SB 375 in the SCAG Region
An Update from the Southland

The Evolving Story of SB 375
Amanda Eaken
Natural Resources Defense Council
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Overview of SCAG Region

- 18 million people, 6 counties, biggest in USA
- 6 million households
- 38,000 square miles
- The region will add 4 million people by 2035
- Draft SCS issued Dec 1, final adopted April, 2012
The New California Dream

- Sets the context for the SCSes.
- No demand for large lot
- All new growth should be near transit
Southern California Voters Are With Us

- NRDC, Move LA, American Lung Poll
- 800 voters, region wide
- 80% want more public transportation
- 74% support the SB 375 planning process
- Widening roads won’t solve congestion
- 14% of the money should be for bikes
- 2/3 want to live in walkable communities, would take a smaller home for shorter commute
“This is the first time in my professional career that we’ve had a real conversation about regional planning.”
- Riverside Mayor, Air Board Member, SCAG Councilmember, Ron Loveridge.

“We stand as a region or we fall as a region”
- Bert Hack, SCAG Councilmember
What’s to like about this plan?

- Responsive to market demand (68% vs. 39% MF)
- Equivalent of 94% of all new housing near transit
- Saves 400 square miles of open space
- Triples funding for bike/ped ($1.8B - $6B)
- Location Efficiency as a performance outcome for the first time
- 12 new subways in Los Angeles in 10 years
How does it perform?

- GHG reductions – 16% per capita
- 24% reduction in pollution-caused respiratory problems
- $1.5 billion in lower health costs
- 30% decrease in per capita delay
Where does this plan fall short?

- Rather than cut projects, assumes VMT fee
- $22 billion spent widening arterials
- Riverside County – 1.1 M people, only one major new transit project by 2035
- Frontloads roads, backloads maintenance, bike/ped, transit to some extent
## Phasing of investments

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<tbody>
<tr>
<td>New Roads (tolls, ITS)</td>
<td>31%</td>
<td>35%</td>
<td>17%</td>
<td>12%</td>
<td>14%</td>
<td>19%</td>
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<tr>
<td>Road Maintenance</td>
<td>8%</td>
<td>5%</td>
<td>13%</td>
<td>19%</td>
<td>20%</td>
<td>15%</td>
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<tr>
<td>New Transit</td>
<td>16%</td>
<td>16%</td>
<td>25%</td>
<td>20%</td>
<td>17%</td>
<td>19%</td>
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<tr>
<td>Transit Maintenance + TDM</td>
<td>25%</td>
<td>25%</td>
<td>23%</td>
<td>27%</td>
<td>32%</td>
<td>27%</td>
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<tr>
<td>Bike / Ped</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
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<tr>
<td>Freight</td>
<td>13%</td>
<td>8%</td>
<td>11%</td>
<td>10%</td>
<td>6%</td>
<td>9%</td>
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<tr>
<td>Other (Debt, Other)</td>
<td>6%</td>
<td>10%</td>
<td>10%</td>
<td>9%</td>
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How could it be improved before adoption in April?

- Move transit projects from strategic to constrained plan.
- Run buses more frequently to serve more people.
- Improve the phasing to build more transit, bike/ped earlier
- Commitment to fund compass blueprint program.
What state policy changes are needed to make SCAG SCS work?

- Cap and Trade revenue – for planning, transit
- Redevelopment 2.0 – to pay for infrastructure, and affordable housing
- Parking reform
Thank you

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SCAG versus the voters

**Public would spend**
- Expanding bike lanes and improving sidewalks and crosswalks: 14%
- Helping existing trains, buses and light rail run on-time: 17%
- Expanding public transportation such as trains, buses and light rail: 25%
- Repairing and maintaining existing roads and highways: 24%
- Expanding roads and highways: 20%

**RTP Draft would spend**
- Expanding public transportation such as trains, buses and light rail: 24%
- Repairing and maintaining existing roads and highways: 18%
- Expanding roads and highways: 24%
- Helping existing trains, buses and light rail run on-time: 33%
- Expanding bike lanes and improving sidewalks and crosswalks: 1%