



2016
2040 RTP SCS

ORANGE
COUNTY



FACT SHEETS

2016 2040 RTP SCS

WHAT IS THE REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

Every four years the Southern California Association of Governments (SCAG) prepares a long-range Plan for the six-county region that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The RTP/SCS is a visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, County Transportation Commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the region. Ultimately, the vision of the RTP/SCS is to improve the quality of life for the region's residents by making the best transportation and land use choices for the future and supporting those choices with wise investments.

What is at the heart of the 2016 RTP/SCS are over 4,000 transportation projects— ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were identified as local priorities by the six County Transportation Commissions and they seek to reduce traffic bottlenecks, improve the efficiency of the region's network and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region because it allows project sponsors to qualify for federal funding, and it takes into account operations and maintenance costs as well as revenue sources to ensure reliability, longevity and cost effectiveness.

The RTP/SCS also outlines how the region can better integrate land use with transportation. The RTP/SCS will be supported by a combination of transportation and land use strategies that will help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.

learn more at: scagrtpscscs.net

The 2016 RTP/SCS was developed through a bottoms-up collaborative process which took into account the input of local cities and counties on their future development and growth projections. These projections helped set the stage for the region's needs for the next 25 years. This roadmap outlines the key steps in developing the RTP/SCS and highlights the numerous discussions on key issues, analyses and policy considerations that occurred with SCAG's Regional Council, Policy Committees and stakeholder groups.

SPRING 2015

UPDATE DATA

(through 2040, the new horizon year)

SUMMER 2015

TRANSPORTATION FINANCIAL ANALYSIS

ISSUES EXPLORATION

UPDATE PLANNING ASSUMPTIONS

LAND USE/ TRANSPORTATION SCENARIOS DEVELOPMENT

SPRING 2015

IDENTIFY PREFERRED SCENARIO

DEVELOP PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

WINTER 2015–2016

RELEASE DRAFT 2016 RTP/SCS & PEIR

PUBLIC OUTREACH & COMMENT PERIOD

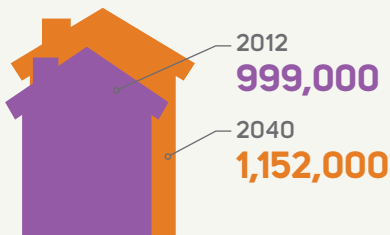
SPRING 2016

APPROVE DRAFT 2016 RTP/SCS & PEIR

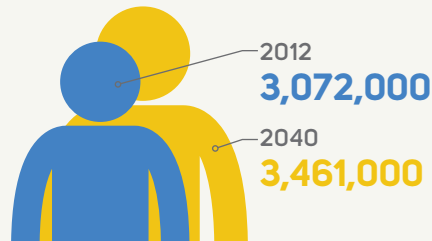
SCAG undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the Orange County Transportation Authority (OCTA), elected officials and local jurisdictions in Orange County to develop the 2016 RTP/SCS. The Plan includes \$58 billion in transportation projects for Orange County. The 2016 RTP/SCS was guided by and incorporates all projects from OCTA's own Long-Range Transportation Plan. The list below features major transportation projects from a total of 352 Orange County-specific projects contained in the 2016 RTP/SCS.

COUNTY PROJECTIONS

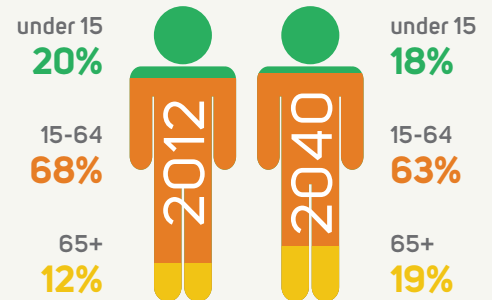
HOUSEHOLD GROWTH



POPULATION GROWTH



CHANGING DEMOGRAPHICS



COUNTY RTP PROJECTS

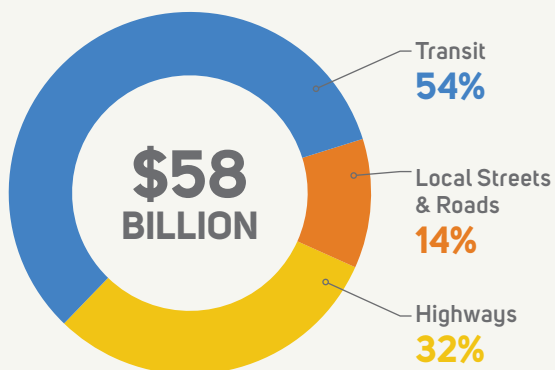
MAJOR PROJECTS IN COUNTY

DESCRIPTION	COST	ESTIMATED COMPLETION
State College grade separation at BNSF railroad	\$86 M	2016
La Paz Rd. widening from Muirlands/I-5 to Chrisanta Dr.	\$11 M	2019
San Joaquin Hills Transportation Corridor - add one mixed-flow lane each direction, plus climbing and auxiliary lanes	\$351 M	2020
Eastern Transportation Corridor – add two mixed-flow lanes each direction, plus climbing and auxiliary lanes	\$632 M	2020
OC Streetcar between Santa Ana Regional Transportation Center and a new transit center in Garden Grove (near intersection of Harbor Blvd. and Westminster Ave.)	\$300 M	2021
SR-55 - add one mixed-flow lane in each direction from I-405 to I-5 including operational improvements	\$311 M	2030
I-405 - add one mixed-flow lane in each direction from SR-73 to I-605	\$1.3 B	2030
SR-57 - truck climbing lane from Lambert to Los Angeles County line	\$125 M	2030
SR-91 - add one mixed-flow lane in each direction including operational improvements from SR-55 to SR-57 (Eastbound) and from Kraemer to State College (Westbound)	\$482 M	2030
Regional Capacity Program/Master Plan of Arterial Highways	\$2.7 B	2035
I-405 – Convert existing HOV to HOT and add one additional HOT lane each direction from SR-73 to I-605	\$400 M	2035
Metrolink operations (increase from 54 to 62 weekday trains)	\$146 M	2040
SR-73 - add one HOV lane in each direction from MacArthur Blvd. to I-405	\$208 M	2040

MAJOR PROJECTS IN COUNTY (CONTINUED)

DESCRIPTION	COST	ESTIMATED COMPLETION
I-5 - add one HOV lane in each direction from Avenida Pico to San Diego County line	\$238 M	2040
I-5 - add one mixed-flow lane in each direction from SR-57 to SR-91	\$306 M	2040
Countywide Bikeways	\$458 M	2040
Signal Synchronization	\$712 M	2040

TOTAL INVESTMENTS IN COUNTY

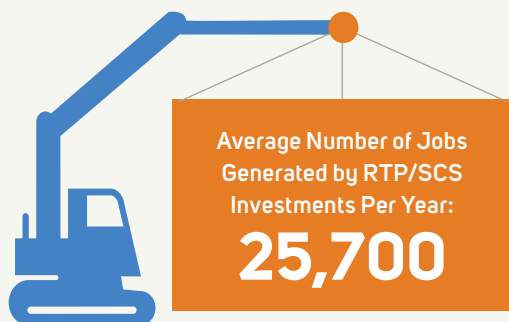


REGIONAL PROJECTS IN THE SCAG REGION

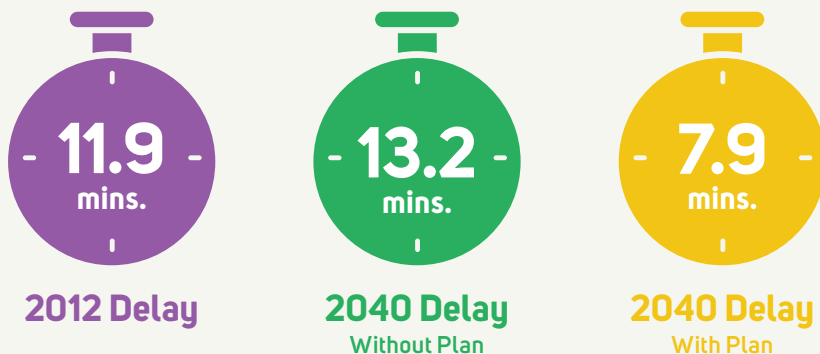
DESCRIPTION	COST	ESTIMATED COMPLETION
Additional transportation demand management investments	\$4.5 B	2040
Additional transportation system management (congestion management) investments	\$5 B	2040
Regional Express/HOT Lane Network	\$5.7 B	2040
Additional active transportation investments	\$8.1 B	2040
Additional transit service investments	\$8.5 B	2040

BENEFITS OF RTP/SCS

EMPLOYMENT IMPACT



PROJECTED IMPROVEMENTS IN DAILY DELAY PER PERSON



SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets by the California Air Resources Board. This Sustainable Communities Strategy provides an alternative to “business as usual” development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, Orange County will benefit from:

LAND CONSUMED

18%

Reduction in Greenfield Land

(the plan preserves **3 square miles** of undeveloped land in Orange County)

HOUSEHOLD COST SAVINGS

\$16,705 - \$15,071 = \$1,635

Business as Usual SCS Adopted Plan Annual Household Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household)



MOBILITY BENEFITS

- The Plan increases combined work trips made by carpooling, active transportation and public transit by nearly 4%
- By promoting more location-efficient land use patterns and improving transit service, the Plan reduces daily Vehicle Miles Traveled (VMT) per capita by nearly 7.4% (20.5 miles vs. 22.1 miles) and Vehicle Hours Traveled (VHT) per capita by 17% (for automobiles and light/medium duty trucks)
- The Plan increases daily transit travel by nearly one third, as a result of transit service enhancements and more transit-oriented development patterns
- The Plan reduces delay per capita by 39% (9.2 minutes vs. 15 minutes of extra time spent in traffic)

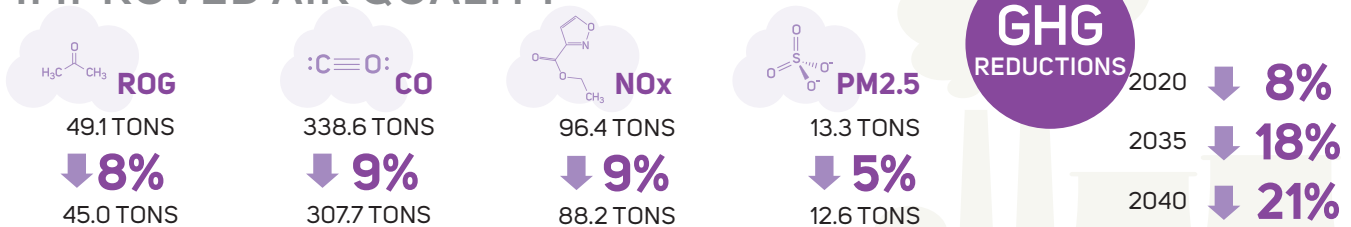
SPENDING LESS TIME ON THE ROAD



HEALTH BENEFITS

- The Plan's projects and strategies reduces total annual health costs for respiratory disease by more than 13%, reduces the regional obesity rate from 26.3% to 25.6% and reduces the share of our population that suffers with high blood pressure from 21.5% to 20.8%
- Public health improvements are the result of more walkable and bikeable communities and improved regional air quality
- The Plan includes \$12.9 billion in active transportation investments, including a 2,200-mile Regional Greenway Network of separated bikeways

IMPROVED AIR QUALITY



ECONOMIC BENEFITS

- Creates an annual average of 188,000 new jobs due to construction and operations expenditures
- Creates an additional 351,000 annual jobs in a broad cross-section of industries due to the region's increased competitiveness and improved economic performance
- The Plan will provide a \$2.00 investment return for every \$1 spent

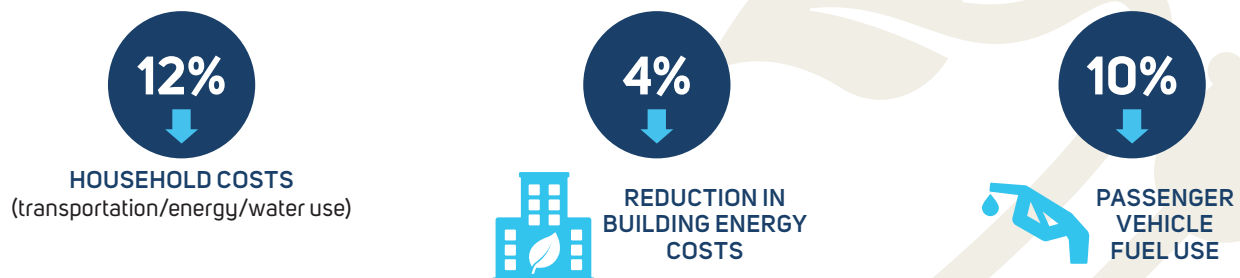
MORE ECONOMIC OPPORTUNITIES



SUSTAINABILITY BENEFITS

- Reduction of per capita GHG emissions of 8% by 2020 (vs. target of 8%), 18% by 2035 (vs. target of 13%) and 21% by 2040
- Reduces by 23% the amount of previously undeveloped (greenfield) lands converted to more urbanized use. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region
- Reduces building energy use by approximately 4%, building water use by 0.6%, and household costs by 12.3% (for home energy/water use and transportation costs)
- Reduces passenger vehicle fuel use by 10%

EFFICIENCY COST SAVINGS



PUBLIC ENGAGEMENT <<<

2015

>>> **REGIONAL COUNCIL & POLICY COMMITTEES**

Ongoing Engagement with Key Stakeholders

JANUARY
FEBRUARY
MARCH
APRIL

Policy Discussions

Regional Conference & General Assembly Workshop

RTP/SCS Workshops (Public Open Houses)

MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER

Policy Discussions

Release of Draft 2016 RTP/SCS & Draft PEIR for Public Review

DECEMBER

2016

Public Hearings & Stakeholder Presentations

JANUARY
FEBRUARY
MARCH

Participation in Elected Official Briefings

Review Proposed Final RTP/SCS
Review Proposed Final PEIR

Adoption of 2016 RTP/SCS

APRIL

Adoption of 2016 RTP/SCS
Certification of Proposed Final PEIR



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