



Economic Impact from Transportation Investment in Southern California

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Outline

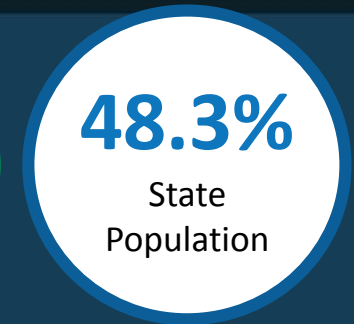


- Introduction of SCAG
- Introduction of Connect SoCal
- Components of the Economic Impact
- Input Variables
- Results (Job Creation Only)
- Conclusion

The SCAG Region



- Nation's Largest Metropolitan Planning Organization (MPO)
- 38,000 Square Miles
- Nation's Global Gateway for Trade
- Develops the Region's Long-Range Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal)



SCAG Deals with these Regional Issues



TRANSPORTATION



GOODS MOVEMENT



HOUSING



AIR QUALITY



SCS/LAND USE



FUNDING



LONG TERM GROWTH FORECAST



WATER

Connect SoCal - Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS)



What?



Why?

- Long-term Vision and Investment Framework
- Federal Requirement
 - Updated every 4 years to maintain eligibility for federal funding
 - Long Range: 20+ years into the future
 - Financially-constrained: Revenues = Costs
 - Passes regional emission standards (Conformity)
- State Requirement
 - Must meet SB 375 requirements (address GHG reductions)

- Transportation knows no boundaries
- Coordinate regional projects
- Facilitates regional/local competitiveness for funding
- Integrates transportation investments and land use strategies
- Allows any federally-funded or regionally-significant projects to maintain their eligibility for federal funding

Goals of Connect SoCal



Components of the Economic Impact from Connect SoCal



- Construction, Operation and Maintenance
 - Direct effects: Jobs that are created to build, operate and maintain transportation projects
 - Indirect effects: Jobs in companies that supply inputs for the direct jobs
 - Induced effects: Jobs created when employees in direct & indirect use their wages
- Network Efficiency Enhanced Economic Competitiveness
 - Improved labor market matching
 - Relocation of firms
 - Reduced congestion can increase labor supply through more in-migration due to amenity
 - Increased market

Input Variables - Transportation Investment

TABLE 8 FY2021–FY2045 RTP/SCS Expenditures (in Nominal Dollars, Billions)

RTP Costs	FY2021– FY2025	FY2026– FY2030	FY2031– FY2035	FY2036– FY2040	FY2041– FY2045	Total
Capital Projects and Other Programs	\$36.5	\$45.4	\$67.5	\$70.4	\$67.3	\$287.0
Arterials	\$7.1	\$4.8	\$4.2	\$4.1	\$0.7	\$20.8
Goods Movement (including Grade Separations)	\$4.6	\$10.2	\$9.1	\$22.3	\$19.6	\$65.7
High-Occupancy Vehicle/Express Lanes	\$1.4	\$2.8	\$3.3	\$3.4	\$2.6	\$13.6
Mixed-Flow and Interchange Improvements	\$2.7	\$1.7	\$1.7	\$1.4	\$2.8	\$10.3
Transportation System Management (including ITS)	\$1.4	\$1.5	\$3.3	\$3.8	\$3.7	\$13.7
Transit	\$10.8	\$13.9	\$20.4	\$13.5	\$8.1	\$66.8
Passenger Rail	\$4.6	\$6.5	\$14.5	\$9.3	\$18.3	\$53.2
Active Transportation*	\$1.7	\$2.3	\$4.2	\$4.9	\$4.4	\$17.7
Transportation Demand Management	\$0.7	\$0.2	\$2.4	\$2.4	\$1.7	\$7.3
Other**	\$1.5	\$1.5	\$4.3	\$5.4	\$5.3	\$18.1
Operations and Maintenance	\$35.9	\$44.9	\$57.4	\$77.8	\$100.0	\$316.0
State Highways	\$8.5	\$10.2	\$12.2	\$17.1	\$20.0	\$68.0
Transit	\$20.5	\$24.9	\$31.8	\$41.2	\$55.4	\$173.9
Passenger Rail	\$2.0	\$2.7	\$4.3	\$7.5	\$10.1	\$26.6
Regionally Significant Local Streets and Roads	\$4.8	\$7.1	\$9.1	\$12.0	\$14.4	\$47.5
Debt Service	\$5.2	\$6.6	\$7.8	\$8.9	\$7.0	\$35.6
Cost Total	\$77.6	\$97.0	\$132.7	\$157.0	\$174.3	\$638.6

Input Variables – Network Improvement



- SCAG's regional travel forecasting model is used to generate following inputs for the REMI TranSight model (by mode/ time for Baseline vs Plan).
 - Vehicle miles traveled (VMT),
 - Vehicle hours traveled (VHT),
 - Number of trips

TranSight models economic competitiveness in five categories

- Commuting costs (VHT/trip for auto – avg. commuting time)
- Accessibility costs (Trips/VHT for truck – avg. deliver per hour)
- Transportation costs (VMT/VHT for truck – avg. speed for delivery)
- Amenity (VMT for Emissions Cost and Safety Cost for each mode, VHT/Trip for Value of Time for each mode)
- Operating costs (VMT for auto/truck – consumption reallocation)

Input Variables - Network Improvement in 2045 (Summary)

	Mode	Trip	VMT (PMT)	VHT (PHT)	Trip Mode Share
Baseline	Auto	50,564,277	437,105,747	13,328,690	94.1%
Baseline	Truck	1,285,125	22,732,343	548,229	2.4%
Baseline	Transit	1,893,533	20,099,442	2,125,440	3.5%
Plan	Auto	49,019,227	421,471,923	11,737,864	92.1%
Plan	Truck	1,284,800	22,586,593	488,008	2.4%
Plan	Transit	2,943,545	32,775,184	3,192,958	5.5%

Results – Employment Impact from Investment (thousand)

	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Average per year
Imperial	0.3	0.5	0.4	0.7	0.1	0.4
Los Angeles	78.8	74.1	90.2	76.3	62.7	76.4
Orange	31.4	31.5	35.9	37.2	38.3	34.9
Riverside	29.5	26.4	27.1	31.7	41.1	31.2
San Bernardino	16.8	14.4	15.3	22.6	24.2	18.7
Ventura	4.6	5.1	6.6	6.7	5.0	5.6
SCAG Region	161.4	151.9	175.6	175.2	171.5	167.1

Results – Employment Impact from Enhanced Economic Competitiveness



	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Average Per Year
Imperial	0.2	0.4	0.6	0.9	1.2	0.7
Los Angeles	30.1	78.7	129.1	164.9	190.9	118.7
Orange	7.5	19.1	31.2	42.2	53.0	30.6
Riverside	7.9	20.8	33.6	44.9	55.3	32.5
San Bernardino	1.6	5.0	8.8	16.4	26.5	11.7
Ventura	0.1	0.3	0.5	1.9	4.2	1.4
SCAG Region	47.3	124.3	203.8	271.3	331.0	195.5

Results – Total Employment Impact



	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Average per year
Imperial	0.4	0.9	1.1	1.6	1.3	1.1
Los Angeles	108.9	152.7	219.3	241.3	253.5	195.1
Orange	38.9	50.6	67.1	79.4	91.3	65.5
Riverside	37.4	47.2	60.8	76.6	96.4	63.7
San Bernardino	18.5	19.4	24.1	39.1	50.7	30.3
Ventura	4.6	5.4	7.1	8.7	9.2	7.0
SCAG Region	208.7	276.2	379.4	446.5	502.5	362.7

Summary



The Connect SoCal outlines a transportation infrastructure investment strategy that will impact Southern California, and beyond.

Over the 2021–2045 period, the Connect SoCal calls for the spending of more than \$ 603 billion on transportation improvement projects.

The findings show that over the 25-year period and six-county SCAG region, the plan will generate 362,700 employment gains annually.

A well-functioning transportation system can make the region a more attractive place for firms to do business, and enhance the economic competitiveness of the SCAG region.

WE'RE PLANNING FOR 2045





Thank You!

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