



**AGENDA ITEM 1**  
**REPORT**

Southern California Association of Governments  
September 7, 2023

**To:** Joint Meeting of the Policy Committees (JPC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Sarah Dominguez, Planning Supervisor  
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**Subject:** Connect SoCal 2024: Draft Plan Preview and Release

**RECOMMENDED ACTION:**

Recommend that the Regional Council approve release of the draft 2024 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment.

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY**

*In November, SCAG staff will seek the approval of the Regional Council to release the draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 for public review and comment, including the associated transportation conformity analysis. This staff report and associated presentation provides an overview of the draft Connect SoCal 2024, or "Plan" and serves to provide an overview of the key plan elements, including the inputs, assumptions, policies and strategies in the draft Plan.*

**Background**

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes into account all modes of transportation and is accomplished through a "continuing, cooperative and comprehensive" (the 3 C's) planning approach, which is also performance-driven and outcome based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the Plan must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG

prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)).

SCAG anticipates seeking adoption of the final Connect SoCal 2024 in April of 2024. Adhering to this timeline will ensure that the SCAG region can maintain federal transportation conformity—thus enabling continued federal funding for critical transportation projects. Adopting a final Plan that also achieves the regional GHG emission reduction target will be necessary to enable continued state funding for projects through the Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP). These state programs have funded about \$1.5 billion in projects since the adoption of Connect SoCal 2020.

#### **Draft Connect SoCal 2024**

Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS- or “the Plan”), represents a snapshot in time. Based on what we know today, the Plan outlines our vision for addressing our current challenges and achieving our regional goals. Every four years, the region has the opportunity to monitor our progress, readjust our vision, assess new challenges and articulate new goals.

This Plan reflects a continuum of progress across each planning cycle by building upon the steps taken by local agencies to complete projects and the policy leadership through SCAG’s Policy Committees special subcommittees. While the Plan remains focused on its core responsibilities and requirements of regional transportation planning that is comprehensive and integrated with the development of a Sustainable Communities Strategy, it also encompasses a holistic approach to the programs and strategies that support success of the RTP/SCS, such as workforce development, broadband, and mobility hubs.

The draft plan will be comprised of six chapters and 15 supporting Technical Reports:

- **Chapter 1: Executive Summary:** Overview of the Plan
- **Chapter 2: Our Region Today:** Summary of existing conditions, trends and challenges facing the region.
- **Chapter 3: Our Plan:** Summary of Plan elements including transportation investments and the forecasted development pattern, Regional Planning Policies, and Implementation Strategies.
- **Chapter 4: Financial Summary:** Sources and structures of funding that will support implementing the Plan.
- **Chapter 5: Measuring Our Progress:** Analysis of Plan performance in 2050 including equity and GHG emission reductions.

- **Chapter 6: Supplementals:** Additional references documents including Glossary and Requirements.

Technical Reports include:

- Aviation and Airport Ground Access
- Congestion Management
- Transportation Finance
- Transportation Conformity Analysis
- Goods Movement
- Equity Analysis
- Performance Monitoring
- Project List
- Public Participation and Consultation
- Mobility
- Economic Impact Analysis
- Demographics and Growth Forecast
- Land Use and Communities
- Housing
- Travel and Tourism

### **Connect SoCal 2024 Development**

SCAG develops Connect SoCal in collaboration with hundreds of stakeholders, input from thousands of Southern Californians, and leadership from 149 Policy Committee members and Regional Council members. The transportation projects and investments included in Connect SoCal are sourced primarily from project lists submitted from County Transportation Commissions and supplemented by a set of regional strategic investments. To understand the existing and potential future development pattern of the region, SCAG reached out to all 197 jurisdictions in Southern California to understand their land uses, plan designations, and growth outlooks. Throughout the development of the Plan policies, strategies, and technical and analytical elements, SCAG staff met with various public agency staff and other stakeholders through regular Technical Advisory Committees and Working Groups.

The process for developing the plan follows four main phases:

**Foundations and Frameworks (2021-2022):** During this phase, SCAG staff sought direction from the Regional Council and Policy Committees on the priorities for the upcoming plan. SCAG adopted its Subregional Sustainable Communities Strategy Framework and Guidelines. SCAG began to meet with a demographic panel of experts to prepare the regional growth forecast and began engaging with stakeholders on updated plan goals.

**Data Collection and Policy Development (2022-2023):** During this phase, SCAG staff reviewed thousands of planning documents, collected data updated plan inputs and assumptions. The Regional Council and Policy Committees met regularly to provide direction for SCAG’s work. In June 2022, SCAG’s Regional Council adopted the Policy Development Framework for Connect SoCal 2024 that confirmed the direction for the plan and established three Special Subcommittees to support plan policy development. The development process included engaging with each County Transportation Commission to develop the Project List and consulting with local jurisdictions on the forecasted regional development pattern during the Local Data Exchange process.

**Outreach and Analysis (2023):** Throughout Plan development, SCAG engaged with hundreds of stakeholders through Regional Planning Working Groups and Technical Advisory Committees. These groups consisting of representatives from state, federal and local governments, plus subject-matter experts, helped provide input and advice on many elements of Plan development. In Spring 2023, SCAG hosted 20 in-person and seven virtual open-house-style workshops. SCAG partnered with 16 Community Based Organizations, attended 20 pop-up events and collected over 3,600 survey responses. During this phase, SCAG staff also analyzed the input provided by County Transportation Commissions and local jurisdictions and modeled these inputs along with other policies and assumptions.

**Draft Plan and Plan Adoptions (2023-2024):** During this phase, SCAG releases a draft Plan for public review and comment. At the close of the public comment period, SCAG staff will assess and respond to the comments received and make any necessary updates to the plan policies, inputs or assumptions in order to prepare a final Plan to be considered for adoption by SCAG’s Regional Council.

#### **Progress since Connect SoCal 2020**

Since Connect SoCal was adopted in 2020, transportation agencies and local jurisdictions have taken actions to implement the plan.

In housing, we have seen the positive impact that funding, collaboration, capacity building, and action at the local level can have to spur housing policies that align with the Connect SoCal growth vision and increased housing production. In March 2021, SCAG adopted its 6<sup>th</sup> cycle Regional Housing Needs Assessment (RHNA), based on Connect SoCal’s growth vision by allocating units to cities and counties with the greatest job and transit access. To assist local jurisdictions through the RHNA and Housing Element update processes, the State created the Regional Early Action Planning (REAP) program in 2019 and the REAP 2.0 program in 2021. These actions represent the first time the State provided funding to regions to conduct the RHNA program and support regional housing planning efforts.

Over the past three years, SCAG has used its REAP 1 grant funding to provide technical assistance to local jurisdictions, create development streamlining initiatives and develop a housing leadership academy, all to stimulate housing development in the Southern California region. These planning efforts are already paying dividends, with 113 of the SCAG region's cities and counties having fully compliant Housing Elements. These 113 Housing elements represent newly identified, developable sites for over 1,000,000 new housing units in Southern California across all affordability levels. The adoption of housing elements across the region is a clear indication of how the region can realize the Connect SoCal growth vision.

For transportation, County Transportation Commissions have completed system improvements that have expanded multimodal travel options in the region. A few of the major projects completed since the adoption of Connect SoCal include but are not limited to the I-8 Imperial Avenue Interchange, the I-15 Express Lanes, the Redlands Rail Arrow Service and the LA Metro Regional Connector. SCAG adopted the 2023 Federal Transportation Improvement Program (FTIP) in October 2022. SCAG prepares the FTIP every two years to implement projects and programs listed in the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The FTIP identifies specific funding sources and fund amounts for each project with the purpose of implementing Connect SoCal. Since Connect SoCal was adopted in 2020, SCAG gained new responsibility for the selection of transportation projects to be funded with certain federal revenue sources. SCAG's project selection process follows a performance-based evaluation and selection approach and ensures that selected projects further Connect SoCal goals.

### **Vision and Goals**

The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements and the emerging trends and persistent challenges facing the region. SCAG then engaged with stakeholders and members of the public on a draft vision for Connect SoCal in 2050 and a set of draft goals.

Reflecting that input, SCAG's vision for Southern California in the year 2050 is "A healthy, prosperous, accessible and connected region for a more resilient and equitable future."

The following goals and subgoals will help SCAG to achieve this vision:

#### ***Mobility:*** Build and maintain a robust transportation network

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities
- Support planning for people of all ages, abilities, and backgrounds

*Communities:* Develop, connect and sustain communities that are livable and thriving

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

*Environment:* Create a healthy region for the people of today and tomorrow

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

*Economy:* Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all residents

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities

### **Plan Trends and Assumptions**

Understanding the context of regional planning includes considering the historical circumstances that led to the transportation system and built environment that exist today, as well as broader economic and technological trends. Since the adoption of the last plan, SCAG has been tracking several trends disrupted by the COVID-19 pandemic, such as changes to how we move around the region and the pace of housing production. Many disrupted trends have returned to pre-pandemic levels, while other contexts like climate and technology continue to change.

#### *Policy Roots of Inequality and Steps Towards Fairness*

As a regional planning organization, understanding the disparities and inequities resulting from geography and the built environment are central to SCAG's work to plan for a more racially just and equitable future. Prior to the final adoption of Connect SoCal, in July 2020, SCAG's Regional Council made a commitment to advancing justice, equity, diversity and inclusion throughout the region (Resolution 20-623-2).

For the region to become healthy, livable, sustainable and economically resilient, SCAG recognized that it would need to dramatically improve outcomes for low-income families and people of color. To that end, SCAG's core function—its planning work—must directly address the long-standing systemic and institutional barriers that have fostered inequities in health, wealth and opportunities.

SCAG adopted its Racial Equity Early Action Plan in May 2021 to help facilitate the consistent integration of equity into its planning work. The Racial Equity Early Action Plan provides a definition of equity and establishes goals, strategies and a set of “early actions” to advance racial equity through SCAG’s policies, practices and activities. SCAG developed a Racial Equity Baseline Conditions Report, first released in March 2021 and updated in November 2022, to develop a deeper understanding of disparities and monitor progress toward addressing them by providing a snapshot of current existing inequitable conditions. In 2022 and 2023, equity’s integration into Connect SoCal was prioritized through the convening of the Racial Equity & Regional Planning Subcommittee. The Subcommittee recommended that Connect SoCal 2024 function as a vehicle to promote racial equity, to address the historic impacts of systemic racism, and coordinate and implement equity-centered activities across the region.

#### *Regional COVID-19 pandemic recovery*

The COVID-19 pandemic impacted the way we live, work and play in the region—and we are still feeling those impacts today. When SCAG’s Regional Council adopted Connect SoCal 2020 for all purposes in September 2020, they affirmed aligning Plan implementation with pandemic recovery and identified emerging trends to be monitored alongside future planning, like Connect SoCal 2024. The following are the key disruptions to the region that SCAG has been tracking since 2020. SCAG monitored these elements alongside Plan development in order to apply relevant updates to our inputs and assumptions. The changes and challenges are continuing to evolve.

**Housing crisis:** The COVID-19 pandemic and the corresponding economic fallout exacerbated the housing crisis and, for communities of color widened the economic gap. While early concerns focused on the stalling of housing construction, the more immediate crisis became employment loss—particularly for low-income households—that resulted in a growing number of households falling behind on their mortgage or rent. To minimize this, local, state and federal policymakers prioritized urgent pandemic needs and responses, such as mortgage relief policies and foreclosure and eviction moratoria. While this had a beneficial impact on households at risk for displacement, it shifted housing priorities away from those that increased housing supply<sup>1</sup>.

**Demographic shifts:** The region’s population growth was already slowing during the 2010s due to lower fertility rates and having more out-migration than in-migration. The pandemic provided additional shocks – a near-zero level of foreign immigration, fewer births, and excess deaths from the pandemic itself. While these shocks appear to be dissipating substantially, the region’s population growth became negative between 2019 and 2023.

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<sup>1</sup> Consumer Financial Protection Bureau (2021). *Housing insecurity and the COVID-19 pandemic*. [https://files.consumerfinance.gov/f/documents/cfpb\\_Housing\\_insecurity\\_and\\_the\\_COVID-19\\_pandemic.pdf](https://files.consumerfinance.gov/f/documents/cfpb_Housing_insecurity_and_the_COVID-19_pandemic.pdf).



**Goods movement:** Supply chains were disrupted on a global scale, leading to severe bottlenecks at ports and cascading bottleneck and congestion issues further across the entire goods movement system—from railyards to industrial warehouses and distribution centers.

**Transit ridership:** While vehicle miles traveled (VMT) and congestion have returned to pre-pandemic levels, transit/rail ridership has rebounded unevenly. These transit/rail ridership declines have resulted in reduced farebox recovery and impacts to operations budgets—and there is widespread concern that transit/rail operators are fast approaching a fiscal cliff. Many transit operators remain uncertain of what the longer-term future “normal” may look like, particularly if remote working remains a norm for discretionary riders who tend to take rail. Returning riders are apprehensive about their safety and security as they resume using transit/rail services.

**Active transportation:** During the pandemic, the region saw an increased use of active transportation (i.e., bicycling, walking, rolling, etc). Bicycling and walking were regarded as reliable and resilient options because they enabled physical distancing and carried a low risk of contracting or spreading COVID-19.<sup>2</sup> The increase in bicycling was reflected in the higher demand for bicycles and in bicycle sales figures. According to market research company NPD Group, sales of bicycles between April 2020 and April 2021 were up by 57 percent in the United States.<sup>3</sup> Numerous communities reconsidered how public space was allocated and several prioritized opening up streets to bicyclists and pedestrians to make it easier to physically distance from others while traveling to essential businesses and engaging in recreation.<sup>4</sup> However, at the start of the pandemic, most dockless, shared micromobility providers temporarily withdrew from the public space.

**Tele-everything:** Relying on remote work and school (e-learning) as primary ways to physically distance exposed the region’s digital divide of those who have access to reliable internet and those who do not. The internet, computers and smartphones have provided unprecedented access to information and have helped transform our relationship to transportation. Although many residents have benefited from these advancements, a significant portion of the population remains unconnected. Currently 10 percent of residents across the region lack broadband. This disparity is more pronounced in certain populations. For example, the lack of broadband rises to 20 percent of adults aged 65 and

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<sup>2</sup> Francke, A. (2022). Cycling during and after the COVID-19 pandemic. *Advances in Transport Policy and Planning*, 10, 265–290. <https://doi.org/10.1016/bs.atpp.2022.04.011>

<sup>3</sup> Sorenson, D. (2021, September 23). *The Cycling Market Pedals Ahead in 2021*. NPD Group. <https://www.npd.com/news/blog/2021/the-cycling-market-pedals-ahead-in-2021>

<sup>4</sup> National Association of City Transportation Officials (NACTO). (2021). *Streets for Pandemic Response & Recovery*. [https://nacto.org/wp-content/uploads/2020/09/Streets\\_for\\_Pandemic\\_Response\\_Recovery\\_Full\\_20-09-24.pdf](https://nacto.org/wp-content/uploads/2020/09/Streets_for_Pandemic_Response_Recovery_Full_20-09-24.pdf)



older and 70 percent of those without internet are concentrated in low income households.<sup>5</sup> As we recover from the pandemic, faster broadband speeds and better devices will become increasingly essential, and the disparities between those who have access and those who do not will continue to widen. While broadband access may seem to be an issue that primarily affects individual quality of life, it is crucial infrastructure that supports technological advancements in the mobility ecosystem. That’s why in February 2021, SCAG’s Regional Council adopted the Broadband Access Resolution (Resolution No. 21-629-2) and resolved to bridge the digital divide in underserved and unserved communities.

**Traffic Congestion:** VMT and congestion have returned to pre-pandemic levels, yet our travel patterns are shifting both spatially and temporally. Despite the fact that increased working from home has reduced the region’s historic peak–commute congestion (“rush hour”), workers continue to drive for other household-serving and personal trips throughout the day. In particular, the afternoon “peak” period of travel has lengthened. Most trips are occurring now during the early afternoon and in locations associated with the rise of working from home and school pickup/dropoff.<sup>6</sup>

### *Rethinking the Workplace*

During the early stages of the pandemic, California implemented multiple measures to mitigate the spread of the virus. Remote working rates rose abruptly and dramatically. Prior to the pandemic’s start, most workers spent the bulk of their time working outside of their homes, but once the pandemic was well underway, close to half of all employees were working remotely. Based on American Community Survey 1-year samples, the percentage of workers ages 16 and over who worked from home was just over six percent in the SCAG region in 2019 but by 2021 this figure had jumped to 19 percent<sup>7</sup>. This change in behavior had an outsized impact on downtown areas, which relied on increased daytime populations to support local businesses.

“Work from home” can be defined as working outside the traditional office or workplace, usually at home. However, this can also more broadly describe when people work remotely while traveling, at client/customer workplaces, libraries, co-working spaces and other internet-accessible locations.

Across the entire SCAG region, the share of jobs that can be performed at home is 36.7 percent. This is only slightly greater than the national share of 36.4 percent but varies widely across the region, with one of the nation’s highest shares in Los Angeles and Orange counties (50.5 percent)

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<sup>5</sup> Dingel, J. I., & Neiman, B. (2020). How many jobs can be done at home?. *Journal of public economics*, 189, 104235.

<sup>6</sup> Speroni, S., Siddiq, F., Paul, J., & Taylor, B. (2022). Peaked Too Soon? Analyzing the Shifting Patterns of PM Peak Period Travel in Southern California. UCLA Institute of Transportation Studies Working Paper.

<sup>7</sup> American Community Survey 1-year samples for 2006, 2012, 2019, and 2021, Table DP03.

and one of the nation's lowest in Riverside and San Bernardino Counties (30.1 percent)<sup>8</sup>. For the purposes of this Plan, SCAG is assuming roughly 22-25 percent of workdays will be conducted at home through 2050.

While these relationships are driven by the nature of the work in each of these sectors, a regional plan must consider how balance should be sought between the needs of remote workers, who are largely in higher-wage occupations, and the needs of commuting, on-site workers who are more likely to be in low-wage occupations. Some literature suggests that while flexible work schedules and telecommuting may reduce (or, in the case of satellite offices, reroute) single occupancy vehicle (SOV) commute trips, they likely increase SOV trips for other-purposes, such as errands and trips for lunch while an employee is working from home (although not necessarily during peak congestion periods). This is known as the rebound effect.<sup>9</sup>

Working from home has long been part of the planner's toolbox for reducing travel. The significant rise of working from home following the pandemic, and the changing travel patterns which have resulted, underscore the importance of pursuing strategies that offer more transportation options for non-work trips in particular. A key component of this is fostering more connected and accessible communities that allow a wide range of trips to be accomplished within a short distance or via alternative modes.

#### *Emerging Technology*

New and emerging technologies have had a significant impact on the transportation sector, transforming various aspects of mobility, efficiency, safety and user experience. These technologies include advancements in vehicle technology, like electric vehicles and automated vehicles, as well as advancement in travel planning and safety systems, such as Mobility as a Service and Advanced Driver Assistance Systems.

#### *Clean Energy Transition*

The state of California is a leader in the national and global reduction in climate pollutants and deployment of clean technologies and fuels. Recent regulations passed by the California Air Resources Board (CARB) have put us on a path to cleaner buses, trucks and passenger vehicles.

The state and our region are on the precipice of a major shift in the transportation sector. Supporting this transition will have significant implications for the planning and designing of the built environment, as we must ensure that refueling or recharging infrastructure is available and that the power grid can support the refueling of our cleaner fleets. This transition also has fiscal implications as sales and excise tax receipts for fuel sales will decline over time. The transition will

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<sup>8</sup> Dingel, J. I., & Neiman, B. (2020). How many jobs can be done at home?. *Journal of public economics*, 189, 104235

<sup>9</sup> Caldarola, B., & Sorrell, S. (2022). Do teleworkers travel less? Evidence from the English National Travel Survey. *Transportation Research Part A: Policy and Practice*, 159, 282–303. <https://doi.org/10.1016/j.tra.2022.03.026>

also have economic and social impacts as gas stations predominately owned by immigrants—may become obsolete.

### *Climate Change*

By the year 2050, the region is projected to face numerous challenges and pressures due to climate change, including heightened risks of intense wildfires, droughts, extreme heat, extreme rain, rising sea levels and seismic events. The region is already experiencing extreme climate-related events more frequently, such as air quality degradation, inland flooding, the destruction of homes and infrastructure from wildfires, landslides from torrential rainstorms, coastal flooding from sea level rise, and urban heat island effects from unusually high temperatures. These conditions have detrimental effects on the region's communities and will adversely impact the quality of the air we breathe, availability of essential resources like water and energy, safety of neighborhoods, stability of the economy—as well as the transportation system and the people and businesses who depend upon it.

In recognition of the importance of addressing such challenges, a resilience lens was used throughout the development of the Plan to consider and address shocks and stressors facing the region.

### **Plan Solutions**

The Plan represents the vision for the region and reflects the planned transportation investments, policies and strategies that will integrate with the forecasted development pattern to achieve the Plan's goals. The Plan includes robust financial analysis that considers operations and maintenance costs to ensure our existing transportation system's reliability, longevity, resilience, and cost-effectiveness.

It includes information collected from local agencies, like project lists from County Transportation Commissions, and future land use and growth information from local jurisdictions. These provide the foundation for the Plan elements and the shape of where we're headed. However, there is a gap between what we *can* achieve from this bottom-up process and what we *must* achieve to meet our performance requirements or reach our goals. This gap is addressed through a set of Regional Strategic Investments, supported by Regional Planning Policies and Implementation Strategies.

Elements of the Plan include:

- **Regional Planning Policies:** These policies provide guidance for integrating land use and transportation planning in order to realize the vision of Connect SoCal. They offer a resource by which CTCs or local jurisdictions, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS .

- **Project List:** The project list details every plan investment. This is a key input from County Transportation Commissions on their planned near-term and long-term projects.
- **Forecasted Regional Development Pattern:** SCAG develops a forecasted development pattern that details where future jobs and housing will be located, based on expert projection, existing planning documents, regional policies and review by local jurisdictions.
- **Regional Strategic Investments:** These investments, which are funded by new revenues, are necessary to supplement the local input received from CTCs and local jurisdictions in order to reach performance targets and goals.
- **Implementation Strategies:** These Implementation Strategies include areas where SCAG will lead, partner, or support other responsible parties. SCAG's methods of implementation can vary from convening, research, or resource roles, depending on the specific strategy.

See the "Plan Elements Summary" attachment for more details.

### Plan Analysis

The performance-based planning process used in the development of Connect SoCal provides the means to objectively assess how well the comprehensive program of regional multimodal transportation system investments, strategies, and policies included in Connect SoCal perform relative to the achievement of the regional goals and meeting state and federal requirements.

The Plan Performance Assessment process uses a set of quantitatively defined performance measures that are modeled by SCAG to determine how the Plan performs in comparison to projected regional conditions in the year 2050 if the Plan were not implemented. The performance measures used in this process are defined to reflect the regional goals established by Connect SoCal. Plan implementation benefits include: reduced travel delay, reduced truck delay, increased transit boardings per capita, reduced single occupancy mode share.

The Equity Analysis evaluates the potential impacts of the implementation of the Plan on communities, including both protected populations defined by federal regulation and priority communities identified by SCAG and regional stakeholders. Disparities across racial, ethnic and income groups exist within the region. Implementation of the plan is not expected to cause further disproportionate or adverse impacts on low-income or people of color in most performance areas. Equitable outcomes are dependent on how each project and policy of the Plan is implemented.

Transportation Conformity must be demonstrated for the Plan pursuant to the federal transportation conformity regulations. Connect SoCal 2024 is anticipated to pass the four required transportation conformity tests: (1) regional emissions analysis; (2) fiscal constraint; (3) timely implementation of transportation control measures; and (4)

interagency consultation and public involvement. The draft transportation conformity analysis will be included as part of the draft Plan document for public review and comment.

California Environmental Quality Act (CEQA) requires a lead agency to evaluate and disclose potential environmental impacts and mitigate significant environmental impacts. As the CEQA lead agency for Connect SoCal 2024, SCAG is developing a Program Environmental Impact Report (PEIR). PEIR is the appropriate type of CEQA document for a regional plan and includes a region-wide, first-tier, programmatic level environmental assessment pursuant to the State CEQA Guidelines.

Per SB 375, the SCAG region has a target to reduce GHG emissions from passenger vehicles by 19 percent from 2005 levels by 2035. SCAG has continued to achieve this target by relying on a range of strategies including but not limited to land use, investments in transit and user fees/pricing. One of the significant changes to SCAG's GHG emission reduction calculation is related to CARB's passage of Advanced Clean Cars II. While this represents significant and positive progress for the state of California in achieving our statewide GHG emission reductions, in terms of SB 375 requirements, CARB staff have indicated that MPOs like SCAG are more limited in our ability to take credit for EV related strategies. SCAG staff have made late adjustments to expand and enhance our policies and investments in other areas to ensure that our plan can meet the target while we continue the conversation with CARB to account for the benefits provided by SCAG's commitment to a clean transportation transition.

### **Next steps**

In November, SCAG staff will seek approval from the Regional Council to release the draft Connect SoCal 2024, including the associated draft transportation conformity analysis, for public review and comment. On a parallel and separate track, SCAG staff will seek approval from the Energy and Environment Committee and the Regional Council on the same day to release the associated draft PEIR for public review and comment within 30 days of the draft Plan release. During the Plan's public review and comment period, SCAG will hold briefings with elected officials in each County of the region and hold at least three public hearings. The comment periods for the Plan and PEIR are scheduled to end on the same day on January 12, 2024. At that time, SCAG staff would respond to all comments and make relevant adjustments, if needed, and seek approval of the final Connect SoCal 2024, including the associated final transportation conformity analysis and the final PEIR in April 2024.

### **FISCAL IMPACT:**

Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).



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**ATTACHMENT(S):**

1. Draft Connect SoCal 2024: Plan Elements Summary
2. PowerPoint Presentation - Draft Connect SoCal 2024

# Draft Connect SoCal 2024: Plan Elements Summary

In advance of the full draft Connect SoCal 2024 that is anticipated to be released in late October 2023, this document serves to disclose the key elements of Connect SoCal 2024. The key elements of Connect SoCal 2024 are:

- 1. **Regional Planning Policies:** These policies provide guidance for integrating land use and transportation planning in order to realize the vision of Connect SoCal. They offer a resource by which CTCs or local jurisdictions, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS .
- 2. **Project List:** The project list details every plan investment. This is a key input from County Transportation Commissions on their planned near-term and long-term projects.
- 3. **Forecasted Regional Development Pattern:** SCAG develops a forecasted development pattern that details where future jobs and housing will be located, based on expert projection, existing planning documents, regional policies and review by local jurisdictions.
- 4. **Regional Strategic Investments:** These investments, which are funded by new revenues, are necessary to supplement the local input received from CTCs and local jurisdictions in order to reach performance targets and goals.
- 5. **Implementation Strategies:** These Implementation Strategies include areas where SCAG will lead, partner, or support other responsible parties. SCAG’s methods of implementation can vary from convening, research, or resource roles, depending on the specific strategy.

## 1. Regional Planning Policies

The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multimodal transportation investments and local development that aligns with the regional growth vision. The policies also incorporate recent discussions and direction from SCAG’s Regional Council, Policy Committees and special subcommittees. The Regional Planning Policies serve as a resource for County Transportation Commissions (CTCs) and local jurisdictions. They can refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy when seeking resources from state or federal programs. The below Regional Planning Policies were approved by the Regional Council in July 2023.

# Mobility

## System Preservation and Resilience

- 1. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle
- 2. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)



### **Complete Streets**

3. Pursue the development of complete streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)
4. Ensure the implementation of complete streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.)
5. Facilitate the implementation of complete streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery
6. Support implementation of complete streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

### **Transit and Multimodal Integration**

7. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety
8. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity
9. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations
10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities
11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions

### **Transportation System Management**

12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network

### **Transportation Demand Management**

14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)

15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors

16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD’s Rule 2202)

### **Technology Integration**

17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health, and other quality-of-life opportunities for all residents within the SCAG region

18. Advocate for data sharing between the public and private sectors to effectively evaluate the services’ benefits and impacts on communities while protecting data security and privacy

19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders

20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security

21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure

### **Safety**

22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system

23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities

24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported

25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs

### **Funding the System/User Fees**

26. Promote stability and sustainability for core state and federal transportation funding sources

27. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits

28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs
29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources
30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery
31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience

## Communities

### **Priority Development Areas**

32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities
33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled

### **Housing the Region**

35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities
37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities

41. Support efforts to increase housing and services for people experiencing homelessness across the region

### **15-Minute Communities**

42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses

43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality

44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options

### **Equitable Engagement and Decision-Making**

45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term

46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice

47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes

## **Environment**

### **Sustainable Development**

48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience

49. Implement the Forecasted Regional Development Pattern of Connect SoCal 2024, consisting of household and employment projections that have been reviewed and refined by jurisdictions and stakeholders to advance this shared framework for regional growth management planning

50. Support communities across the region to advance innovative sustainable development practices

51. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability

### **Air Quality**

52. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts

- 53. Support investments that reduce hazardous air pollutants and greenhouse gas emissions
- 54. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities

### **Clean Transportation**

- 55. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable
- 56. Promote equitable use of and access to clean transportation technologies so that all may benefit from them
- 57. Consider the full environmental life-cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity
- 58. Maintain a technology-neutral approach in the study of, advancement of, and investment in clean transportation technology

### **Natural and Agricultural Lands Preservation**

- 59. Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region
- 60. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding
- 61. Support regional conservation planning and collaboration across the region
- 62. Encourage the protection and restoration of natural habitat and wildlife corridors
- 63. Encourage the conservation of agricultural lands to protect the regional and local food supply and the agricultural economy
- 64. Encourage policy development of the link between natural and agricultural conservation with public health

### **Climate Resilience**

- 65. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened
- 66. Support local and regional climate and hazard planning and implementation efforts
- 67. Support nature-based solutions to increase regional resilience of the natural and built environment
- 68. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment

69. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment

## Economy

### **Goods Movement**

70. Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail

71. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure

72. Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable

73. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts

74. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region

### **Broadband**

75. Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably

76. Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and “tele-everything” strategies that reduce vehicle miles traveled, optimize efficiency and accommodate future growth of regional economies

77. Encourage investments that provide access to digital activities that support educational, financial and economic growth

78. Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor institutions and local businesses

79. Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral

80. Use a bottom-up approach to identify and support a community’s broadband needs

### **Universal Basic Mobility**

81. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services.

82. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers.

## **Workforce Development**

- 83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- 84. Encourage inclusive workforce development that promotes upward economic mobility
- 85. Support entrepreneurial growth with a focus on underrepresented communities
- 86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- 87. Inform and facilitate data-driven decision-making about the region's workforce

## **Tourism**

- 88. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation
- 89. Encourage the reduced use of cars by visitors to the region by working with state, county and city agencies to highlight and increase access to alternative options, including transit, passenger rail and active transportation



## 2. Project List

The draft Connect SoCal 2024 includes thousands of projects, totaling over \$750 billion in investments.

### Expenditures FY 2025 - FY 2050 (in nominal dollars, billions)

Costs	Total
<b>Capital Projects and Other Programs</b>	<b>\$280</b>
Arterials	\$25
Goods Movement (including Grade Separations)	\$65
High-Occupancy Vehicle/Express Lanes	\$11
Mixed-Flow and Interchange Improvements	\$12
Transportation System Management (including ITS)	\$12
Transit	\$53
Passenger Rail	\$45
Active Transportation	\$29
Transportation Demand Management	\$17
Other*	\$11
<b>Operations and Maintenance</b>	<b>\$450</b>
State Highways	\$75
Transit	\$244
Passenger Rail	\$43
Regionally Significant Local Streets and Roads**	\$88
<b>Debt Service</b>	<b>\$20</b>
<b>Cost Total</b>	<b>\$750</b>

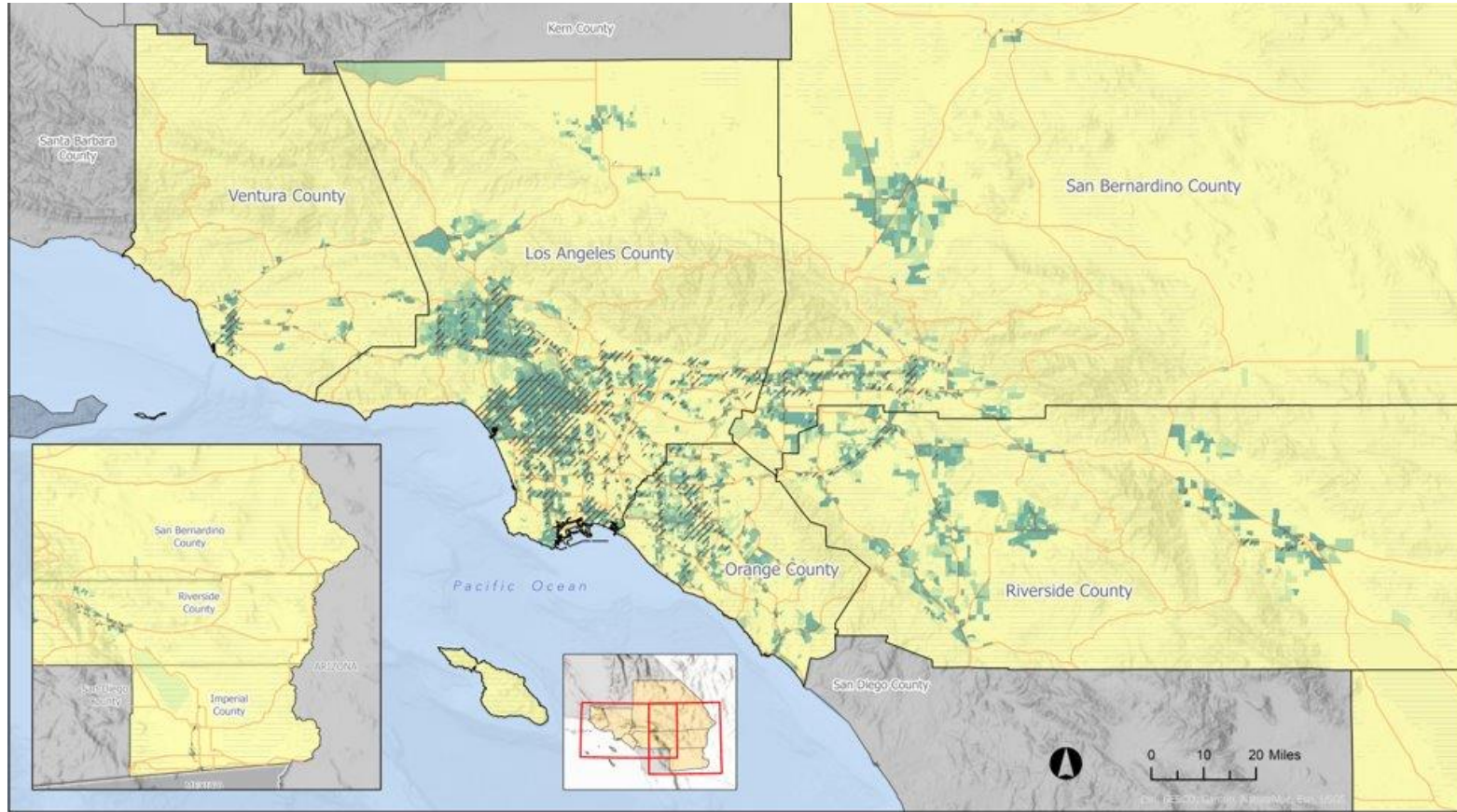
Note: Numbers may not sum to total due to rounding

\* Includes Mobility Equity Fund, Regional Advance Mitigation, and Others

\*\* Includes \$9 billion for active transportation in addition to capital project investment level of \$29 billion for a total of \$38 billion for active transportation improvements

### 3. Forecasted Regional Development Pattern

SCAG develops a forecasted development pattern that details where future jobs and housing will be located, based on expert projection, existing planning documents, regional policies and review by local jurisdictions. The small-area forecast of households and employment is developed at the jurisdiction and Tier 2 Transportation Analysis Zone (TAZ) levels. This zone system is uniquely designed to allow highly detailed traffic analysis and predictions through the use of SCAG’s modeling tools.



Tier2 TAZ Household Density Growth in 2019-2050 (Households per Square Mile)

Less than or Equal to 100    
  101 to 200    
  201 to 300    
  301 to 500    
  Greater than 500    
  Priority Areas    
  Resource Areas    
  Freeway

Source: SCAG 2023. Note: Priority areas refer to two or more Priority Development Areas (PDAs), which are areas within the SCAG region where future growth can be located in order to help the region reach mobility and environmental goals and support complete communities. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. Resource areas refer to more than one Green Region Resource Area (GRRA), which are areas where climate hazard zones, environmental sensitivities, and administrative areas (such as military bases) where growth would generally not advance SB 375 objectives. See Land Use and Communities Technical Report for more details.

#### 4. Regional Strategic Investments

These investments, which are funded by new revenues, are necessary to supplement the local input received from CTCs and local jurisdictions in order to reach performance targets and goals.

##### Mobility: \$105 Billion

- System Preservation and Resilience: State Highway, Local Streets & Roads
- Transportation System Management
- Transit and Multimodal Integration: Regional Enhancements and Improvements
- Complete Streets: Planning for All Users

##### Communities: \$3 Billion

- Housing the Region

##### Environment: \$2 Billion

- Clean Transportation
- Natural and Agricultural Lands Preservation

##### Economy: \$21 Billion

- Goods Movement
- Universal Basic Mobility (Mobility Equity Fund)
- Tourism: Access to Recreational Trails and Scenic Byways

#### 5. Implementation Strategies

The following set of Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. This includes areas where SCAG will Lead, Partner or Support other responsible parties. SCAG's methods of implementation can vary from collaborative policy leadership, research or resource roles. Generally, successful implementation of Connect SoCal relies on many actors, including decision-makers beyond SCAG. These strategies represent near-term efforts to be undertaken by SCAG, in collaboration with other agencies and local jurisdictions, that will be further specified as part of SCAG's Overall Work Program development process.

\* (Asterisks) denote strategies that support quantified GHG emission strategies that help to reach SCAG's target.

# Mobility

System Preservation and Resilience		
Strategy	SCAG Role	Other Responsible Parties
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans.	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs
Complete Streets		
Strategy	SCAG Role	Other Responsible Parties
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a
Transit and Multimodal Integration		

Strategy	SCAG Role	Other Responsible Parties
<p>* <b>All Modes.</b> Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region</p>	Support	Lead: Transit/rail agencies, local jurisdictions, CTCs
<p><b>All Modes.</b> Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS)</p> <p>This may include leveraging Cal-ITP’s support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.</p>	Support	Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies
<p>* <b>All Modes.</b> Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects</p>	Support	Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies
<p>* <b>Transit/Rail.</b> Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region’s urban and passenger rail network and transit/rail signal priority treatments</p> <p>Improve transit/rail frequency, reliability, and fare and scheduling integration across operators</p>	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
<p><b>Transit/Rail.</b> Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups</p>	Support	Lead: Transit/rail agencies, CTCs, local jurisdictions
<p>* <b>Transit/Rail.</b> Through land use planning, build residential development along high-frequency transit corridors and around transit/rail facilities and centers</p>	Partner	Lead: Local jurisdictions Support: Transit/rail agencies, CTCs
<p>* <b>Active Transportation.</b> Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools)</p> <p>Partner with local jurisdictions on demonstrations and quick-build projects through SCAG’s Go Human initiative</p>	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
<p>* <b>Active Transportation.</b> Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and opens streets.</p>	Partner and Support	Lead: Local jurisdictions Partner and Support: CTCs
<p><b>Streets and Freeways.</b> Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity</p>	Partner	Partner: local jurisdictions, CTCs, Caltrans

**Transportation System Management**



Strategy	SCAG Role	Other Responsible Parties
Develop a regional Transportation System Management and Operations (TSMO) plan that integrates Intelligent Transportation System (ITS) strategies to maximize the efficiency of the existing and future transportation system	Lead	Support: Caltrans, CTCs, transit/rail agencies
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel-time reliability in the SCAG region	Lead	Support: Caltrans, CTCs, transit/rail agencies
Work with local, state, and federal partners to advance safer roadways including reduced speeds to achieve zero deaths and reduce GHGs	Partner	Partner: Local jurisdictions, Caltrans, FHWA

**Transportation Demand Management**

Strategy	SCAG Role	Other Responsible Parties
* Incentivize and promote the development of more Transportation Management Agencies/Organizations (TMAs/TMOs)	Support	Lead: CTCs
* Facilitate partnerships and provide a forum between public and private sector TDM practitioners and stakeholders to develop and implement policies, plans and programs that encourage the use of transportation alternatives	Lead	Support: Local jurisdictions, CTCs, air district, TMAs/TMOs
* Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies	Partner	Lead: Local jurisdictions, CTCs, TMAs/TMOs
* Collaborate to develop regional and localized marketing campaigns that promote TDM modes such as transit, carpool, walking and biking to school	Support	Lead: Local jurisdictions, transit/rail agencies

**Technology Integration**

Strategy	SCAG Role	Other Responsible Parties
Develop a Smart Cities Vision Plan and periodically revise the Technology Guiding Principles to inventory existing policies, evaluate emerging technologies, recommend best practices, implement ITS priorities, assess current trends and research, identify pilot opportunities and improve transportation system safety and efficiency	Lead	Support: SCAG Policy committees, Caltrans, CTCs, local jurisdictions
Provide local technical assistance grants in support of innovative technology solutions that reduce VMT and GHG emissions. Pursue funding and partners to continue the testing and deployment of emerging technologies	Lead	Support: Local jurisdictions, CBOs, CTCs, SCAG policy committees

Implement ITS priorities to improve the safety and efficiency of the current transportation system	Partner	Lead: CTCs Support: FHWA, Caltrans, local jurisdictions.
Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Support	Lead: Caltrans, local jurisdictions, CTCs
Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Lead	Support: CTCs, Caltrans, local jurisdictions

**Safety**

Strategy	SCAG Role	Other Responsible Parties
Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts on disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults and young people.	Partner	Partner: CTCs, Caltrans, local jurisdictions, CBOs, regional bike/ped organizations
Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools	Lead	Partner: Local jurisdictions Support: Caltrans, FHWA
Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee	Lead	Partner: Caltrans, regional safety stakeholder groups
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region	Lead	Partner: Caltrans, CTCs Support: Transit/rail agencies

**Funding the System/User Pricing**

Strategy	SCAG Role	Other Responsible Parties
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*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Support	Lead: Caltrans, FHWA Support: CTCs
*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination	Support	Lead: Caltrans, CTCs Support: Local jurisdictions, FHWA
*Continue development and support for job-center parking pricing, including through Smart Cities and the Mobility Innovations SCP grant program	Support	Lead: Local jurisdictions Support: CTCs
*Continue to coordinate with regional partners to support build-out of regional express lanes network	Support	Lead: Caltrans, CTCs, toll authorities Support: Local jurisdictions, transit/rail agencies
Study and pilot transportation user-fee programs and mitigation measures that increase equitable mobility	Lead	Support: Caltrans, CTCs, local jurisdictions, mobility service providers, CBOs, regional partners
Conduct education and outreach work to support the public acceptance of user fees	Lead	Support: Caltrans, CTCs, transit/rail agencies

## Communities

Priority Development Areas		
Strategy	SCAG Role	Other Responsible Parties
Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance	Support	Partner: Local jurisdictions, private developers, SGC, partner agencies
Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency	Partner	Partner: Local jurisdictions
Housing the Region		
Strategy	SCAG Role	Other Responsible Parties
Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	Partner	Partner: Local jurisdictions

Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	Partner	Partner: Local jurisdictions, partner agencies, and infrastructure providers, such as utilities
Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners	Support	Partner: Local jurisdictions, partner agencies
Research community stabilization (anti-displacement) resources that can be utilized to address displacement pressures, such as preservation and tenant protections for communities across the region and Affirmatively Further Fair Housing	Support	Partner: Local jurisdictions, partner agencies

**15-minute Communities**

<b>Strategy</b>	<b>SCAG Role</b>	<b>Other Responsible Parties</b>
* Develop technical-assistance resources and research that can support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers, and multimodal mobility options	Lead	Partner: Local jurisdictions, private developers
* Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities	Partner	Partner: COGs, SGC, local jurisdictions

**Equitable Engagement and Decision-Making**

<b>Strategy</b>	<b>SCAG Role</b>	<b>Other Responsible Parties</b>
Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery, and develop a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery	Lead	Support: Local jurisdictions, CTCs
Develop an agency-wide Community Based Organization (CBO) Partnering Strategy that outlines tools and resources for partnering with CBOs to increase inclusive and equitable engagement opportunities	Lead	Support: Local jurisdictions, CTCs
Develop a pilot program that prioritizes comprehensive solutions, capacity building, engagement, planning and investment in the most underserved communities in the region (one in each county during the pilot phase)	Partner	Support: Local jurisdictions, CTCs

Develop a resource guide and training for equitable and culturally relevant stakeholder engagement for public agencies, including SCAG, that recognizes community contexts and histories, existing community resources and engagement opportunities	Lead	Support: Local jurisdictions, CTCs
Align with appropriate state and federal partners to identify and utilize equity-centered measures to track outcomes, progress and lessons learned from Connect SoCal implementation	Partner	Partner: State and federal agencies

## Environment

Sustainable Development		
Strategy	SCAG Role	Other Responsible Parties
Monitor and pursue funding opportunities that can foster sustainable and equitable land use and development across the SCAG region. Explore the feasibility of creating a pilot grant program to support local planning and/or implementation	Lead	Partner: Local jurisdictions
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	Lead	n/a
Air Quality		
Strategy	SCAG Role	Other Responsible Parties
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Partner	Partner: Partner: Air districts, CARB, U.S. EPA, CTCs, local jurisdictions
Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available	Support	Lead: Local jurisdictions, CBOs, regional partners
Clean Transportation		
Strategy	SCAG Role	Other Responsible Parties

Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy	Lead	Partner: CTCs, private sector companies
Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure	Lead	Partner: Local jurisdictions, transit/rail agencies , CTCs
Investigate how zero-emission vehicles can strengthen our resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources	Lead	n/a
Investigate opportunities to install charging stations that can be used by multi-unit dwellers that don't have the same opportunities for charging as single-family homeowner.	Lead	Lead: Local jurisdictions
Facilitate development of EV charging infrastructure through public-private partnerships	Support	Lead: Local jurisdictions
*Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles	Lead	Partner and Support: Local jurisdictions, CTCs federal and state agencies
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions

### Natural and Agricultural Lands Preservation

Strategy	SCAG Role	Other Responsible Parties
Identify and leverage resources for research, policies and programs to conserve and restore natural and agricultural lands	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, local universities, research institutions
Explore opportunities to increase and quantify the carbon sequestration potential and resilience benefits of natural and agricultural lands—and pursue funding for implementation and demonstration projects	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, local universities, research institutions
Work with implementation agencies to support, establish or supplement regional advanced mitigation programs (RAMP) for regionally significant transportation to mitigate environmental impacts, reduce per-capita Vehicle Miles Traveled (VMT) and provide mitigation opportunities for regionally significant projects through the Intergovernmental Review Process	Partner	Lead: Local jurisdictions, CTCs, partner agencies

Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	Partner	Lead: Local jurisdictions, CTCs, partner agencies, regional partners
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**Natural and Agricultural Lands Preservation**

Strategy	SCAG Role	Other Responsible Parties
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, habitat and wildlife corridor restoration, greenway connectivity and similar efforts	Support	Lead: Local jurisdictions, CTCs, partner agencies

**Climate Resilience**

Strategy	SCAG Role	Other Responsible Parties
Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities	Support	Local jurisdictions, CTCs, partner agencies, regional partners
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives.	Lead	Partner and Support: Local jurisdictions, CTCs, partner agencies, CBOs, local universities
Provide local and regional partners with resources, education and trainings to identify and protect areas vulnerable to climate effects and other resilience shocks and stressors, particularly for low-income communities and communities of color	Support	Lead: Local jurisdictions, CTCs, partner agencies, CBOs
Support implementing agencies' efforts to include climate-ready home-hardening strategies in housing construction to minimize the potential loss of housing units stemming from climate-related hazards	Support	Lead: Local jurisdictions, CTCs, partner agencies, business community, CBOs
Research existing and potential options to fund the climate resilience efforts of implementation agencies	Lead	Support: Local jurisdictions, CTCs, partner agencies, business community, CBOs
Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies	Support	Lead: CTCs, transit/rail agencies

Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	Partner	Lead: Local jurisdictions, CTCs, partner agencies, business community, CBOs
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## Economy

Goods Movement		
Strategy	SCAG Role	Other Responsible Parties
Leverage the Last Mile Freight Program to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities	Lead	Support: CTCs, local jurisdictions, CBOs, Caltrans
Manage the implementation and transition to near-zero and zero-emission technologies for medium- and heavy-duty vehicles and supporting infrastructure	Partner	Support: Mobile Source Air Pollution Reduction Review Committee (MSRC), private sector companies, local jurisdictions
Facilitate the development of integrated rail partnerships between passenger/commuter rail, private rail operators and public agencies to advance investment opportunities	Lead	Support: Ports, Class I Railroads, CTCs
Engage communities throughout the SCAG region on environmental justice concerns, economic needs and workforce development priorities	Lead	Support: Local jurisdictions, CBOs
Perform a complete update to the SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy, including assessment of innovative strategies and concepts	Lead	Support: Consultant
Continue to coordinate with federal and state partners on goods movement planning efforts, including the Last Mile Freight Program (LMFP), to position the SCAG region for further funding opportunities	Lead	Support: U.S. DOT, Federal Railroad Administration, Maritime Administration
Broadband		
Strategy	SCAG Role	Other Responsible Parties
Implement “Dig-Once Dig-Smart” policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur	Support	Lead: Local jurisdictions, CTCs/Caltrans

Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment	Lead	Support: CTCs, Caltrans, local jurisdictions
Secure grant funding for underserved local jurisdictions for broadband infrastructure development	Lead	Support: Local jurisdictions, regional broadband consortiums, state agencies

**Universal Basic Mobility**

<b>Strategy</b>	<b>SCAG Role</b>	<b>Other Responsible Parties</b>
Form partnerships with affordable housing developers in the region to subsidize a range of transportation services that improve livability, lower transportation costs and expand travel choices and access to opportunity for low-income households	Partner	Lead: Affordable housing developers, local jurisdictions CTCs, transit/rail agencies , mobility providers
Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID and telework adoption) on low-income travel	Lead	Support: Caltrans, CTCs, transit/rail agencies
Pursue and encourage outreach opportunities with low-income populations, particularly drivers	Lead	Support: Caltrans, CTCs, local jurisdictions

**Workforce Development**

<b>Strategy</b>	<b>SCAG Role</b>	<b>Other Responsible Parties</b>
Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals	Partner	Lead: Local jurisdictions
Encourage the growth of, and equitable access to, family-supporting jobs throughout the region	Partner	Lead: Local jurisdictions, employers, educational institutions
Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	Lead	Partner: Workforce development boards, community colleges, local jurisdictions, employers

**Tourism**

<b>Strategy</b>	<b>SCAG Role</b>	<b>Other Responsible Parties</b>
Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics.	Support	Lead: Travel and tourism agencies, FHWA, FTA, FLMA, Caltrans, CTCs, transit/rail agencies, local jurisdictions

THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY  
OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Joint Policy Committee Meeting  
September 7, 2023

## Presentation Overview

- What Is Connect SoCal 2024?
- What Is In the Plan?
- How is this Plan responding to Trends and Challenges?
- Discussion

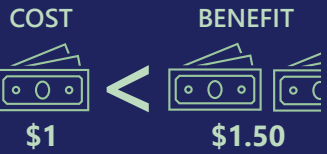


# The Region in 2050

## THE PLAN

### \$750B OF INVESTMENTS

- ~60% Operations & Maintenance
- ~37% Capital Projects & Other Programs
- ~3% Debt Service



- ~50% Homes & Jobs near transit
- ~65+% New homes in priority areas
- 37 sq mi spared from development

### PLAN REQUIREMENTS

- ✓ Federal Conformity Requirements
- ✓ State GHG emission reduction target

### POPULATION

20,883,000  
+11%



### EMPLOYMENT

10,248,000  
+14%



### HOUSEHOLDS

7,798,000  
+26%

### CHALLENGES REMAIN

@ State of Good Repair

3

# What is Connect SoCal 2024?

4

# What is Connect SoCal?



## REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

Connect SoCal is a 20+ year plan with \$750 billion in transportation investments, a regional development pattern and many supportive programs and strategies.

Beyond the Federal and State requirements, SCAG coordinates regional policies and strategies to improve housing, the economy, mobility and the environment across the six county SCAG region.



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# Why do we prepare Connect SoCal?



- Meet State and Federal requirements
- Allow region to receive transportation funding

## STATE REQUIREMENTS (SB 375)

- Integrated regional development pattern & transportation network
- Reduce GHG emissions to meet targets for passenger vehicles

## FEDERAL REQUIREMENTS

- Updated every 4 years
- 20+ years into the future
- Revenues = Costs
- Demonstrate transportation conformity

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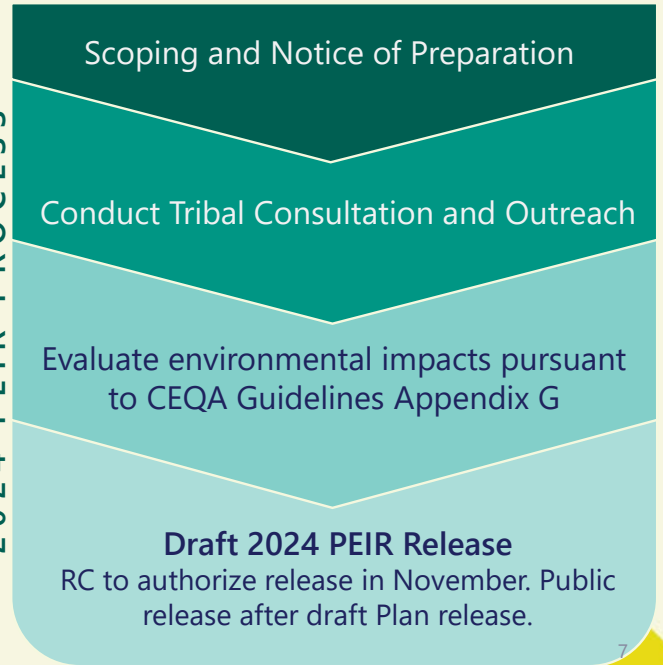
# California Environmental Quality Act (CEQA) Requirements



CEQA REQUIREMENTS



2024 PEIR PROCESS



7

# How do we prepare Connect SoCal?



## COMPLETED MILESTONES

- ✓ Draft Goals & Vision
- ✓ Draft Performance Measures
- ✓ Local Data Exchange
- ✓ Project List

- ✓ Draft SCS Technical Methodology
- ✓ Special Connect SoCal Subcommittees
- ✓ Public Workshops and Survey

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# Leadership, Consultation and Engagement



100+ Staff Reports and Policy Discussions at CEHD, TC, EEC

**3** Special Subcommittees:

Racial Equity and Regional Planning, Resilience & Conservation, Next Generation Infrastructure

**164** meetings with local jurisdictions on land use data and forecast

**3,600** surveys completed by members of the public

**27** Public Workshops  
**16** Community Based Organization Partners

**90+** Working Group and Technical Advisory Committee Meetings



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# Plan Implementation Since 2020



## Housing



- 6th cycle Regional Housing Needs Assessment (RHNA)—based on Connect SoCal’s growth vision
- 113 fully compliant housing elements = newly identified, developable sites for 1,000,000+ new housing units

**Sustainable Communities Program**  
\$16.9M to local jurisdictions

**REAP**  
\$237M to accelerate progress of housing and climate goals

## Transportation



- 2023 Federal Transportation Improvement Program (FTIP)
- Illustrative completed projects:
  - Ventura County: Conejo School Road and Willow Lane Sidewalk and Bike Lanes Project (City of Thousand Oaks)
  - San Bernardino County: Redlands Rail Arrow Service
  - Riverside County: I-15 Express Lanes
  - Orange County: Civic Center Bicycle Boulevard Project (City of Santa Ana)
  - Los Angeles County: LA Metro Regional Connector
  - Imperial County: I-8 Imperial Avenue Interchange (City of El Centro)

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## SCAG Resolutions

2020

- Commitment to Advancing Justice, Equity, Diversity and Inclusion in Southern California
- Climate Change Action
- Bridge the Digital Divide in Underserved Communities
- Water Action
- Goods Movement Supply Chain
- Regional Complete Streets Policy

2023

- Clean Technology Policy

## Plan Policy Priorities

### EQUITY

Racial & Social Justice

### RESILIENCE

Climate Change  
Water

### ECONOMY

Inclusive Economic Recovery  
Bridging the Digital Divide

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# What is in the Plan?

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# Draft Connect SoCal Preview



## Chapter 1: Executive Summary

- Overview of the Plan.

## Chapter 2: Our Region Today

- Summary of existing conditions, trends and challenges facing the region.

## Chapter 3: Our Plan

- Summary of Plan elements including transportation investments and the forecasted development pattern, Regional Planning Policies, and Implementation Strategies.

## Chapter 4: Financial Summary

- Sources and uses of funding that will support implementing the Plan.

## Chapter 5: Measuring Our Progress

- Analysis of Plan performance in 2050 including equity and GHG emission reductions.

## Chapter 6: Supplemental

- Additional references documents including Glossary and Requirements.

## Technical Reports

- Aviation & Airport Ground Access
- Congestion Management
- Transportation Finance
- Transportation Conformity Analysis
- Goods Movement
- Equity Analysis
- Performance Monitoring
- Project List
- Public Participation & Consultation
- Mobility
- Economic Impact Analysis
- Demographics and Growth Forecast
- Land Use and Communities
- Housing
- Travel and Tourism

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# Setting a Vision for 2050



**“A healthy, prosperous, accessible, and connected region for a more resilient and equitable future.”**

## PLAN GOALS



Build and maintain a robust transportation network.



Develop, connect, and sustain communities that are livable and thriving.



Create a healthy region for the people of today and tomorrow.



Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

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# Achieving the Vision



## Vision and Goals

\*Including Requirements and Targets

How can we move from where we are today....



## Local Plans

## Regional Trends and Research

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# Achieving the Vision



## Vision and Goals

\*Including Requirements and Targets

...to where we want to go?



## Local Plans

## Regional Trends and Research

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# It Starts with Data Collection and Research



## Local Plans

- Transportation **Projects and Programs**: Sourced from County Transportation Commissions
- **Land Use and Growth**: Sourced from local jurisdictions

Thanks to progress by local jurisdictions

## Regional Trends and Research

- COVID-19 Pandemic Recovery
- Demographic Forecast: Panel of Experts
- Completed Studies since 2020:
  - Freight; Housing; Pricing; Racial Equity; Mobility as a Service; and more

Connect SoCal 2024 is SCAG's first RTP/SCS to not modify local data inputs

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# Understanding Regional Challenges



Over the past several decades, the Southern California region has faced a number of challenges, many of which continue to evolve today.

### MOBILITY

- Severe congestion on our roadways, long commute times, and declining transit ridership
- Conditions of local streets and roads
- Decline of transportation revenue sources

### COMMUNITIES

- Lack of connectivity
- Housing supply and affordability

### ENVIRONMENT

- Poor air quality
- Climate change hazards
- Loss of natural and farm lands

### ECONOMY

- Inequitable access to opportunities
- Supply chain and goods movement instability
- Digital divide

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# Shaping the Plan Elements



## Vision and Goals

\*Including Requirements and Targets

Connect SoCal 2024 Plan Elements

## Local Plans

## Regional Trends and Research

# Framework for Collaboration



## Vision and Goals

\*Including Requirements and Targets

### Regional Planning Policies

provides guidance for integrating land use and transportation

### Project List

details plan investments

### Forecasted Regional Development Pattern

demonstrates where the region can sustainably accommodate needed housing

### Regional Strategic Investments

address the gap between local plans and regional performance targets and goals

### Implementation Strategies

areas where SCAG will lead, partner or support plan implementation

## Local Plans

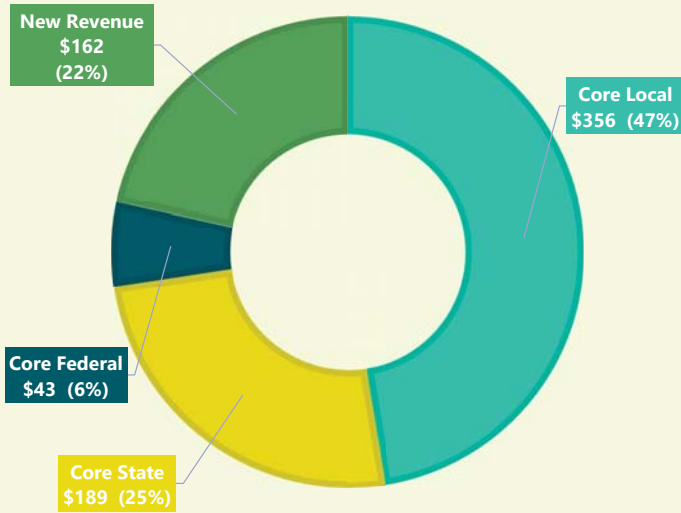
## Regional Trends and Research

# Draft Connect SoCal 2024 Investments



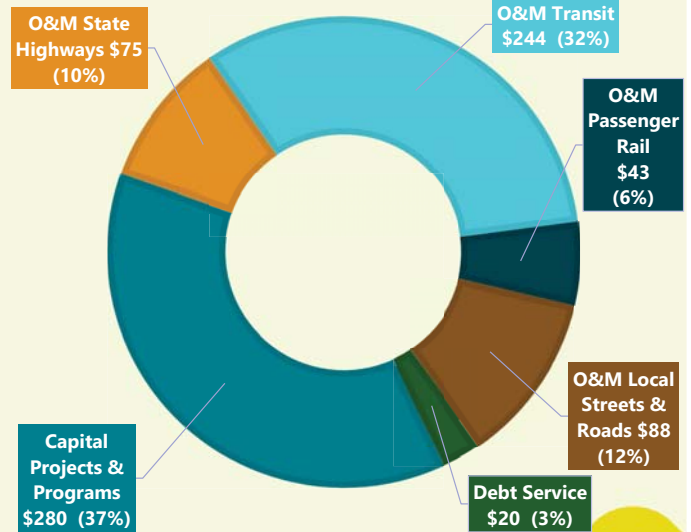
## Revenues

FY2025 - FY2050 (in Nominal Dollars, Billions)  
**\$750 Billion Total**



## Expenditures

FY2025 - FY2050 (in Nominal Dollars, Billions)  
**\$750 Billion Total**



# Draft Connect SoCal 2024 Investments



Costs	Total
<b>Capital Projects and Other Programs</b>	<b>\$280</b>
Arterials	\$25
Goods Movement (including Grade Separations)	\$65
High-Occupancy Vehicle/Express Lanes	\$11
Mixed-Flow and Interchange Improvements	\$12
Transportation System Management (including ITS)	\$12
Transit	\$53
Passenger Rail	\$45
Active Transportation	\$29
Transportation Demand Management	\$17
Other*	\$11
<b>Operations and Maintenance</b>	<b>\$450</b>
State Highways	\$75
Transit	\$244
Passenger Rail	\$43
Regionally Significant Local Streets and Roads**	\$88
<b>Debt Service</b>	<b>\$20</b>
<b>Cost Total</b>	<b>\$750</b>

## Expenditures

FY2025 - FY2050  
 (in Nominal Dollars, Billions)

**\$750 Billion**

Note: Numbers may not sum to total due to rounding

\* Includes Mobility Equity Fund, Regional Advance Mitigation, and Others

\*\* Includes \$9 billion for active transportation in addition to capital project investment level of \$29 billion for a total of \$38 billion for active transportation improvements

# Draft Connect SoCal 2024 Regional Strategic Investments



## Mobility

System Preservation and Resilience: State Highway, Local Streets & Roads

Transportation System Management

Transit and Multimodal Integration: Regional Enhancements and Improvements

Complete Streets: Planning for All Users

**\$105 Billion**

## Communities

Housing the Region

**\$3 Billion**

## Environment

Clean Transportation

Natural and Agricultural Lands Preservation

**\$2 Billion**

## Economy

Goods Movement

Universal Basic Mobility (Mobility Equity Fund)

Tourism: Access to Recreational Trails and Scenic Byways

**\$21 Billion**

Planned investments in nominal dollars

23

How is this Plan responding to *Trends* and *Challenges*?

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# Accelerated Household Growth



Connect SoCal 2024 projects 30% more household growth during the 2020's than in the last Plan

This Plan projects about half as much population growth as Connect SoCal 2020

	2019	2050	% Change
<b>Population</b>	18,827,000	<b>20,882,000</b>	10.9%
<b>Household</b>	6,193,000	7,798,000	<b>25.9%</b>
<b>Employment</b>	8,976,000	10,248,000	14.2%

The 6<sup>th</sup> cycle RHNA and supportive state and local policies = optimistic household projections

# Communities: Focus on Housing



## CHALLENGE

Insufficient housing supply and affordability

## REGIONAL PLANNING POLICIES

- Produce and preserve affordable housing while meeting additional housing needs in the region
- Support programs that reduce housing cost burden

## REGIONAL STRATEGIC INVESTMENTS

- Develop stable, dedicated funding stream to support local governments to implement Housing Elements

## IMPLEMENTATION STRATEGIES

- Technical assistance to complete housing elements and advance housing production

# Rethinking the Workplace



- Plan assumption: **22-25%** of workdays will be conducted at home through 2050
- The share of jobs that can be performed at home varies across counties and is **skewed towards higher-wage occupations**

Continuing from 2020

**Transportation Demand Management** Policies and Strategies

New for 2024

**Broadband** Policies and Strategies

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# The Region Faces Many Climate Hazards



2010- 2019  
Heat related impacts in CA:  
**53,000** emergency room visits  
**7,000** hospitalizations  
**600** deaths



2020  
Wildfires in CA:  
**6,000** fires  
**Millions** of acres burned  
Largest wildfire season in modern history



Today  
**~1,000,000 homes** in wildfire areas  
**~200,000 homes** in flood hazard areas

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# Environment: Focus on Resilience



## Challenge

Vulnerability to climate change threatens continued progress

## REGIONAL PLANNING POLICIES

- Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality
- Prioritize the...benefits of natural and agricultural lands in the region

## REGIONAL STRATEGIC INVESTMENTS

- Include climate resilience and adaptation in housing related value capture efforts

## IMPLEMENTATION STRATEGIES

- Identifying funding opportunities that will help achieve greenhouse gas emissions reduction
- Support local and regional climate adaptation, mitigation and resilience initiatives

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# Transit Investment and Recovery



- Ensuring ridership recovery requires the provision of fast, frequent, safe, and reliable transit/rail service.
- This also depends on solid transit/rail asset management and the goal of ensuring a state of good repair.

## Continuing from 2020

**High Quality Transit Corridors** and **Asset Management** Policies and Strategies

## New for 2024

**Dedicated Lanes, Mobility Hubs,** and **Universal Basic Mobility** Policies and Strategies

Regional Strategic Investment

**Transit and Multimodal Integration:** Regional Enhancements and Improvements

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# Our Roads are Unsafe



- Over 140,000 people are injured and 1,600 are killed annually on our roads
- 81% of High Injury Network roadway miles are within disadvantaged communities

Continuing from 2020

**Complete Streets** Policies and Strategies

New for 2024

**Safety** Policies and Strategies

Regional Strategic Investment

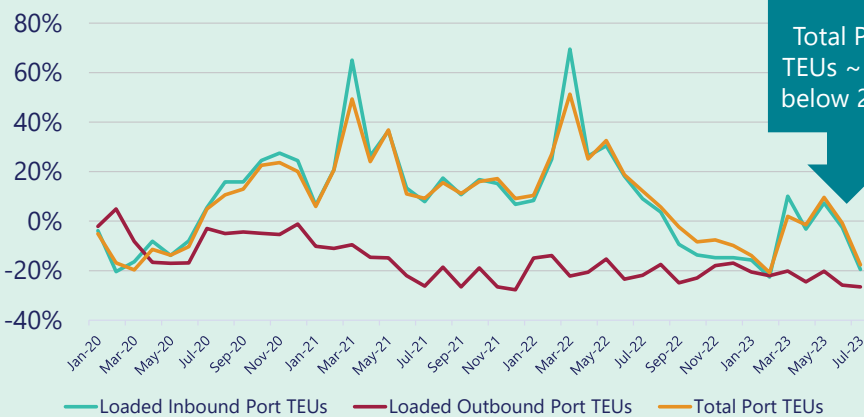
**Complete Streets:** Planning for All Users

31

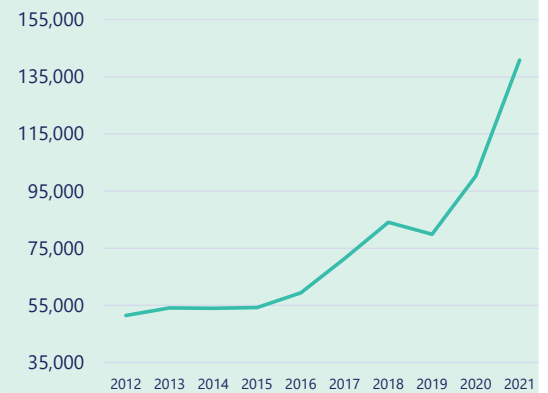
# Goods Movement, return to normal?



**% CHANGE IN SAN PEDRO BAY PORTS TEUs**  
(Compared to Same Month in 2019)



**PORT OF HUENEME – IMPORT/EXPORT TEUs**

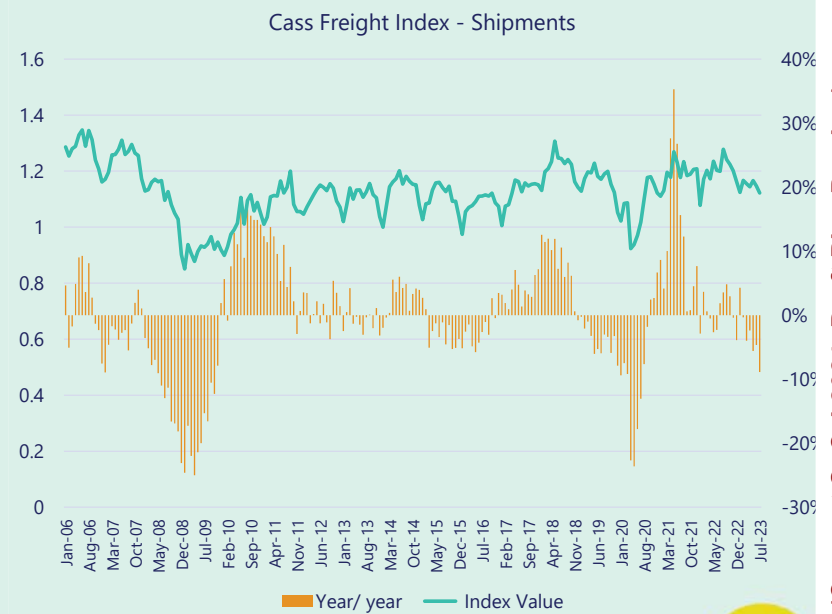


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# Key Supply Chain Challenges



- Supply Chain Factors
  - Freight Cycles
  - Geopolitics
  - Resilience
- Regulatory Environment
- Operations
  - Roadway Congestion/Bottlenecks
  - Truck Parking
  - Rail Service
  - Industrial Facilities
- Local Communities Impacts
- Safety & Security



Source: Monthly Cass Freight Index Report

# Focus on Goods Movement



## CHALLENGES

Supply chain disruptions and volatility

Regulatory requirements incl. clean technology transition

Community impacts incl. public health, safety and security

## REGIONAL PLANNING POLICIES

- Advance systems-level planning of operational strategies integrated with infrastructure and inland port concepts
- Prioritize community and environmental justice concerns, economic needs, and workforce development opportunities

## REGIONAL STRATEGIC INVESTMENTS

- Integrated Freight Rail Investments
- Bottleneck Relief
- ITS Strategy, Technology Initiatives
- Arterial O&M, Pavement Management, First/Last Mile Delivery

## IMPLEMENTATION STRATEGIES

- Update the Comprehensive Regional Goods Movement Plan
- Manage the transition to near-zero and zero-emission trucks & infrastructure

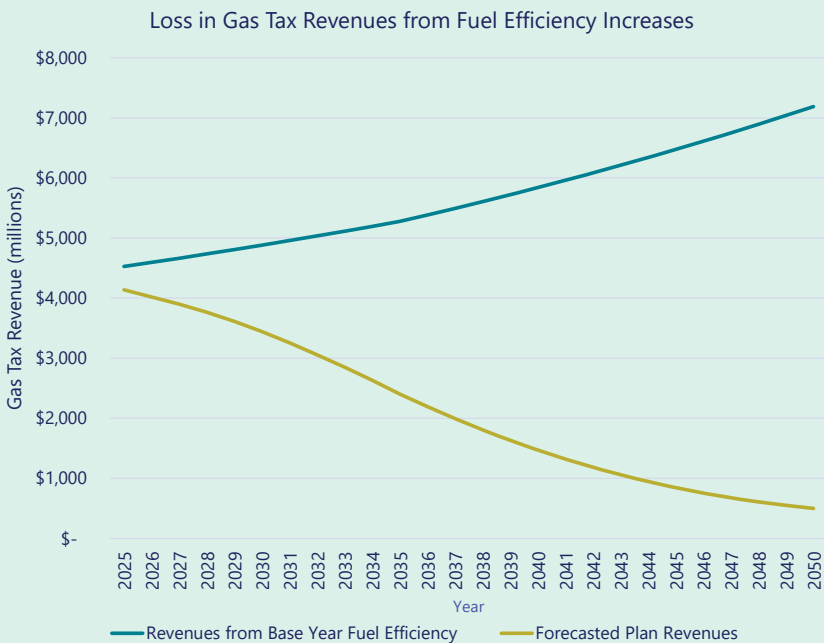
# The State's Clean Energy Transition



- By 2035, all new vehicles sales in California are required to be ZEVs
- Zero-emission vehicles make up **19 percent of new vehicles sold**, compared to one percent in 2012
- Other recent state regulations include Innovative Clean Transit and Advanced Clean Fleets

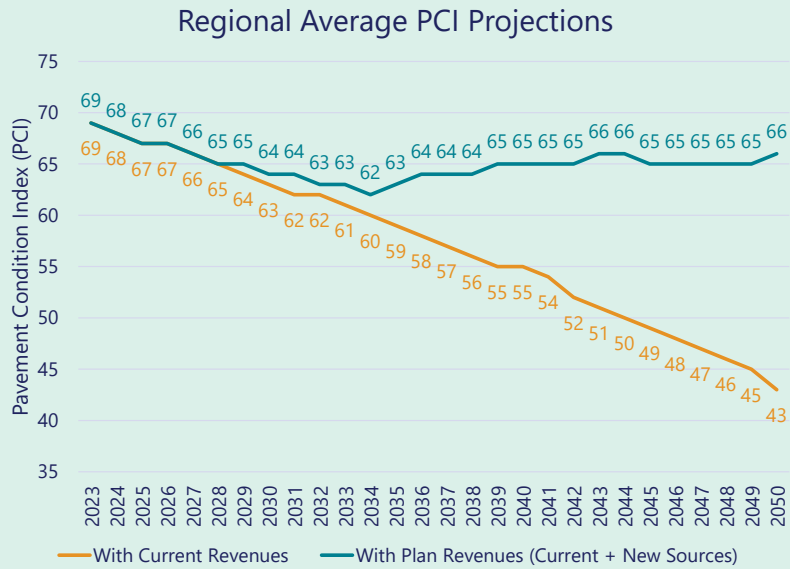


# Loss in Gas Tax Revenue from Fuel Efficiency Increase – Loss of up to \$93 Billion



- ACCII prohibits sale of new conventional fuel vehicles beginning in 2035
  - Gas tax revenues decrease 3.6% per year
- Every EV that replaces a combustion engine vehicle contributes to significant revenue decline
- Overall revenue loss is up to \$93 B over life of Plan compared to current fuel efficiency (state and federal combined)

# Cannot Maintain the System with Current Revenues (ex. pavement conditions)



- Even with additional investment funded by new sources, pavement conditions will fall short of "good" score
- Similar outcomes for other transportation system elements



# Focus on Transportation Asset Management



## CHALLENGES

- Declining revenues and escalating costs
- Deferred maintenance
- Transit ridership declines and recovery

## REGIONAL PLANNING POLICIES

- Establish user fee-based system that better reflects the true cost of transportation...and equitable distribution of costs and benefits
- Prioritize repair, maintenance and preservation of existing transportation assets
- Facilitate multimodal connectivity and prioritize transit and shared mobility to improve mobility, accessibility and safety

## REGIONAL STRATEGIC INVESTMENTS

- Universal Basic Mobility (Mobility Equity Fund)
- Additional Operations and Maintenance Investments
- Additional Transit Priority and Enhancements

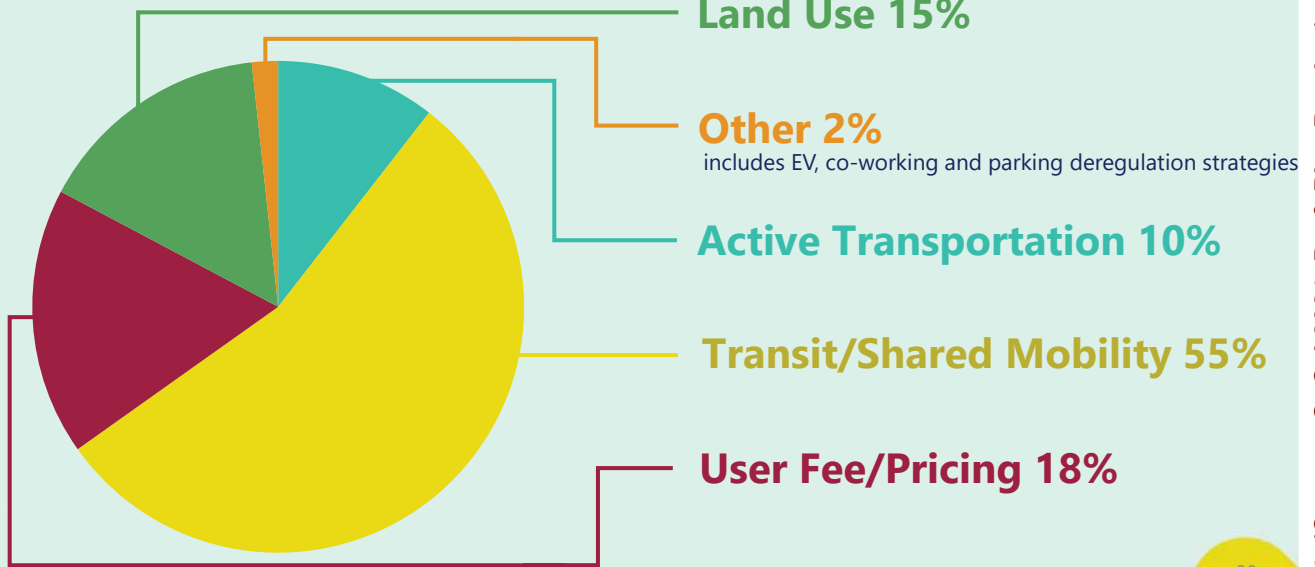
## IMPLEMENTATION STRATEGIES

- Coordinate...partners to support transition to a mileage-based user fee
- Repair, operate, maintain and preserve the transportation assets in a state of good repair
- Increase multimodal connectivity which includes...developing mobility hubs

# Connect SoCal GHG Reduction Strategies



Excluding exogenous and baseline factors, this is the relative contribution of Plan strategies in meeting per capita GHG emission reduction targets



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## The Region in 2050

### THE PLAN

#### \$750B OF INVESTMENTS

- ~**60%** Operations & Maintenance
- ~**37%** Capital Projects & Other Programs
- ~**3%** Debt Service



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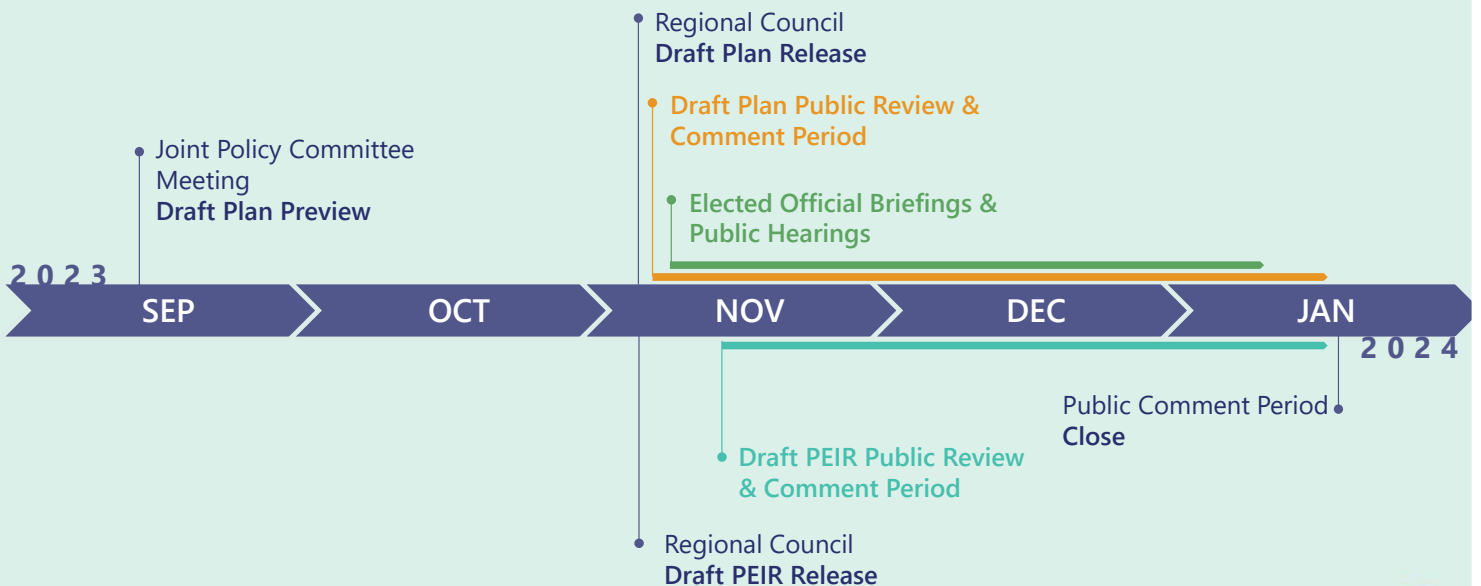
10,248,000  
+14%

**CHALLENGES REMAIN**  
State of Good Repair

40

# Discussion

# Next Steps





# Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT  
[SCAG.CA.GOV/CONNECT-SOCAL](http://SCAG.CA.GOV/CONNECT-SOCAL)

