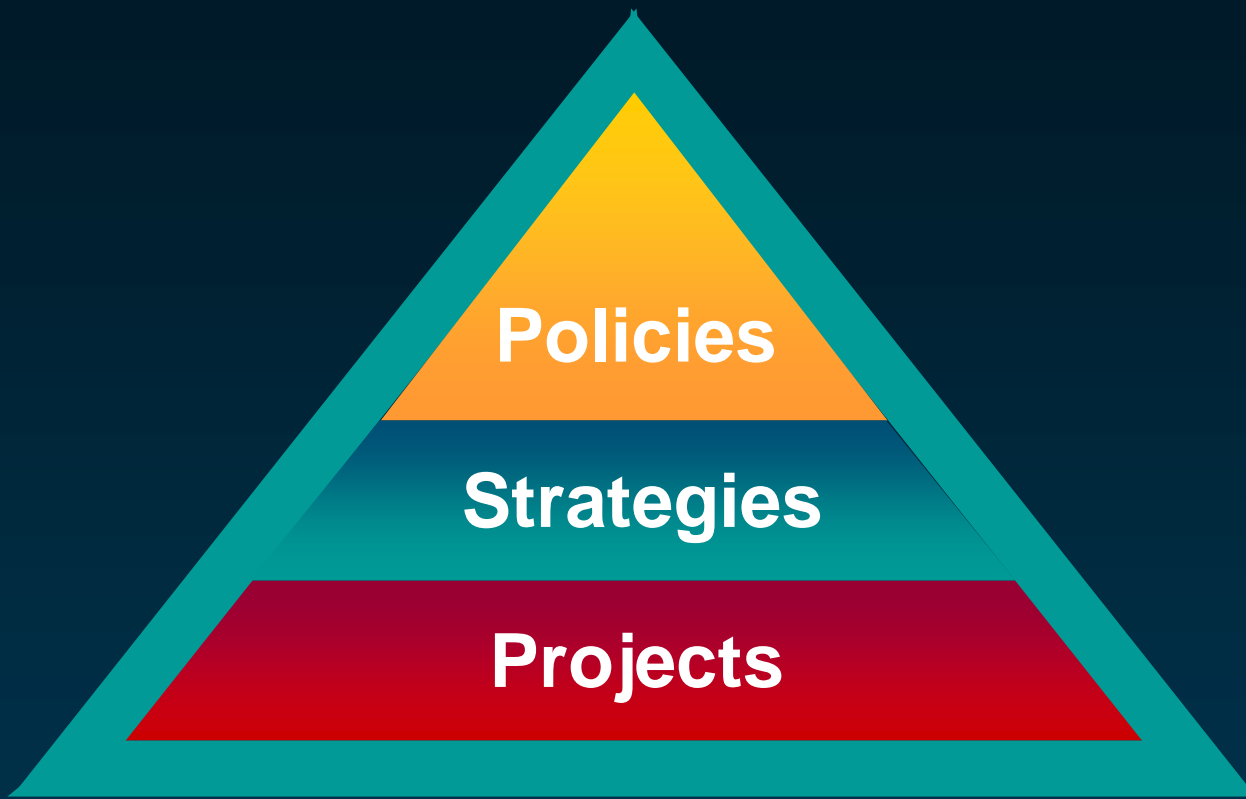


The 2008 Regional Transportation Plan

Making the Connections



Councilman Alan Wapner, SCAG TCC Chair



Transportation Action Plan For the Next 30 Years

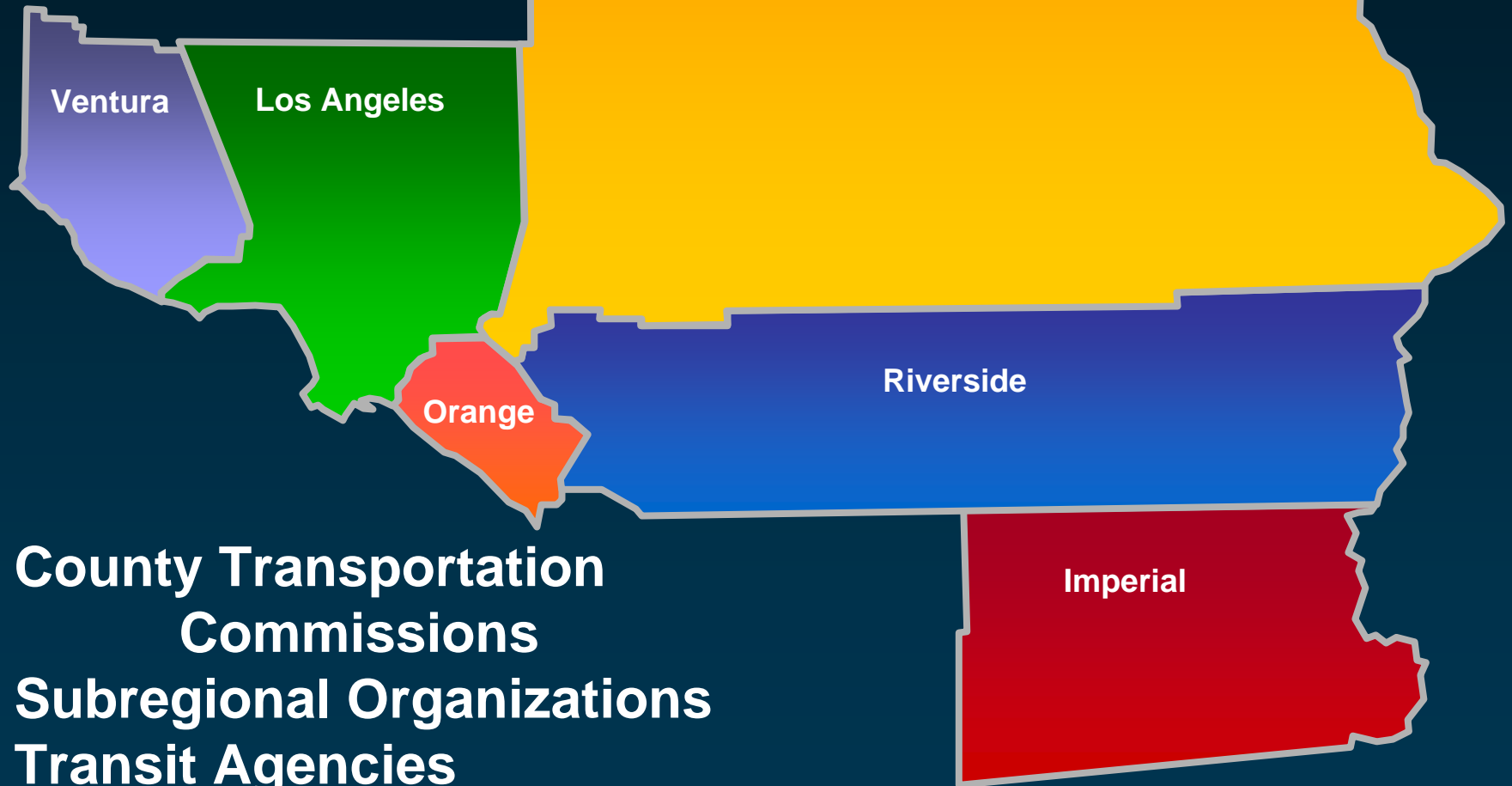
A Multi-Billion, Multi-Modal Plan

\$569 Billion

In Nominal Dollars



**Developed through
Consultation and
Collaboration**



**County Transportation
Commissions
Subregional Organizations
Transit Agencies
Tribal Nations**



Meets Regional Council Priorities

- 1. Maximize Mobility and Accessibility**
- 2. Ensure Safety, Security and Reliability**
- 3. Improve coordination between land-use decisions and transportation investments**
- 4. Protect the environment, improve air quality and promote energy efficiency**

**6 million
more people**



More Congestion



Average Orange County Roadway Speed:

31 mph → 28 mph

Aging Infrastructure





Explosive Growth in Goods Movement

Aviation Capacity Constraints

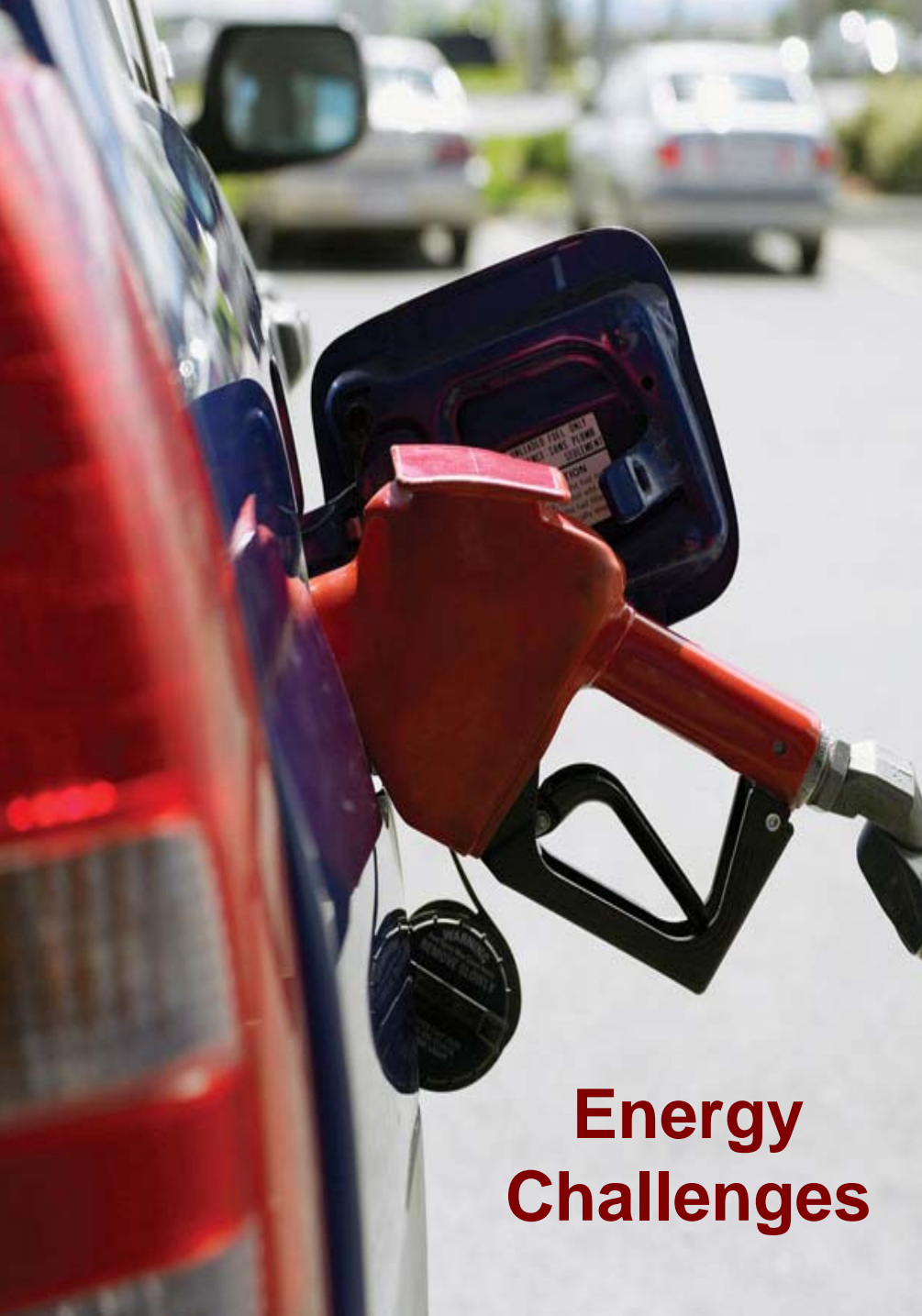


Our four major airports together are just 17% of the size of Denver International

Yet, they handle over 80 million annual passengers (vs. Denver's 47 million).

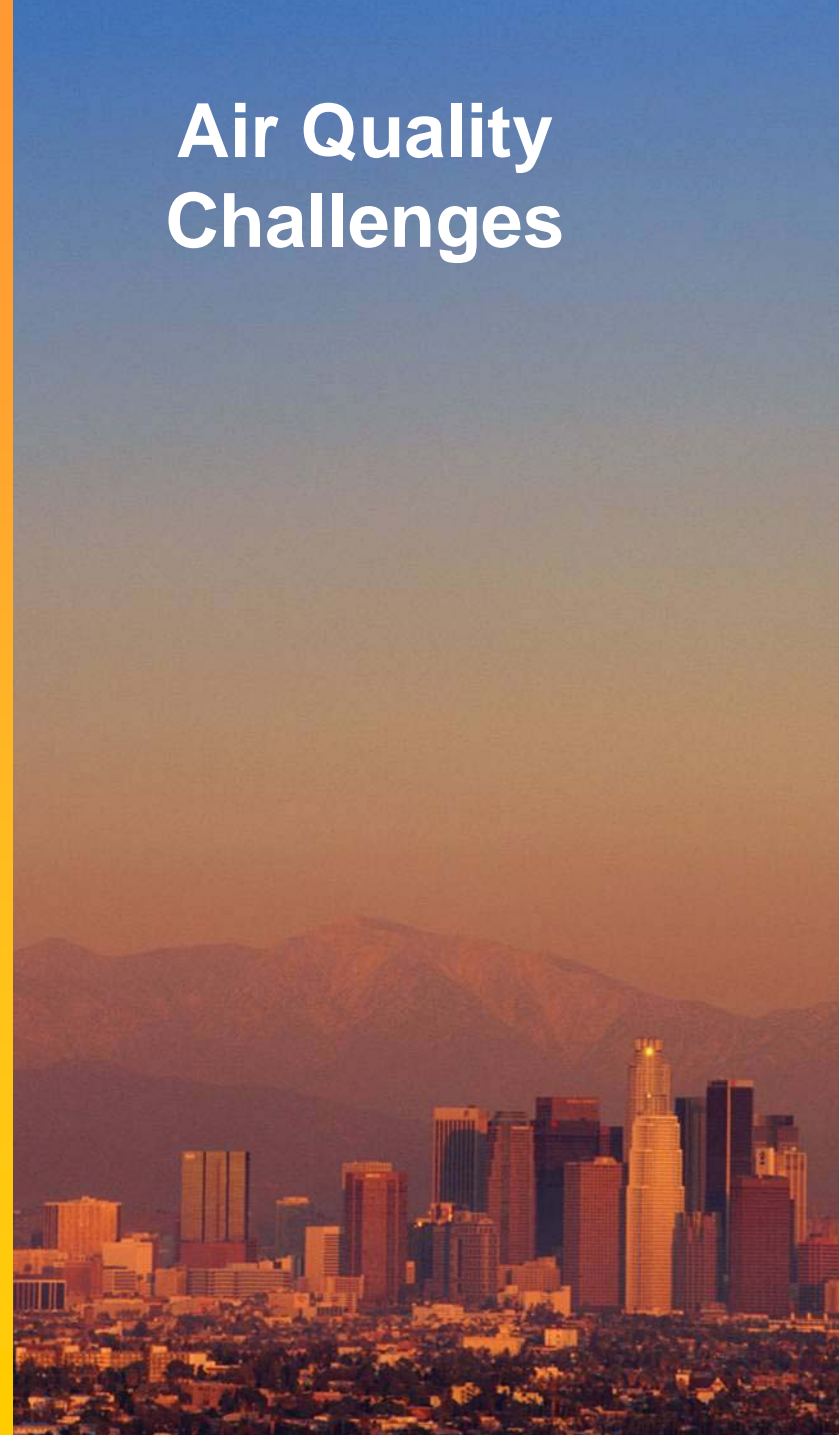
Denver International Airport





Energy Challenges

Air Quality Challenges



Perhaps the Biggest Challenge



Constrained Plan

Strategies that have committed, available, or reasonably available revenue sources



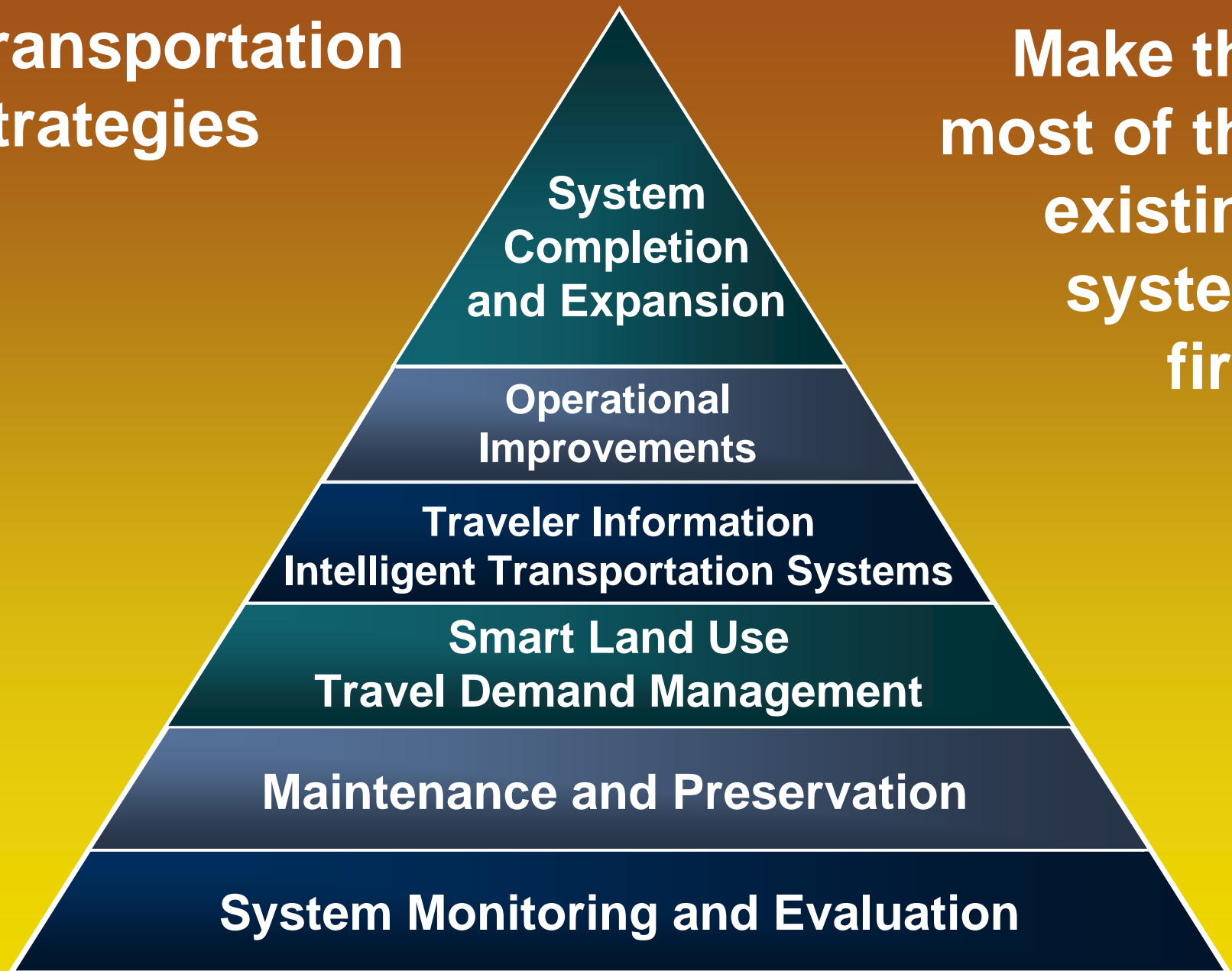
Strategic Plan

Identifies additional needs that require further study and consensus building



Transportation Strategies

Make the most of the existing system first



**Transportation
Strategies**

**Understanding
the problems in
order to fix
them**

System Monitoring and Evaluation

**Transportation
Strategies**

**Every dollar
spent today
saves many
more in the
future**

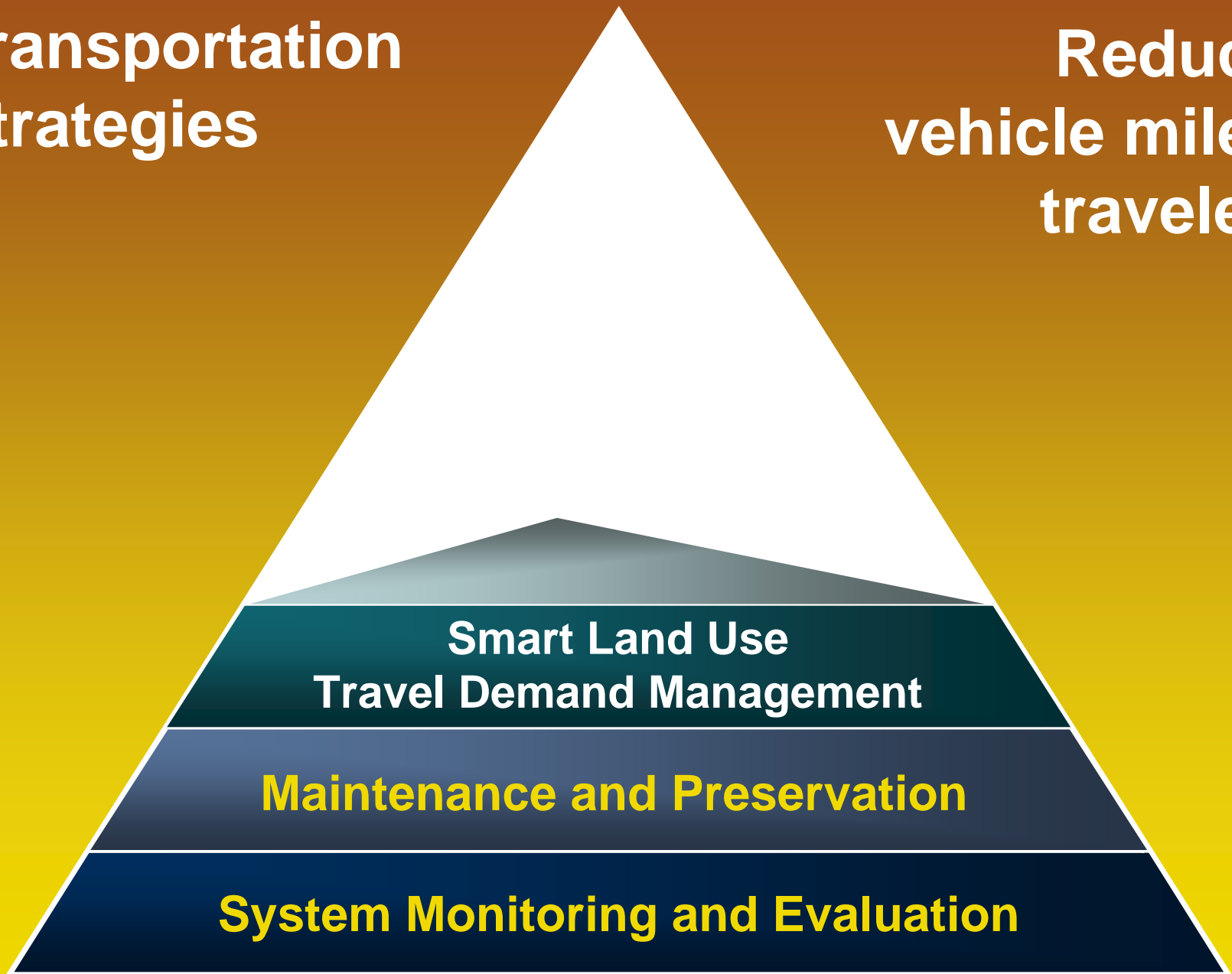


Maintenance and Preservation

System Monitoring and Evaluation

**Transportation
Strategies**

**Reduce
vehicle miles
traveled**



**Concentrate new
development along existing and
planned transportation corridors and
in regional centers**



**COMPASS
BLUEPRINT**

new directions for growth



Alternatives to the Single-Occupant Vehicle



**Transportation
Strategies**

**Provide
travelers with
time-saving
information**

**Traveler Information
Intelligent Transportation Systems**

**Smart Land Use
Travel Demand Management**

Maintenance and Preservation

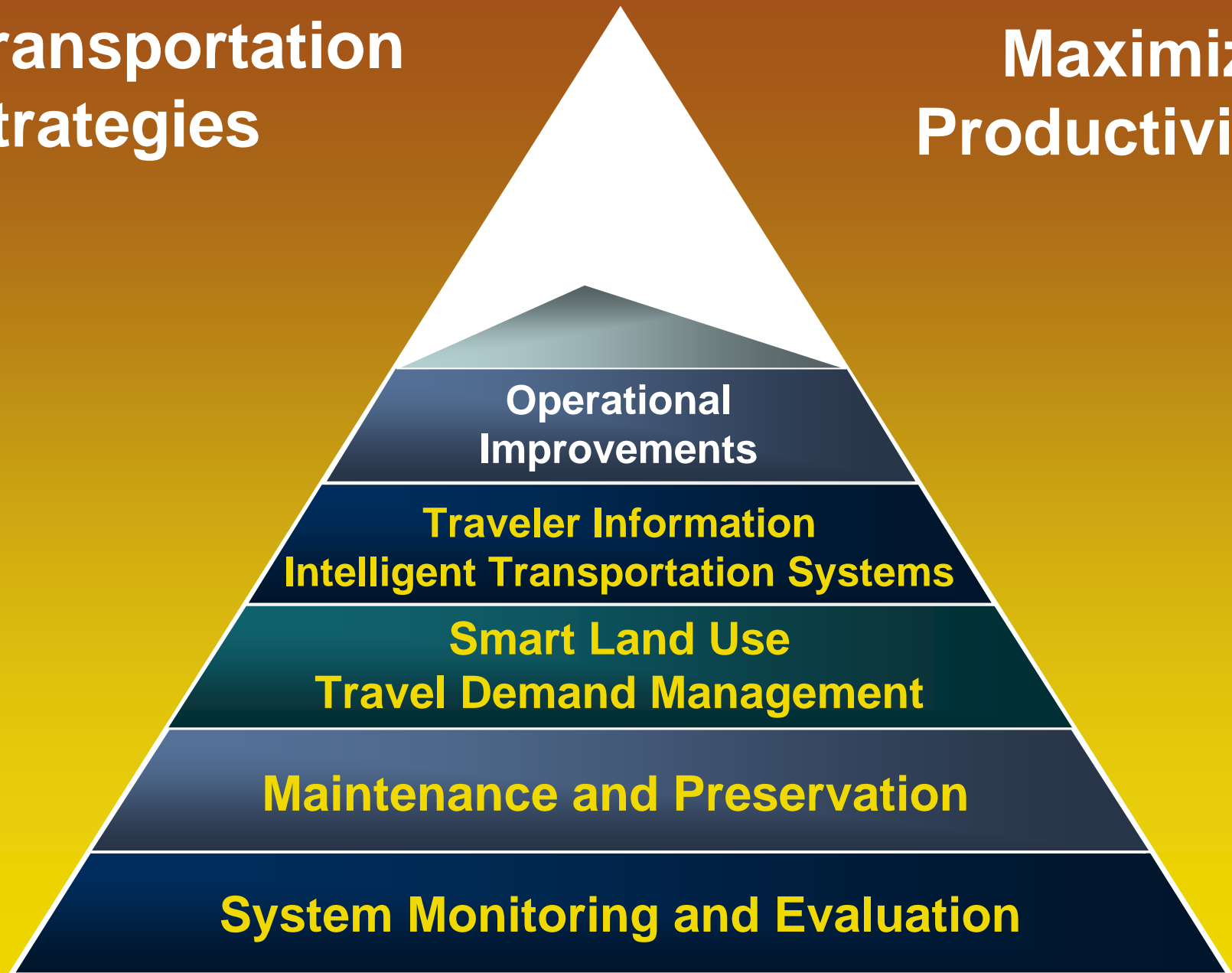
System Monitoring and Evaluation

TRAVEL TO
RTE 710 10 MIN
RTE 605 20 MIN



**Transportation
Strategies**

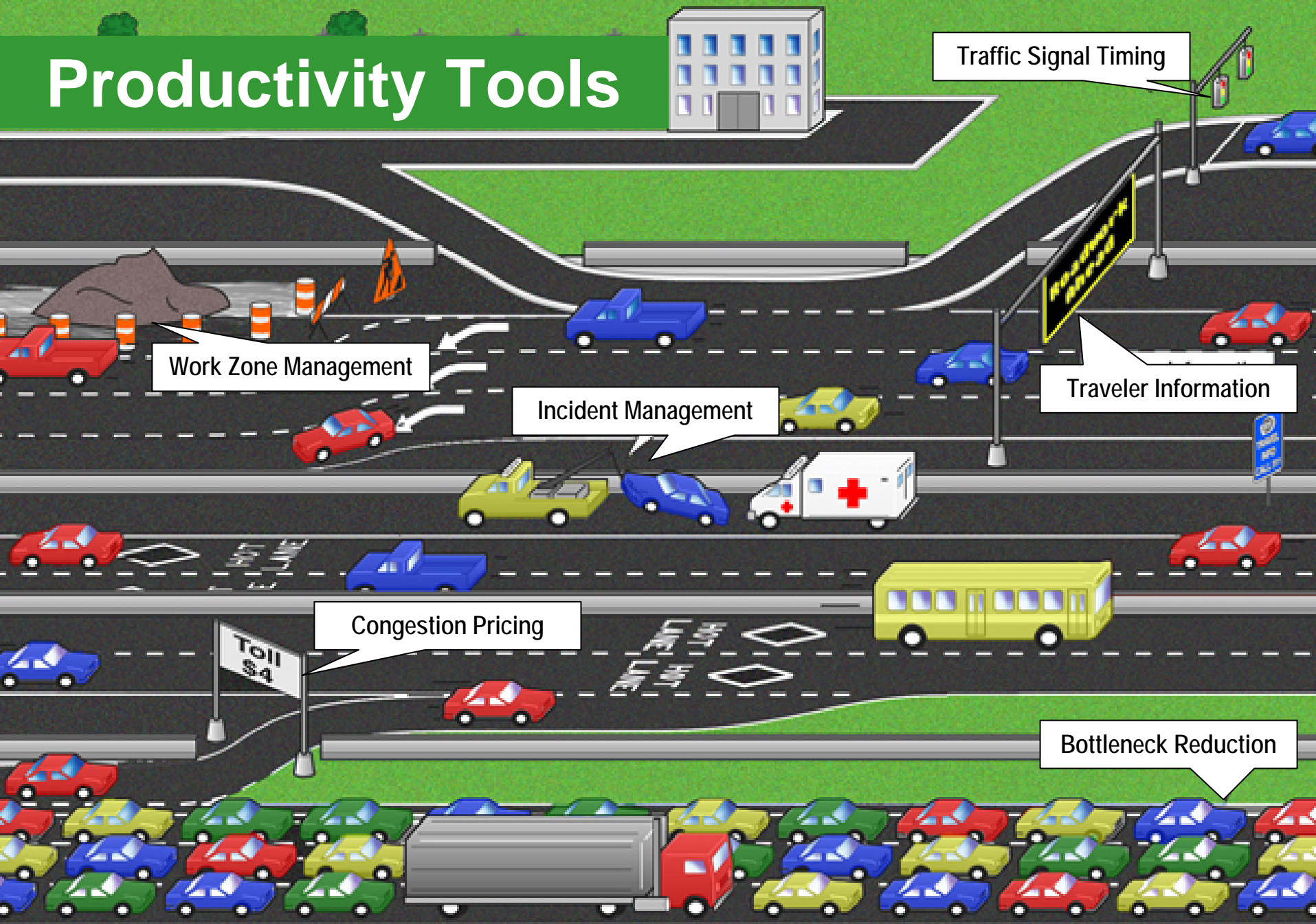
**Maximize
Productivity**





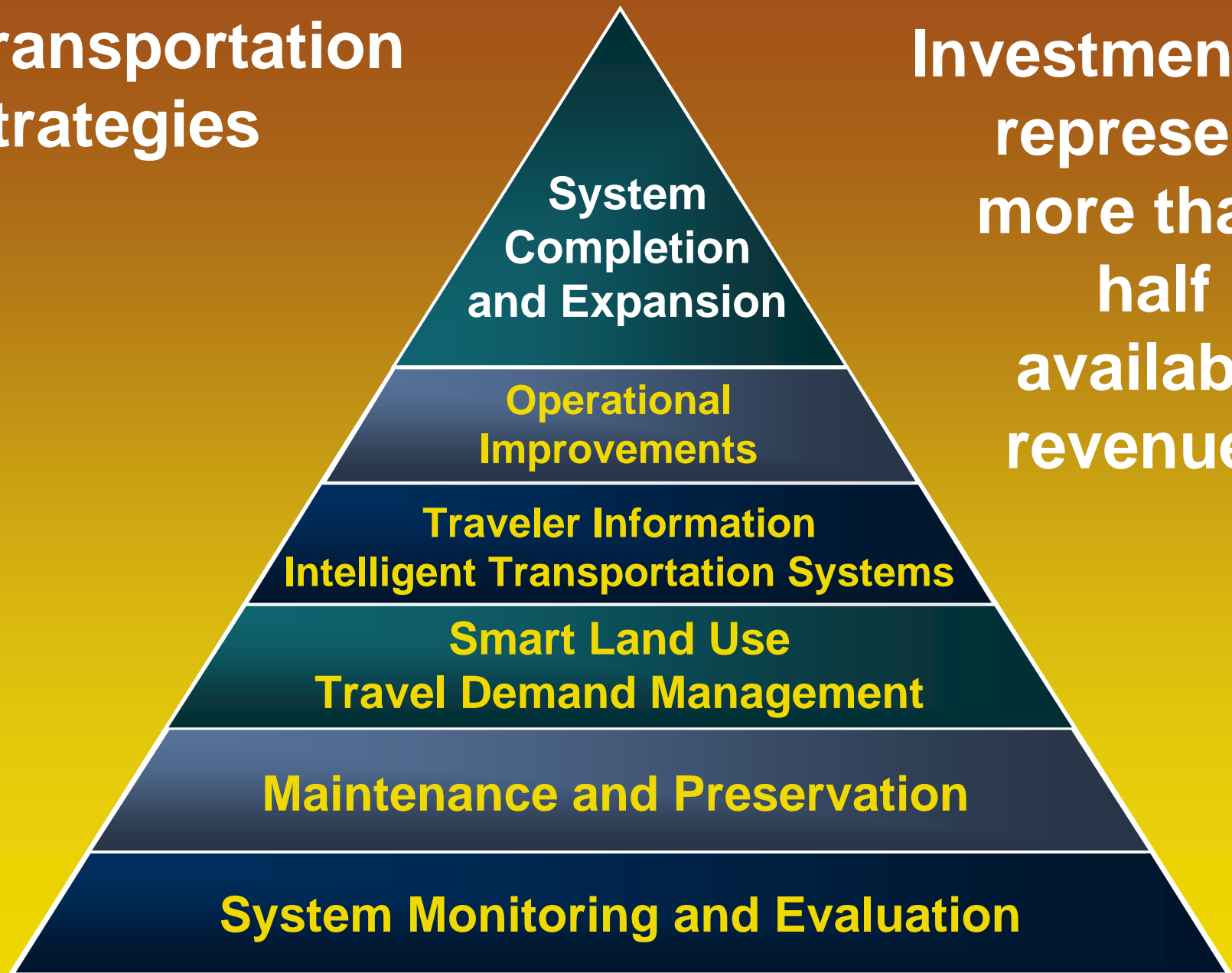
Non-recurring incidents such as accidents, lane drops, and stalls can reduce roadway productivity by 50%

Productivity Tools



Transportation Strategies

Investments represent more than half of available revenues



**System
Completion
and Expansion**

**Operational
Improvements**

**Traveler Information
Intelligent Transportation Systems**

**Smart Land Use
Travel Demand Management**

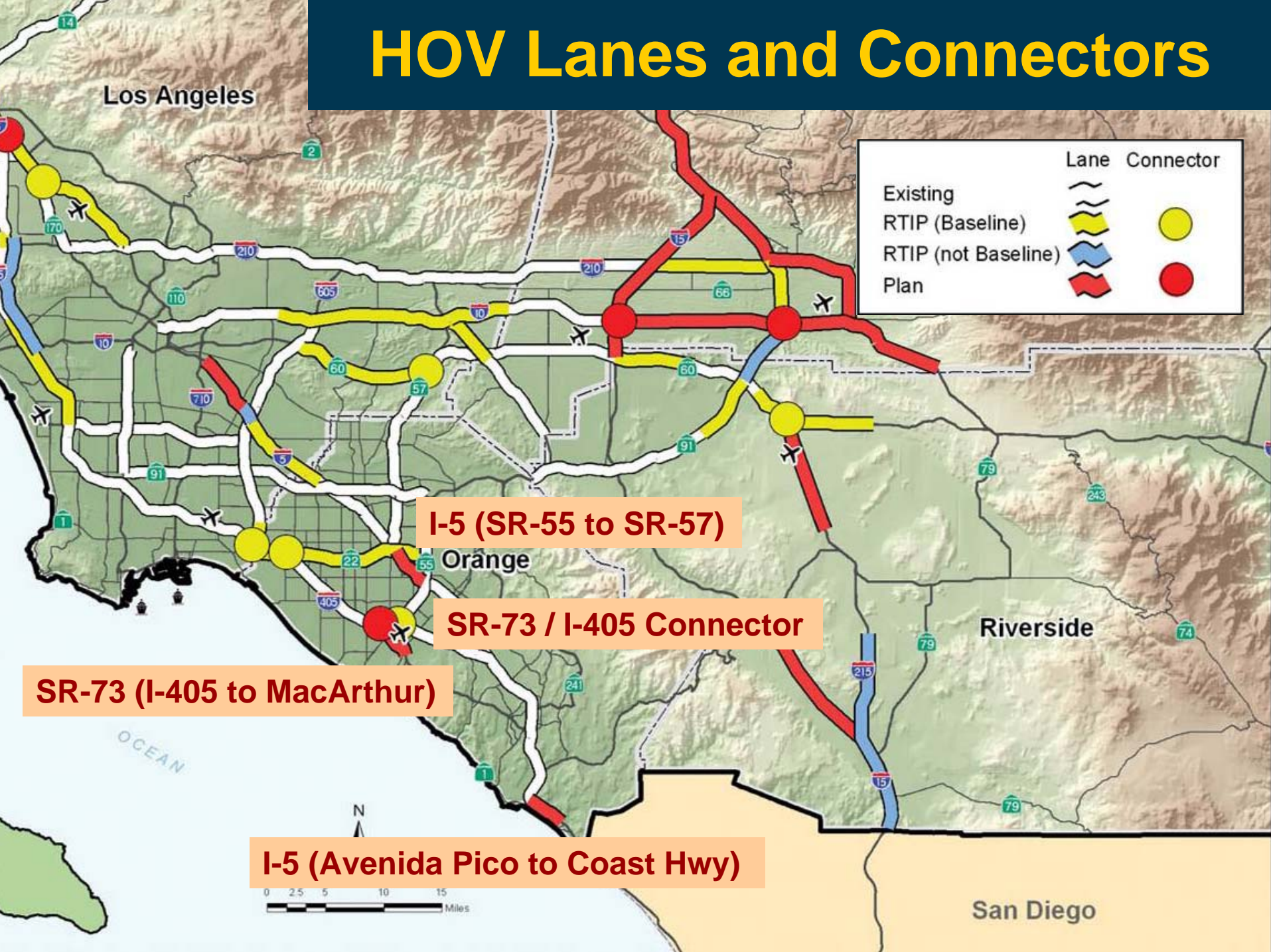
Maintenance and Preservation

System Monitoring and Evaluation



17 HOV Lane and HOV Connector Projects

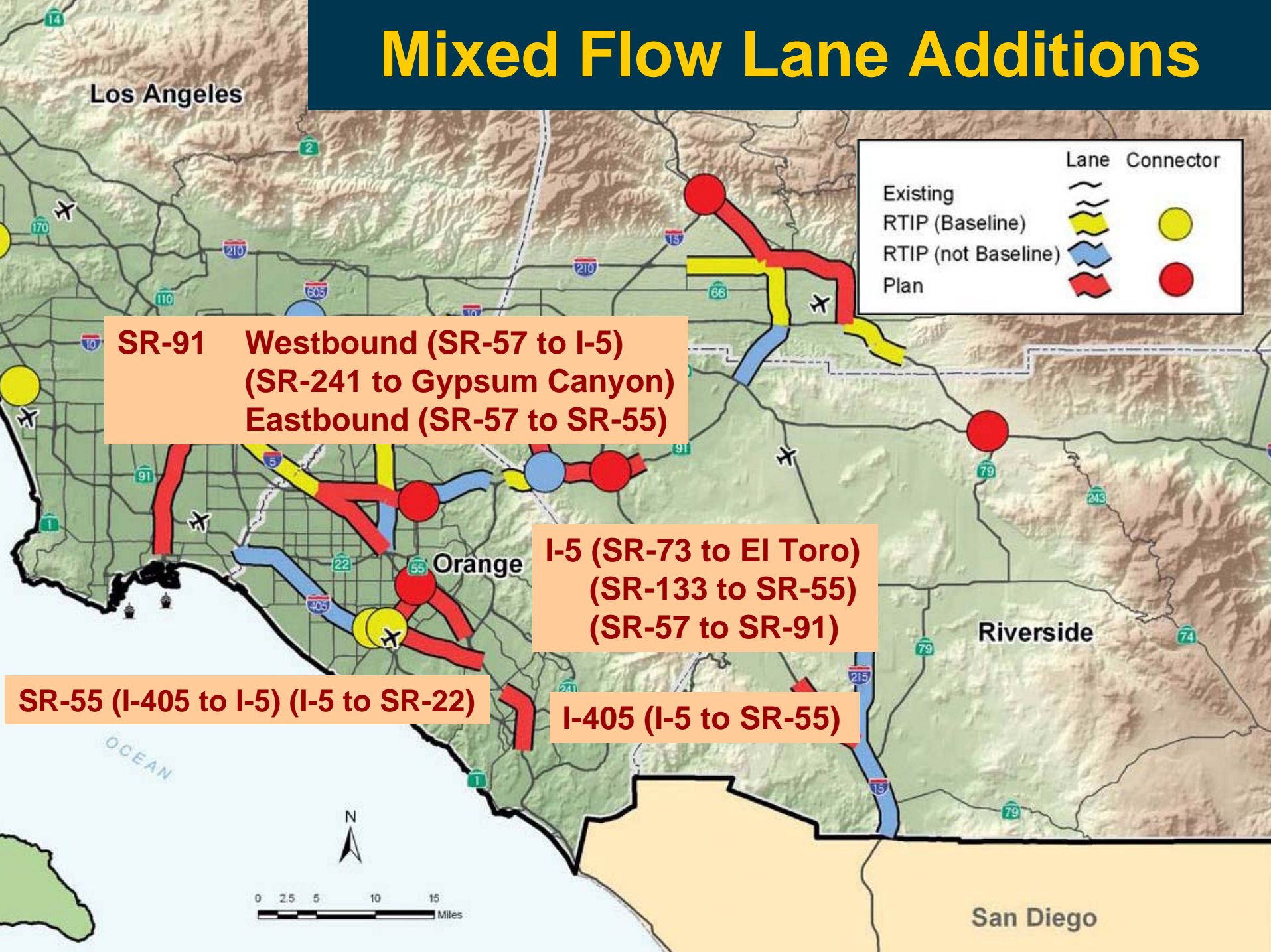
HOV Lanes and Connectors



17 Major Mixed Flow Lane Additions



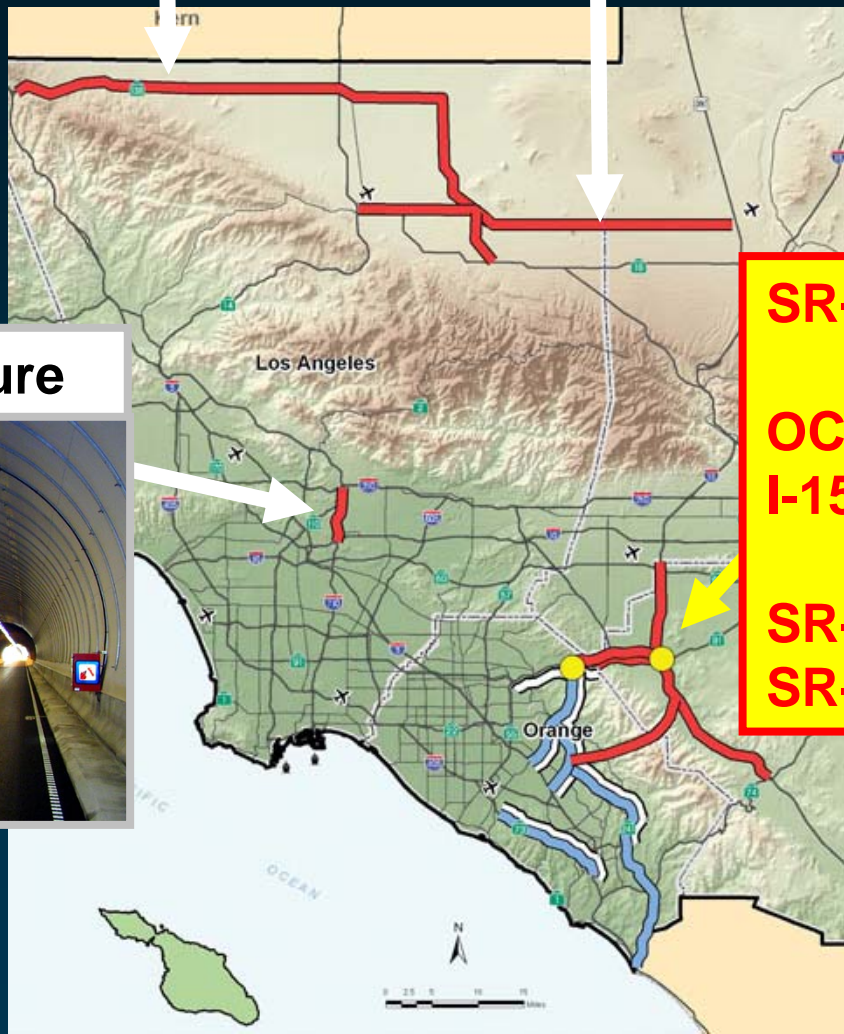
Mixed Flow Lane Additions



Toll and HOT Lane Facilities



High Desert Corridor (US-395 to I-5)



I-710 Gap Closure



**SR-91 Express Lanes
extended to I-15
OC to RC CETAP Cor.
I-15 HOT Lanes (SR-74 to
San Bern. County
SR-91 / SR241 Connector
SR-91 / I-15 Connector**

Transit Expansion





BRT

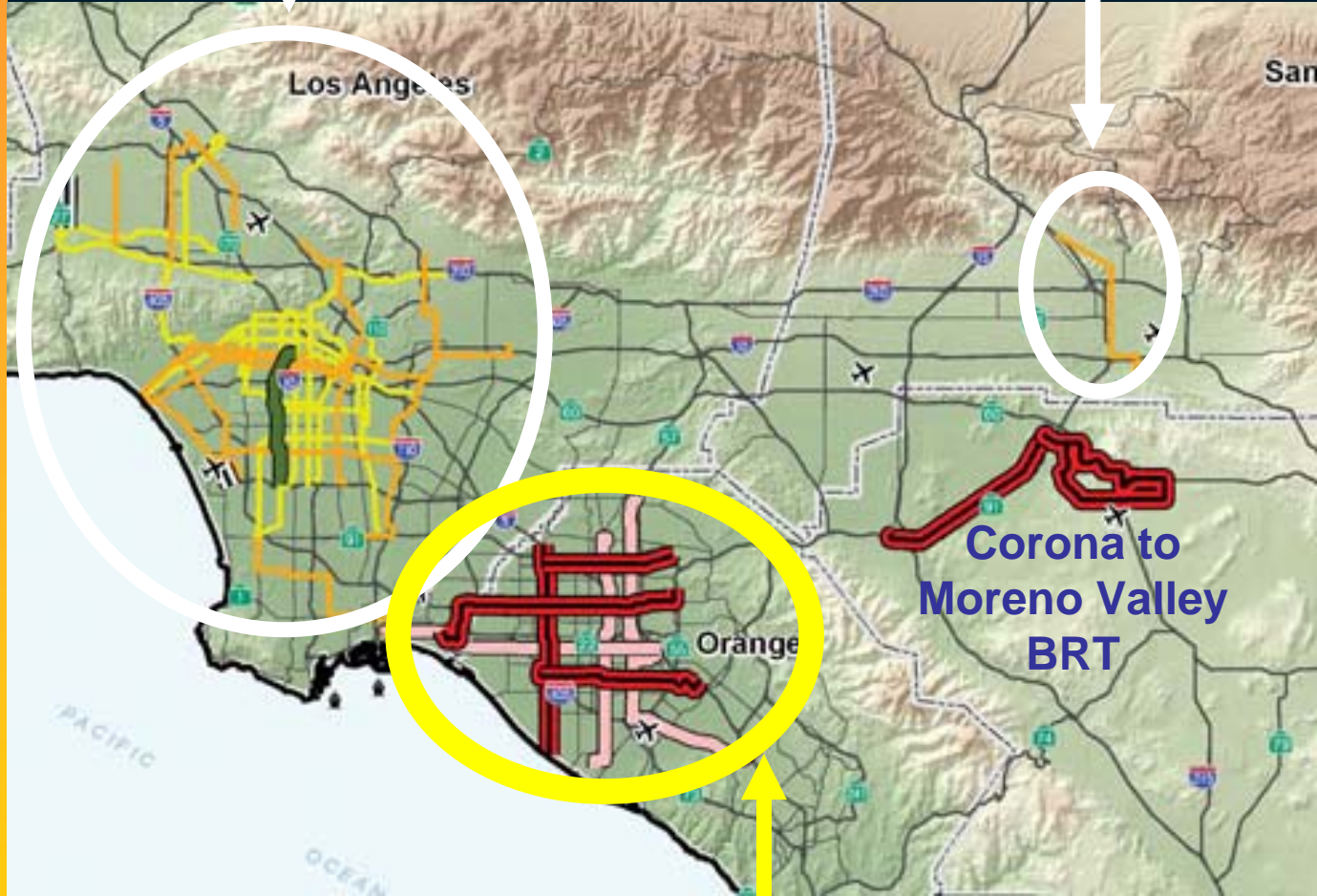
Bus Rapid Transit



**Metro Rapid Bus
Expansion to 28 Lines**



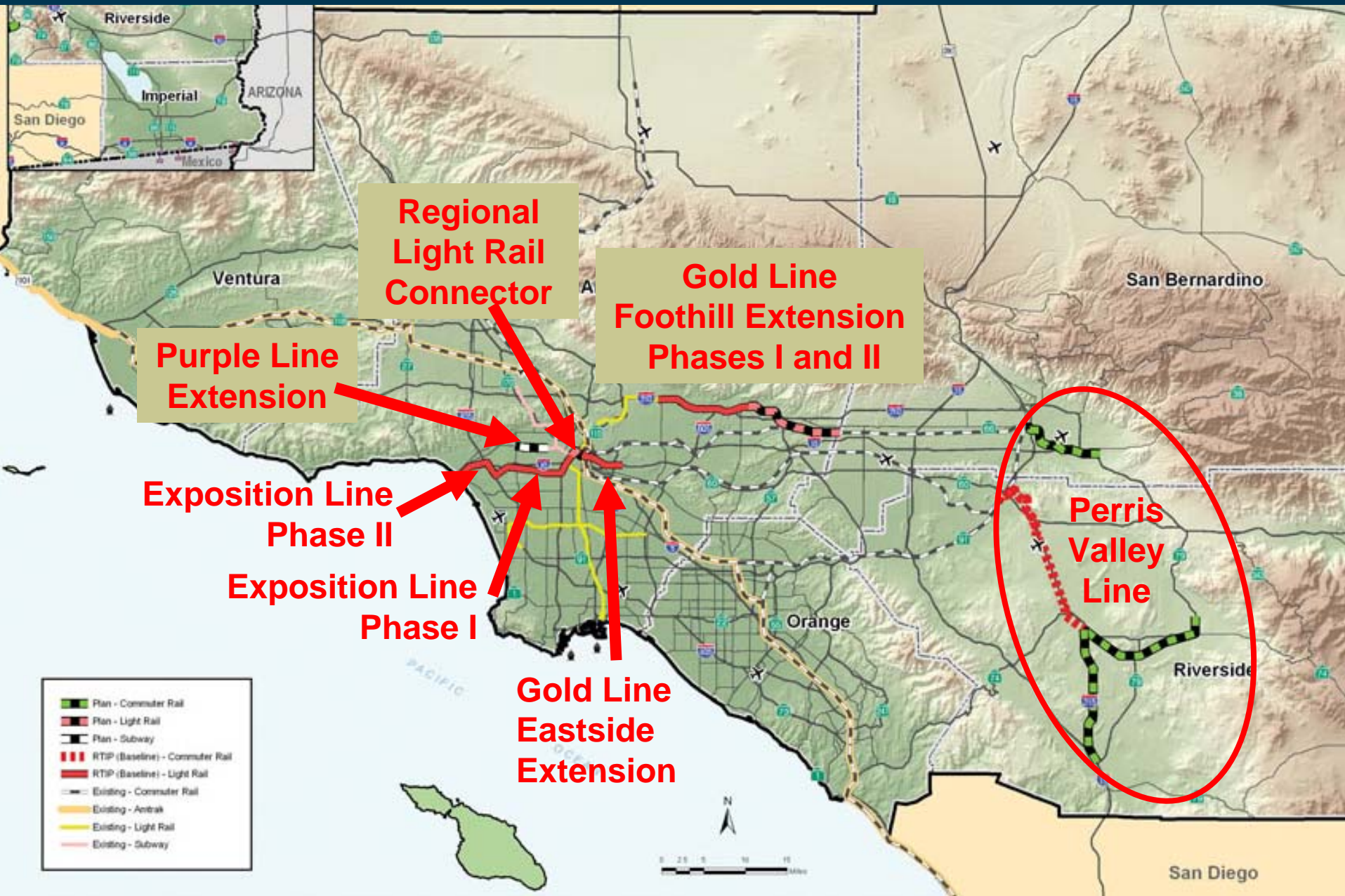
**E Street Transit
Corridor**



**Harbor Blvd & Beach Blvd BRT
Westminster/17th BRT
Brea to Irvine BRT**

**Coachella
Valley BRT** →

Light, Heavy, and Commuter Rail





Moving Freight Faster and Cleaner



**Additional BNSF and Union
Pacific Track Capacity**

**Over 130 Grade
Separation Projects**

**Locomotive Engine
Upgrades**



**Dedicated Lanes for
Clean Technology Trucks
on the I-710 between the
Ports and the SR-60
Interchange**

Airport Decentralization



Palmdale 

SCLA 

Bob Hope 

Ontario 

San Bernardino 

LAX 

Long Beach 

Marc 

John Wayne 



High-Speed Rail System



Freight Component



A Multi-Billion, Multi-Modal Plan

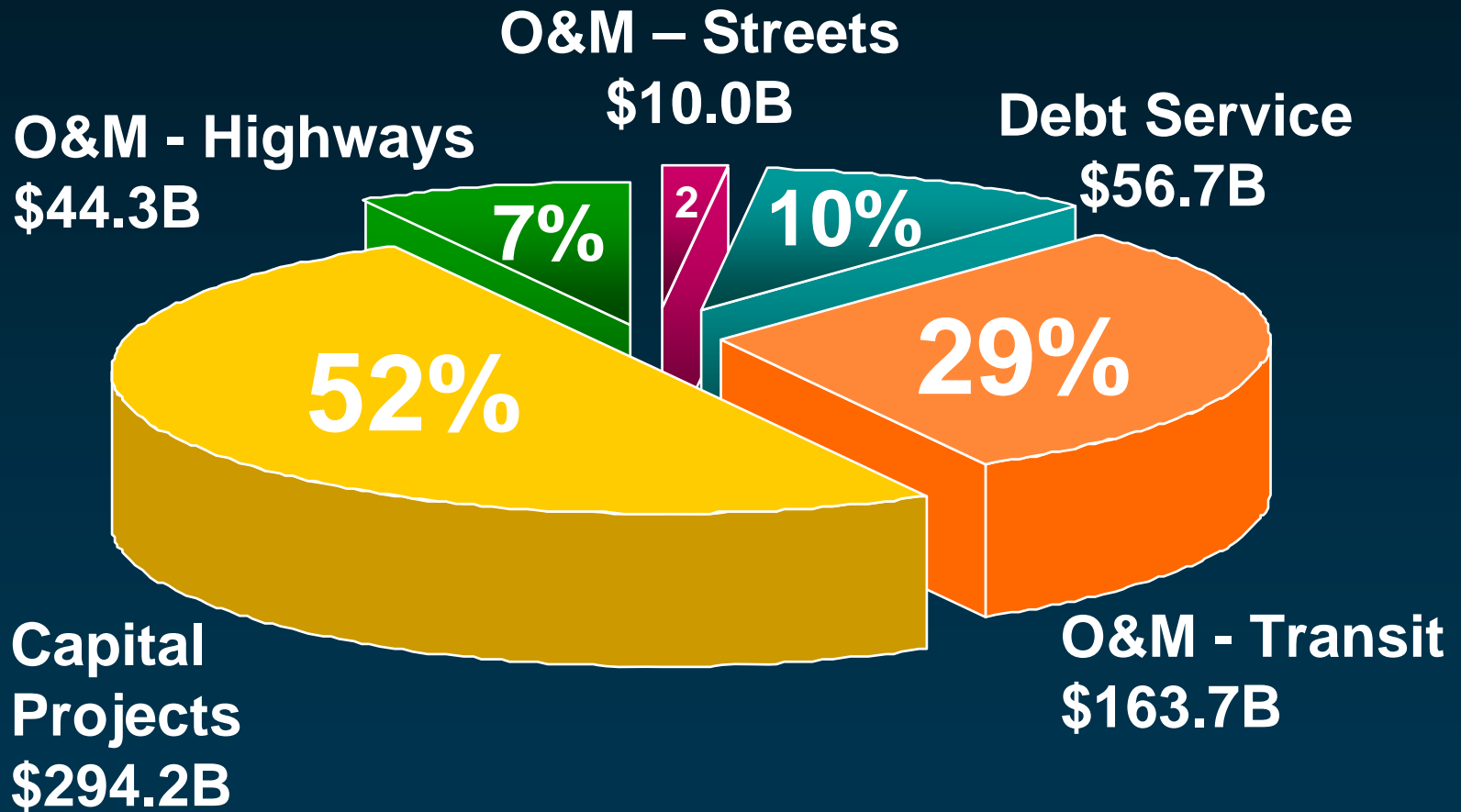
\$569 Billion

In Nominal Dollars



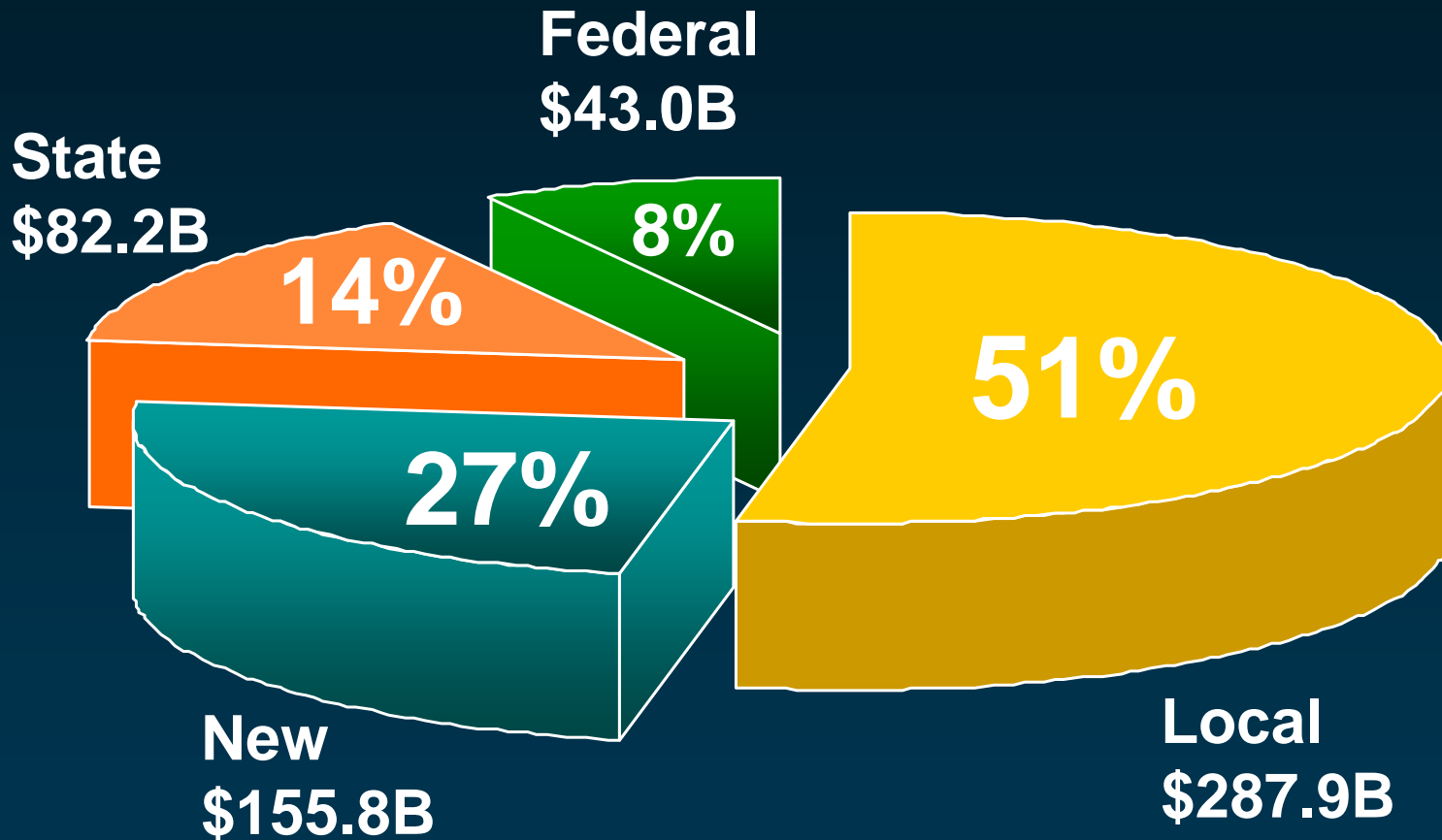
Expenditures

In Nominal Dollars



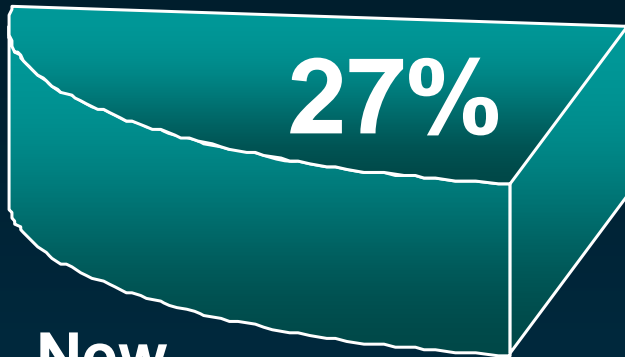
Revenues

In Nominal Dollars



New Revenue Sources

In Nominal Dollars



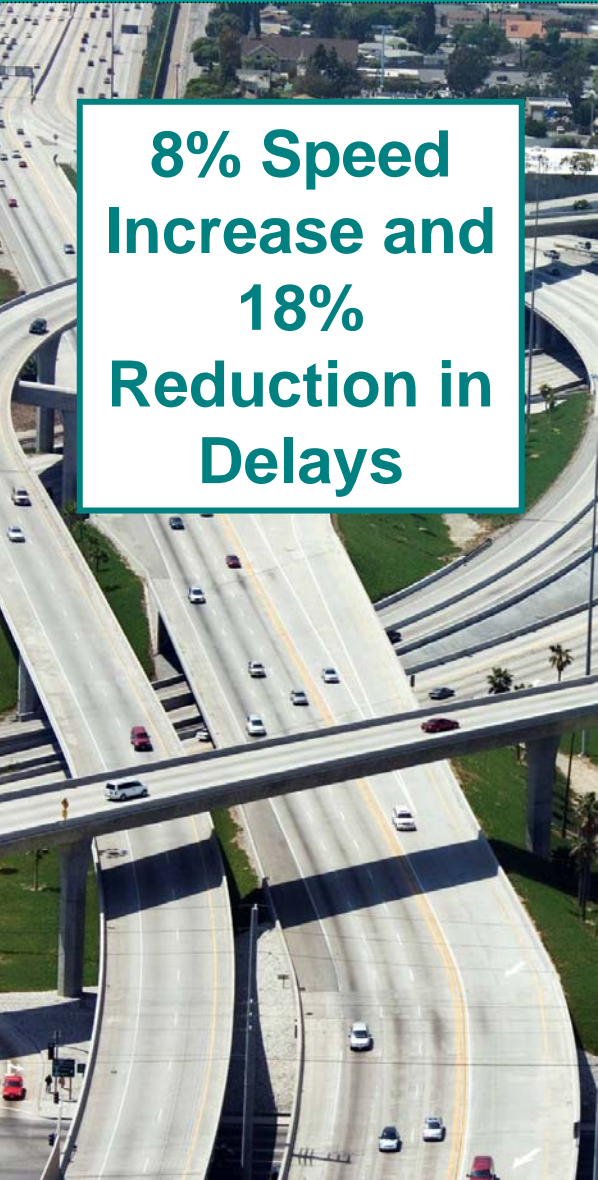
New
\$155.8B

Major New Sources:

- Value Capture Strategies (\$3.7bil)
- Local Option Sales Tax Extensions (\$0.8bil)
- User Fees (Tolls, Container Fees, and Fares) (\$117.3bil)
- State & Federal Gas Excise Tax Adjustment (\$17bil)
- Private Equity Participation (\$8.4bil)

What the Plan Achieves

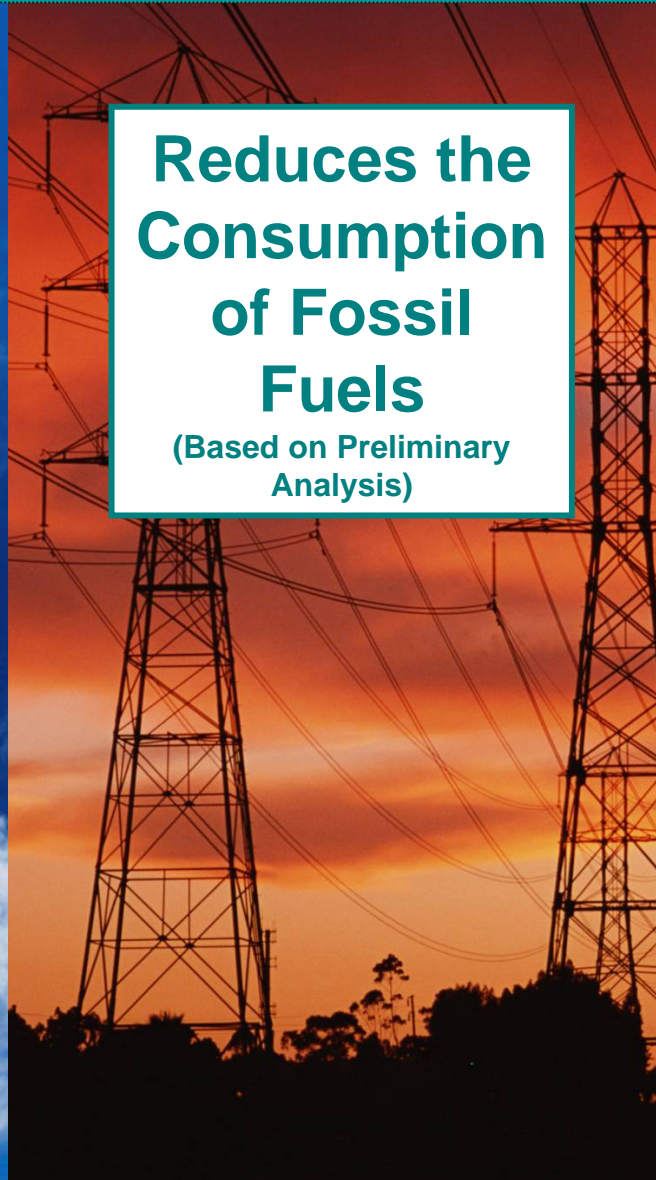
In Comparison to Not Implementing the Plan



8% Speed Increase and 18% Reduction in Delays



Reduces Emissions. Meets Air Quality Mandates



Reduces the Consumption of Fossil Fuels
(Based on Preliminary Analysis)



The Strategic Plan





Los Angeles

Palmdale

High Speed Regional Transport Expansion

Victorville

Extend Dedicated Truck Lanes to Barstow

US-101 HOT Lanes

Pasadena

Gold Line Extension to Ontario Airport

San Bernardino

Riverside

Santa Monica

Purple Line Extension to Century City and Santa Monica

Anaheim

Long Beach

Irvine

San Bernardino

Riverside

Imperial

Next Steps

Upcoming Public Hearings:

- **Wednesday, January 30, 2008, at 10:00am
OCTA Office in Orange**

Close of Public Comment: February 19, 2008

Final Plan Adoption: April 2008

The 2008 Regional Transportation Plan

Making the Connections



Please Share Your Thoughts
RTP Hotline: 213-236-1960
www.scag.ca.gov