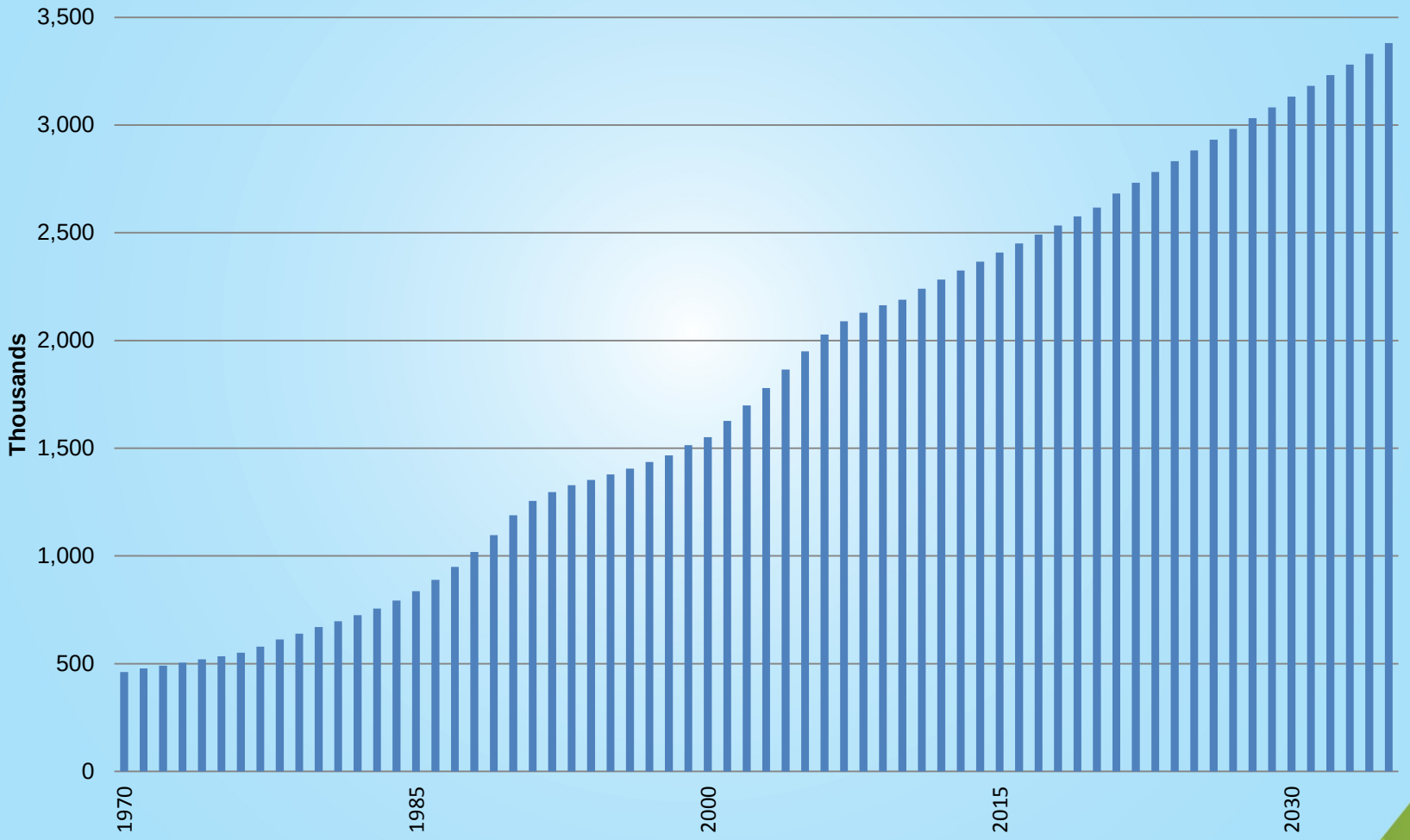
Source: State of California, Department of Finance, County Population Estimates and Components of Change by Year

Population Growth Hotspots
2008-2035



Population Growth

Riverside County, 1970-2035



Source: CA DOF & SCAG

Implications of Changing Demographics

- Increased demand for housing choices in central cities and mixed communities with shopping, health services, church and transportation options
- Surplus of large-lot homes and increased demand for small lot homes
- Increased demand for health care and social services
- Downward pressure on tax revenues
- Changing transportation preferences

What about the Millennials?

- Rapid adoption of new communication technologies
- Travel fewer miles and make fewer trips
- Less interested in car and house ownership
- Rapidly adopting components of the “shared” economy
- Favor towards low-travel urban lifestyles with emphasis on walking, cycling, ride-sharing and transit

2016 RTP/SCS Policy Approach

For 2016, many of the planning factors are essentially the same as they were in 2012

- Demographic trends
- Transportation investment policy and projects
- Land Use policy

What's the 2016 plan going to be "about?"

- Update and refine 2012 plan
- "Progress Report" on 2012 RTP/SCS implementation
- Explore implications of new transport innovations that were not considered in 2012

Looking Forward:
What Role will Technology Play?

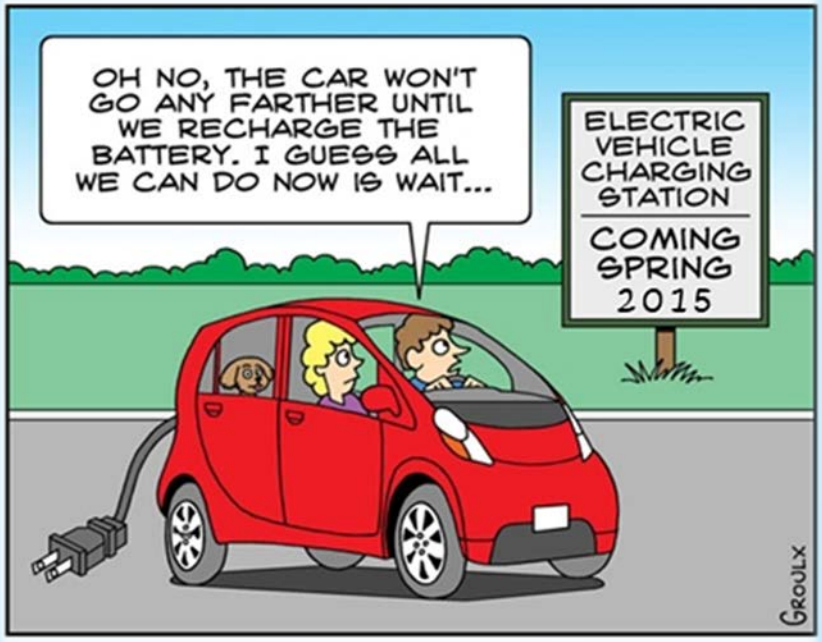
Network/on-demand Transportation
Car & Bike Sharing

lyft

zipcar
wheels when you want them

UBER

Neighborhood Electric Vehicles



(Semi)Autonomous Vehicle Technology

Incorporating Transportation Innovations into the 2016 RTP/SCS

- Alternative Fuel Vehicles (passenger & freight)
- Automated/Connected Vehicles
- Bikeshare
- Carpooling/Vanpooling (tech enabled)
- Carshare (RT & one-way)
- Driving Feedback Advice
- Electric Bicycles
- Goods Movement Technologies
- Automated Freight Vehicles
- Intelligent Parking
- Intelligent Transportation Systems (ITS – Roadway & Transit)
- Neighborhood Electric Vehicles
- Open Transit Data
- Roadway Pricing
- Pay-as-You-Drive Insurance
- Smart Phone Travel and Transit Apps
- Tele-commuting
- Transit Flexible Service
- Transportation Network Companies

Scenario Planning for Transportation Innovations

For each innovation:

- What is it?
- Adoption/Market penetration forecast
- Likely transportation behavior changes
- Can we model it?
- Land Use implications
- Cost implications – public and private

Active Transportation

Active Transportation Grant Program

- 2014 Call For Projects allocates $360 million statewide
- SCAG Region – 68 awards totaling $115 million+ (68% of statewide funding pool)
- Projects not selected through the statewide competition have a second chance for funding through the regional portion of the ATP, which will be approved by SCAG in October and include awards totaling $78 million.

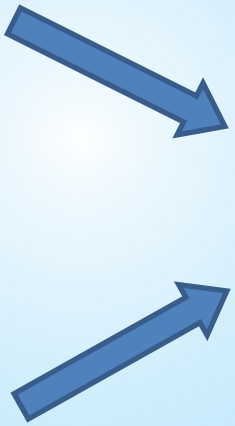
Active Transportation Grant Program

- SCAG: $2.3 million for a region-wide safety and encouragement campaign.
- CVAG: $10.9 million for CV Link
- SANBAG: $4.7 million to improve transit access at Metrolink stations

Potential Scenarios

Initial Scenarios

- 2012 Plan Update
- Local Input
- *Policy 1
- *Policy 2



Draft Alternative

Scenario Planning: Axes of Innovation

Slow << Rate of adoption >> Fast

Public investment << >> private incentive

Slow << AT investment rate >> Fast

Transit enhancement << >> private vehicle

Lo-dens. << Corresponding Land Use changes >> Compact

SOUTHERN CALIFORNIA
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For more information:

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Thanks!