THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
About the Plan

SoCal Today | A Path to Greater Access, Mobility & Sustainability | Paying Our Way Forward | Measuring Our Progress | Looking Ahead

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DEVELOPING A REGIONAL TRANSPORTATION PLAN
Required by federal law to prepare and update a long-range transportation plan

KEEPING UP WITH CLEAN AIR ACT REQUIREMENTS
Meet federal transportation conformity requirements

MONITORING SYSTEM PERFORMANCE
Required by federal law to conduct transportation system performance planning/monitoring

DEVELOPING A SUSTAINABLE COMMUNITIES STRATEGY
State law requires the integration of land use and transportation strategies

HITTING SPECIFIC TARGETS FOR GREENHOUSE GAS EMISSIONS
California Air Resources Board sets emission reduction targets for the region
How We Got Here – Local Engagement

One-on-One Engagements With Local Jurisdictions and County Transportation Commissions

Regional Planning Working Groups and Community Based Organizations

Public Workshops, Street Teams, Tele-Town Hall, Advertisements and Survey
Planning Process

**Fall 2017 to Spring 2019**
- **Update Data**
  (through 2045, the new horizon year)

**Summer 2019**
- Transportation Financial Analysis
- Update Planning Assumptions
- Issues Exploration
- Land Use/Transportation Scenarios Development

**Fall 2019**
- Compile/Analyze Draft Connect SoCal
- Develop Program Environmental Impact Report (PEIR)

**Winter 2019–2020**
- Release Draft Connect SoCal & PEIR
- Public Outreach & Comment Period

**April 2020**
- Approve Draft Connect SoCal & PEIR

About the Plan
57% of renters are paying more than 30 percent of their income on housing
Where We Have Grown

SCAG Region Household Growth 2008–2016

- FREEWAYS
- HIGH CONCENTRATION
- URBAN/COMMUTER RAIL
- LOW CONCENTRATION
## How We Travel Today

<table>
<thead>
<tr>
<th></th>
<th>TO/FROM: WORK</th>
<th>TO/FROM: SCHOOL</th>
<th>TO/FROM: SHOPPING</th>
<th>ALL TRIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE OCCUPANCY VEHICLE</td>
<td>72.2%</td>
<td>9.0%</td>
<td>35.3%</td>
<td>38.4%</td>
</tr>
<tr>
<td>HIGH OCCUPANCY VEHICLE</td>
<td>20.3%</td>
<td>63.7%</td>
<td>51.5%</td>
<td>48.4%</td>
</tr>
<tr>
<td>TRANSIT</td>
<td>3.2%</td>
<td>10.1%</td>
<td>2.9%</td>
<td>3.8%</td>
</tr>
<tr>
<td>BIKE</td>
<td>0.8%</td>
<td>1.3%</td>
<td>1.6%</td>
<td>1.3%</td>
</tr>
<tr>
<td>WALK</td>
<td>3.4%</td>
<td>15.9%</td>
<td>8.8%</td>
<td>8.0%</td>
</tr>
</tbody>
</table>

Source: SCAG Activity Based Model
Our Challenges

- **100** hours stuck in traffic
- **~15%** of bridges on the NHS are in poor condition
- **21%** farmlands lost since 1984
- **1,500** annual traffic fatalities
- **$21.4B** annual cost of treating chronic disease
- **78%** of the population living in flood hazard areas are minorities
Planning for 2045 – Growth Forecast

- **JOBS**: 8.4M in 2015, 10M in 2045, +1.6 MILLION
- **HOUSEHOLDS**: 6M in 2015, 7.6M in 2045, +1.6 MILLION
- **POPULATION**: 18.9M in 2015, 22.5M in 2045, +3.6 MILLION
Planning for 2045 – Our Changing Age Structure

BY 2045

1 IN 5

PEOPLE WILL BE AGE 65+

<table>
<thead>
<tr>
<th>Age Group</th>
<th>2015</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNDER 15</td>
<td>3.7M</td>
<td>3.9M</td>
</tr>
<tr>
<td>15–64</td>
<td>12.6M</td>
<td>14M</td>
</tr>
<tr>
<td>65+</td>
<td>2.4M</td>
<td>4.6M</td>
</tr>
</tbody>
</table>

SoCal Today
A Path to Greater Access, Mobility & Sustainability

About the Plan  |  SoCal Today  |  Paying Our Way Forward  |  Measuring Our Progress  |  Looking Ahead
ROOTED IN THE 2008 AND 2012 PLANS, CONNECT SOCAL’S CORE VISION CENTERS ON:

- **Maintaining** and better managing the transportation network we have for moving people and goods.
- **Expanding** mobility choices by locating housing, jobs, and transit closer together.
- **Increasing** investment in transit and complete streets.

KEY CONNECTIONS AUGMENT THE CORE VISION OF THE PLAN TO:

- **Leverage and align new technologies** with land use and transportation strategies.
- **“Close the gap”** to meet increasingly aggressive greenhouse gas reduction goals.
Core Vision

COMPLETE STREETS

SUSTAINABLE DEVELOPMENT

DEMAND & SYSTEM MANAGEMENT

A Path to Greater Access, Mobility & Sustainability
Core Vision

A Path to Greater Access, Mobility & Sustainability
Key Connections

SMART CITIES & JOB CENTERS

HOUSING SUPPORTIVE INFRASTRUCTURE

GO ZONES

A Path to Greater Access, Mobility & Sustainability
Key Connections

A Path to Greater Access, Mobility & Sustainability

- **Shared Mobility & Mobility as a Service**
- **Accelerated Electrification**
Paying Our Way Forward

About the Plan  SoCal Today  A Path to Greater Access, Mobility & Sustainability  Measuring Our Progress  Looking Ahead
Insufficient Core Revenues to Meet System Needs

Draft Total SCAG Region System Needs:
$638.6 billion (in nominal dollars)

- **Operations & Maintenance**: $316 billion
- **Capital Costs**: $287 billion
- **Debt Service**: $35.6 billion
- **Core Local**: $302.8 billion
- **Funding Gap**: $41.1 billion
- **Core Federal**: $139.4 billion
- **Core State**: $155.4 billion
### New Revenue Sources

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power</td>
<td>$2.7</td>
</tr>
<tr>
<td>Mileage-Based User Fee (Replacement)</td>
<td>$42.7 (est. increment only)</td>
</tr>
<tr>
<td>Federal Credit Assistance; Bond Proceeds</td>
<td>$2.2</td>
</tr>
<tr>
<td>Private Equity Participation</td>
<td>$6.3</td>
</tr>
<tr>
<td>Local Road Charge Program</td>
<td>$77.8</td>
</tr>
<tr>
<td>Value Capture Strategies</td>
<td>$3.0</td>
</tr>
<tr>
<td>Transportation Network Company (TNC) Mileage-Based Fee</td>
<td>$4.7</td>
</tr>
<tr>
<td></td>
<td><strong>$139.4 billion</strong></td>
</tr>
</tbody>
</table>
Measuring Our Progress

About the Plan  SoCal Today  A Path to Greater Access, Mobility & Sustainability  Paying Our Way Forward  Looking Ahead
Benefits of Plan Implementation

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARB Target</td>
<td>8%</td>
<td>19%</td>
</tr>
<tr>
<td>Connect SoCal</td>
<td>8%</td>
<td>19%</td>
</tr>
<tr>
<td>% Difference</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Percent Reduction Relative to 2005 Levels (per capita)
## Benefits of Plan Implementation

### Reduced Daily Vehicle Miles Traveled (per capita)

<table>
<thead>
<tr>
<th>Year Type</th>
<th>Miles 2016</th>
<th>Miles 2045 Baseline</th>
<th>Miles 2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year</td>
<td>23.2</td>
<td>21.9</td>
<td>21.0</td>
</tr>
<tr>
<td>Baseline</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Baseline to Plan Comparison:** $-4.1\%$
- **Base Year to Plan Comparison:** $-9.5\%$

### Reduced Daily Minutes of Delay (per capita)

<table>
<thead>
<tr>
<th>Year Type</th>
<th>Minutes 2016</th>
<th>Minutes 2045 Baseline</th>
<th>Minutes 2045 Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Year</td>
<td>10.5</td>
<td>11.6</td>
<td>9.0</td>
</tr>
<tr>
<td>Baseline</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Baseline to Plan Comparison:** $-22.4\%$
- **Base Year to Plan Comparison:** $-14.1\%$

Measuring Our Progress
Job Creation Benefits

Plan Investment

167,100
Average Annual Jobs
Over Life of Plan

Enhanced Economic Competitiveness

195,500
Average Annual Jobs
Over Life of Plan
Looking Ahead

About the Plan  SoCal Today  A Path to Greater Access, Mobility & Sustainability  Paying Our Way Forward  Measuring Our Progress
Connect SoCal...

• Is a transportation infrastructure investment strategy that will impact Southern California, and beyond.

• Will invest over $638 billion on transportation improvement projects.

• Will locate housing, jobs and transit closer together in priority growth areas while preserving natural lands and open spaces.

• Will link the built environment and transportation system with policies, projects and programs that strengthen and enhance each other beyond what each would accomplish in isolation.

• Will deliver significant benefits to the region with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.

• Will generate approximately 362,700 jobs annually.
Connect SoCal is a…

COMPASS
NOT A ROADMAP

VISION
NOT A GUARANTEE

PLATFORM
FOR REGIONAL COLLABORATION
AND PARTNERSHIPS
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Connect SoCal &amp; PEIR Release</td>
<td>Nov. 2019</td>
</tr>
<tr>
<td>Connect SoCal Public Comment Period</td>
<td>Nov. 2019 – Jan. 2020</td>
</tr>
<tr>
<td>Elected Official Workshops</td>
<td>Nov. 2019 – Jan. 2020</td>
</tr>
<tr>
<td>Public Hearings</td>
<td>Dec. 2019</td>
</tr>
<tr>
<td>Final Adoption of Connect SoCal &amp; PEIR</td>
<td>April 2020</td>
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VIEW THE DRAFT CONNECT SOCAL PLAN
www.connectsocal.org/draft

SHARE YOUR FEEDBACK
www.connectsocal.org/feedback
Thank You!

Learn more by visiting www.connectsocal.org
Regional Planning Working Groups
Update
Active Transportation Working Group – Hannah Keyes (keyes@scag.ca.gov)
Environmental Justice Working Group – Anita Au (au@scag.ca.gov)
Emerging Technologies Working Group – Tom Bellino (bellino@scag.ca.gov)
Natural and Farm Lands Working Group – India Brookover (brookover@scag.ca.gov)
Public Health Working Group – Courtney Aguirre (aguirre@scag.ca.gov)
Transportation Safety Working Group – Courtney Aguirre (aguirre@scag.ca.gov)
Sustainable Communities Working Group – Jason Greenspan (greenspan@scag.ca.gov)
Active Transportation Working Group

Coordinator: Hannah Keyes (keyes@scag.ca.gov)
Emerging Technology Working Group

Coordinator: Tom Bellino (bellino@scag.ca.gov)
Environmental Justice Working Group

Coordinator: Anita Au (au@scag.ca.gov)
Natural Lands Working Group

Coordinator: India Brookover (brookover@scag.ca.gov)
Public Health Working Group

Coordinator: Courtney Aguirre (aguirre@scag.ca.gov)
Regional Public Health Challenges

• **Chronic diseases** (stroke, cardiovascular diseases, diabetes, respiratory diseases) **and injuries** account for **69% of all causes of death in the region**.

• Across the region, **life expectancy ranges drastically, from 68 to 93 years**, depending on the census tract where one lives.

• **57 percent of renters are considered housing burdened**, or paying more than 30 percent of their income for housing.

• Rates of **asthma continue to rise**, as air quality concerns continue to be a regional issue.
Public Health Policy Frameworks

Public Health Focus Areas:

- Access to Essential Services
- Affordable Housing
- Air Quality
- Climate Adaptation
- Economic Opportunity
- Physical Activity
- Transportation Safety
Regional Public Health Strategies

Regional Collaboration and Engagement
- Engagement and issue integration
- Knowledge sharing and collaboration
- Expanded partnerships

Policy Support and Data Analysis
- Expand HiAP and health metrics in grant opportunities
- Expand Health Fellowship program
- Promote policies that support health and the built environment

Regional Resources and Support
- Provide technical assistance through grant programs that support Connect SoCal
- Develop fact sheets, white papers and provide example on key issues
- Explore opportunities for funding to support public health analysis and engagement with community-based partners
Transportation Safety Working Group

Coordinator: Courtney Aguirre (aguirre@scag.ca.gov)
Existing Conditions

- **1,500** people die every year from collisions.
- **5,200** people sustain serious injuries every year from collisions.
- **136,000** people sustain injuries every year from collisions.
- **270** collisions occur per day on the streets, that is roughly **99,000** per year.

The top contributing factor of all collisions is unsafe speed.
SCAG Safety Actions

• Develop and maintain a high injury network mapping tool
• Work with local jurisdictions through the Go Human campaign
• Support regional safety efforts including Vision Zero policies and plans
• Support safety plans through SCAG’s Sustainable Communities Program
• Analyze shared use of sidewalks between different modes and the impacts on personal safety
Local Safety Strategies

- Reduce aggressive driving and speeding
- Improve safety for aging populations
- Improve Bicyclist safety
- Improve Commercial Vehicles safety
- Ensure Drivers are licensed
- Improve Emergency Response services
- Improve Research and Data Collection
- Reduce Impaired Driving fatalities

- Reduce Distracted Driving
- Improve safety at Intersections
- Reduce the Occurrence of Lane Departure Fatalities
- Improve Motorcycle safety
- Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
- Improve Pedestrian safety
- Improve Work Zone safety
- Improve safety for Young drivers
Sustainable Communities Working Group

Coordinator: Jason Greenspan (greenspan@scag.ca.gov)
EXHIBIT 1 Connect SoCal Forecasted Regional Development Pattern

Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019

*Excludes absolute constrained areas
Active Transportation Working Group – Hannah Keyes (keyes@scag.ca.gov)
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Question: Can you explain why the plan devotes $68 billion towards maintaining the state highway system, but far less than that, only $20.8 billion to local roads maintenance, when local road maintenance is what's needed to achieve complete street strategies?
Response: The RTP/SCS financial plan includes regionally significant revenue sources and expenditures, it does not capture the entirety of transportation spending over the Plan period. Specifically, a substantial portion of spending on local streets and roads, which may include complete streets improvements, is from local city general fund revenues that are not accounted for in the financial plan.

Question: Question for Active Transportation: Any updates on the Active Transportation Database or similar data collection for AT?
Response: The Active Transportation Database is currently being updated to include added functionality and improve user experience. These updates are anticipated to be live by mid-December. For more information or specific questions please reach out to atdb@scag.ca.gov.

Question: Question for Transportation Safety: Are there plans to look at wildlife vehicle collisions and roadkill hotspots to implement wildlife crossing infrastructure that would improve safety for drivers and wildlife?
Response: SCAG currently does not specifically analyze wildlife collisions in the Plan but provides recommended policies like “improving natural corridor connectivity” and specifically calls to “minimize the impact of transportation projects on wildlife species and habitat fragmentation” (page 21) for consideration in the conservation technical report. This could also be a potential topic for discussion for the Natural and Farm Lands Working Group. For more information, please contact Ms. India Brookover at brookover@scag.ca.gov.

Question: What is the format for the PEIR Workshop in January going to be like?
Response: It will be a traditional format with presentation followed by Q&A session. The PEIR Workshop is scheduled for Thursday, January 9, 2019 from 2:00pm-3:30pm. For more information, please visit https://www.connectsocal.org/Pages/Draft-2020-PEIR.aspx

Question: Can you touch on the SAFE Vehicle Rule and Conformity? How will the new RTP-SCS conform?
Response: As the SAFE Vehicle Rule is complex, SCAG staff has provided a longer, more detailed response with some background information. Please see below.

- Can you touch on the SAFE Vehicle Rule and Conformity?
  - In August 2018, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) proposed the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule to roll back the Corporate Average Fuel Economy (CAFE) and the greenhouse gas (GHG) emissions standards for passenger vehicles and light trucks, and also withdrew the federal Clean Air Act (CAA) preemption waiver that allows California to set its own stricter vehicle emissions standards.
  - On November 26, 2019, Part I of the final SAFE Vehicles Rule became effective and withdrew the 2013 CAA Preemption Waiver for California Air Resources Board’s (ARB) Advanced Clean Car (ACC) Regulations. EPA and NHTSA will finalize Part II – the federal fuel economy and GHG emissions standards – in the near future.
o In California, a unique air quality emissions factors model (EMFAC), which is developed by ARB and approved by the EPA, estimates emissions rates for motor vehicles operating in California. Transportation agencies are required to use the EMFAC model to demonstrate that regional transportation plans, programs, and projects meet transportation conformity pursuant to the CAA.

o Because of the waiver withdrawal, the EMFAC model may not be used because the model reflects the ACC Regulations. As a result, SCAG will be unable to demonstrate transportation conformity for a new RTP or FTIP and their amendments. Without a conforming RTP or FTIP, many transportation projects cannot receive federal funding or approval.

• How will the new RTP-SCS conform?
  o On November 21, 2019, ARB released EMFAC off-model adjustment factors that need to be applied to regional and project-level conformity analysis to account for the impacts of final SAFE Vehicles Rule Part I.
  o Due to the complexity of accurately applying these adjustment factors to our regional conformity analysis, SCAG staff has developed a simplified yet conservative method. The preliminary results of applying the simplified method to the Draft Connect SoCal indicate that the Draft Plan continues to demonstrate transportation conformity.
  o However, ARB had not engaged EPA on the adjustment factors for their review or concurrence. FHWA Regional Administrator publicly announced that FHWA was waiting on direction from the EPA on how to move forward with the adjustment factors. In the meantime, FHWA would not approve regional transportation plans, programs, and projects needing new conformity determination until the EPA approves the adjustment factors.
  o SCAG staff will continue interagency consultation to seek formal guidance and / or clarification especially from EPA regarding the adjustment factors and to urge ARB to expedite any process necessary to receive EPA concurrent or approval.
  o Meanwhile, SCAG staff will continue to work closely with ARB staff to develop a systematic method to accurately apply the adjustment factors to Draft Connect SoCal first and then to Final Connect SoCal.
  o In order to receive federal approval of transportation conformity for Final Connect SoCal before the current conformity determination will expire on June 1, 2020, ARB must develop near-term solutions that EPA and FHWA will not oppose, SCAG can apply the solutions and also demonstrate conformity in time for SCAG Regional Council’s adoption in April 2020.