2012 RTP/SCS Target Setting Presentation to Regional Targets Advisory Committee

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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May 25, 2010

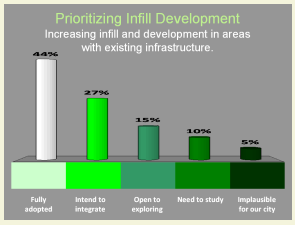
Presentation Overview

- Process to Date
  - Local Input Process
  - Outreach
  - Scenario Planning
- Scenario Planning (Five Scenarios)
- Scenario Component Analysis
- Scenario Planning Results
- Scenario Planning Conclusions

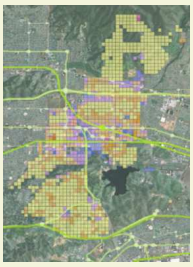
Process to Date

- To develop a target that is both **ambitious** and **achievable**, SCAG initiated a bottom up process:
  1. Gathered local input on growth forecast
  2. Conducted bottom up outreach to assess local applicability of Greenhouse Gas reduction strategies
  3. Developed and modeled land use/transportation scenarios

Local Input on Growth Forecast



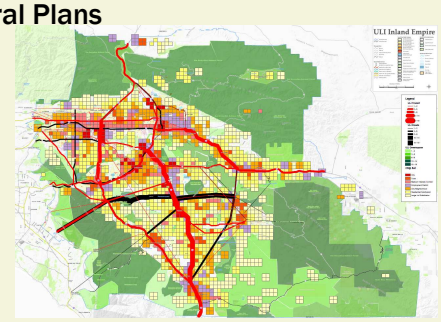
Feedback Gathered During Bottom Up Outreach Process



Scenario Planning

Local Input Process

- Local Input
  - One-on-one meetings with local jurisdictions conducted from August 2009 to February 2010
  - Full participation across region
  - Preliminary growth forecast adjusted to reflect local policies and General Plans



Local Input Findings

- Key trends identified
  - The region's population is aging
  - The region is becoming more diverse
  - Local policies indicate additional housing choices and more compact development to accommodate these changes in demographics.

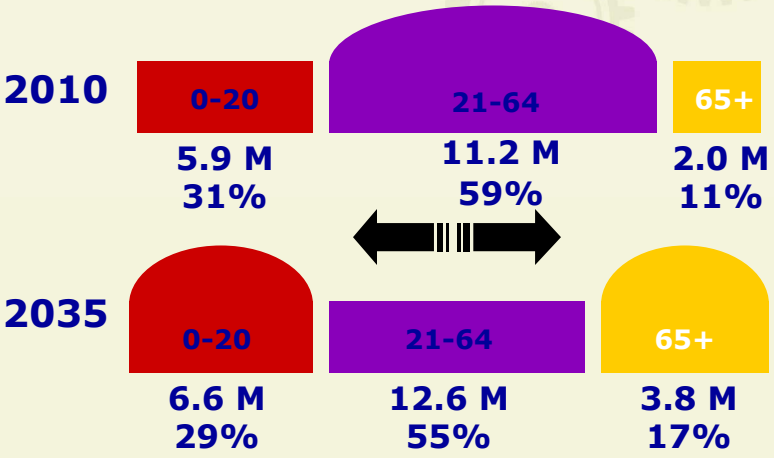
Demographic Trends

Shrinking Share of "Traditional" Households

Household Type	1960	2000	2005	2040
HH with Children	48%	33%	32%	27%
HH without Children	52%	67%	68%	73%
Single-Person HH	13%	26%	31%	34%

Source: Dr. Arthur C. Nelson, Presidential Professor & Director of Metropolitan Research, University of Utah.

SCAG Region Population Growth
2010-2035



Percentages do not add to 100% due to rounding
Source: SCAG, Local Input/General Plan Growth Forecast, March 2010

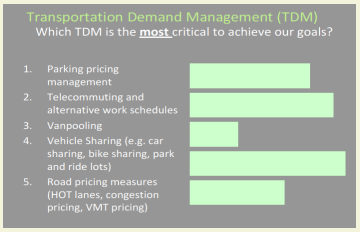
Outreach

- Over 100 meetings held throughout the region
- Input from a full range of partners and stakeholders

- Major events with over 500 attendees
  - November 2009 – Regional Workshop in Ontario
  - May 2010 – General Assembly in La Quinta

Outreach Findings

- What we heard:
  - Jurisdictions are pursuing more efficient land use policies, but development has slowed with market conditions.
  - Implementation of transportation investments is more difficult with budget cuts.
  - Despite financial hurdles, the region is on the right track.
  - Cities are using this time to make proactive planning decisions.



Scenario Planning

SCAG developed five scenarios for a target range from "achievable" to "ambitious" that vary in the intensity of land use and transportation system components.

Achievable — **Ambitious & Achievable** — **Ambitious**

Scenario Planning

Seven scenario components

- Land Use
- Transportation Network (Highways and Arterials)
- Travel Demand Management (TDM)
- Transportation System Management (TSM)
- Non-Motorized Transportation System
- Transit
- Pricing

Scenario Planning

Five Scenarios

Scenario	Land Use	Network	TDM	TSM	Non-Motorized	Transit	Pricing
1	RTP Trend	2008 RTP	2008 RTP	2008 RTP	2008 RTP	20% increased headway LAC & OC	2008 RTP
2	Blueprint Planning 1	08 RTP Amnd 3	08 RTP Amnd 3	08 RTP Amnd 3 + 3% speed & capacity increase	08 RTP Amnd 3	08 RTP Amnd 3	08 RTP Amnd 3
3	Blueprint Planning 1	08 RTP Amnd 3 + CHSR Phase 1 + CHSR Phase 2 in 2035	08 RTP Amnd 3 + 1% reduction of HBW trips	08 RTP Amnd 3 + 5% speed & capacity increase	08 RTP Amnd 3 + 0.5% VMT reduction	08 RTP Amnd 3	08 RTP Amnd 3
4	Blueprint Planning 1	08 RTP Amnd 3 + CHSR Phase 1 + CHSR Phase 2 in 2035	08 RTP Amnd 3 + 2% reduction of HBW trips	08 RTP Amnd 3 + 7% speed & capacity increase	08 RTP Amnd 3 + 1% VMT reduction	08 RTP Amnd 3 + 20% decrease in headways	08 RTP Amnd 3 + I-10 & I-110 Hot Lanes + 2¢ VMT fee in 2035
5	Blueprint Planning 2	08 RTP Amnd 3 + CHSR Phase 1 + CHSR Phase 2 in 2035	08 RTP Amnd 3 + 2% reduction of HBW trips	08 RTP Amnd 3 + 7% speed & capacity increase	08 RTP Amnd 3 + 1% VMT reduction	08 RTP Amnd 3 + 20% decrease in headways	08 RTP Amnd 3 + I-10 & I-110 Hot Lanes + 2¢ VMT fee in 2035

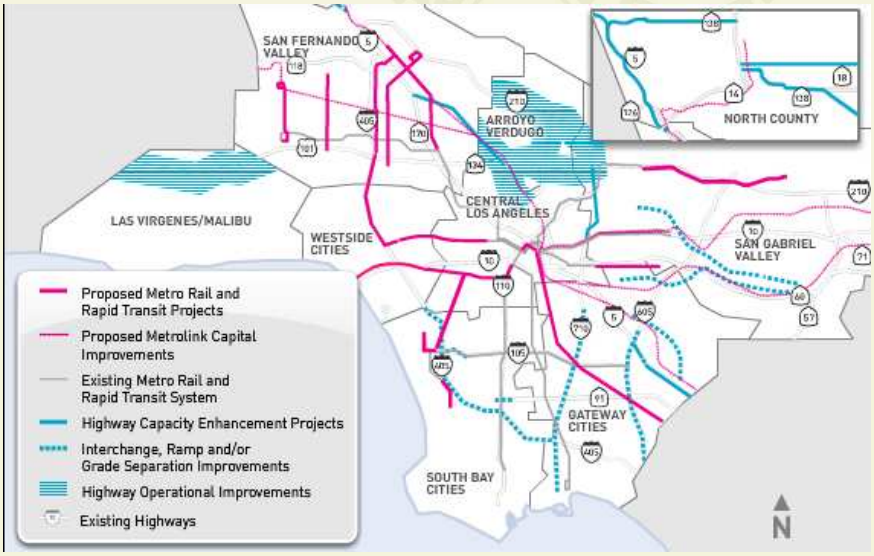
Scenario Component Analysis

Background

- 2008 RTP represents baseline
- 2008 RTP Amendment 3 incorporates Measure R in Los Angeles County
  - $40 billion to fund traffic relief and transportation upgrades throughout the county over the next 30 years
  - Integration with anticipated land use changes
- Sensitivity analysis by major component

Significant Rail Expansion

2008 RTP Amendment 3



Scenario Component Analysis

Sensitivity Analysis

Impacts of Per Capita CO2 Reductions by Component (Compared to 2005)

	Strategy Component	Per Capita CO2 Reduction	
		2020	2035
Land Use	Blueprint Planning 1	-0.70%	-0.90%
	Blueprint Planning 2	-1.90%	-3.30%
Network	HSR Phase 1	-0.03%	
	HSR Phase 1 & 2		-0.10%
TDM	1% Reduction in HBW Trips	-0.40%	-0.40%
	2% Reduction in HBW Trips	-0.80%	-0.70%
TSM	3% Increase in capacity & speed	-0.20%	-0.20%
	5% Increase in capacity & speed	-0.40%	-0.40%
	7% Increase in capacity & speed	-0.70%	-0.60%
Non-Motorized	0.5% Decrease in VMT	-0.60%	-0.60%
	1% Decrease in VMT	-1.20%	-1.30%
Transit	20% increase in headway	0.10%	0.10%
	20% decrease in headway	-0.10%	-0.10%
Pricing	$0.02 per mile		-2.40%
	Adopted 2008 RTP with Revised Growth Forecasts	-6%	-4%
GA Scenario 1		-6%	-5%
GA Scenario 2		-6%	-5%
GA Scenario 3		-8%	-6%
GA Scenario 4		-9%	-10%
GA Scenario 5		-10%	-12%
Most Ambitious		-10%	-12%

Scenario Planning Results

Five Scenarios

Scenario	2020 % Change of Daily CO2 (per capita from 2005)	2035 % Change of Daily CO2 (per capita from 2005)	
1	-6%	-3%	Achievable
2	-7%	-5%	Ambitious & Achievable
3	-8%	-6%	Ambitious & Achievable
4	-9%	-10%	Ambitious
5	-10%	-12%	Ambitious

Scenario Planning – Conclusions

- Scenario 1 is achievable – not ambitious
- Scenarios 4, 5 ambitious, not achievable
- Primary limiting factor is financial constraint
- Utilized similar analysis, assumptions as other MPOs
- Actual 2012 RTP/SCS may not resemble any one scenario, BUT results are instructive for target setting
- Extensive bottom up process