



CHAPTER 2

Project Description

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Consistent with the provisions of California Environmental Quality Act (CEQA) Guidelines Section 15124, this section provides information regarding the proposed 2024–2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), referred to as “Connect SoCal 2024”, “Plan” or “Project”. This chapter includes the Plan’s location, vision and goals, regional growth forecast, and Regional Planning Policies and Implementation Strategies. Connect SoCal has been prepared to comply with metropolitan planning laws, Title 23 United States Code (USC) Section 134 et seq. and California Government Code Section 65080 et seq., which require the preparation of an RTP/SCS that offers policy guidance for projects within SCAG’s jurisdiction.

2.1 INTRODUCTION

Connect SoCal 2024 is a long-range comprehensive plan for the region’s multi-modal transportation system. Preparing the Plan is one of SCAG’s primary statutory responsibilities under federal and state law. An RTP is the mechanism used in California by both metropolitan planning organizations (MPOs) and Regional Transportation Planning Agencies (RTPA) to conduct long-range (at least 20-year) planning in their regions. SCAG must adopt an RTP and update it every four years, or more frequently, if the region is to receive federal and state transportation dollars for public transit, streets/roads, and bicycle and pedestrian improvements.

In 2008, California enacted the Sustainable Communities and Climate Protection Act, also known as Senate Bill 375 (SB 375) (Statutes 2012, Chapter 728), which requires MPOs to include an SCS element as part of their RTP updates, with the purpose of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions (see requirements for an SCS below).

In 2012, SCAG adopted its first combined RTP/SCS, a long-range plan for transportation in the region that links air quality, land use, and transportation needs. The RTP/SCS was last updated in 2020. The Plan updates the regional growth forecast, land use assumptions, and transportation investments that served as the foundation of both the 2016 and 2020 plans.

Connect SoCal 2024 includes a vision and goals for the region. Key components include a growth forecast and Forecasted Regional Development Pattern based on population, household and employment growth projections for the SCAG region through the year 2050 as well as a transportation network including a list of transportation projects and investments. The Plan also identifies Regional Planning Policies and Implementation Strategies that the region could pursue over the Plan horizon. Other components include financial assumptions and expenditures, key transportation investments, and an evaluation of the Plan’s performance. The Plan was developed to achieve targets for greenhouse gas (GHG) emissions reductions, consistent with SB 375 and other regional goals.

Please see the Plan and supplementary technical reports for full details at SCAG’s Connect SoCal 2024 website located at: <https://www.connectsocial.org/Pages/default.aspx>.

This chapter describes the regional location and general setting, the objectives of the project (as well as a purpose and need for action), and a general description of the characteristics of the Project in accordance with CEQA Guidelines Section 15124. The background information is followed by a description of the Plan, including the Plan’s purpose, objectives, and key components.

2.2 PROJECT BACKGROUND

The Plan was developed in accordance with applicable metropolitan planning requirements. The following discussion provides an overview of SCAG's role (responsible and lead agency) as well as the federal and state requirements associated with the preparation of an RTP and SCS.

2.2.1 SCAG'S ROLE

Founded in 1965, SCAG is a federally designated Metropolitan Planning Organization (MPO) under 23 USC 134(d)(1), for the six-county region. SCAG is designated under California state law as a Council of Governments (COG) and a Regional Transportation Planning Agency (RTPA) for the six-county region. SCAG is a Joint Powers Authority, established as a voluntary association of local governments and agencies.

As stated previously, SCAG develops the long-range RTP including sustainable communities strategy and growth forecast component, regional transportation improvement program, regional housing needs allocation (RHNA) and assists in the development of the South Coast Air Quality Management Plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 elected officials, representing 67 Districts that include an elected representative of one or more cities of approximately equal population levels. Membership in SCAG's Regional Council also includes representation from each county Board of Supervisors and one representative from the Southern California Native American Tribal Governments. Additionally, SCAG Bylaws provide for representation of transit interests of all of the operators, and Air Districts in the region on the Regional Council and Policy Committees.

The Regional Council has general authority to conduct the affairs of SCAG and directs the actions of the agency throughout the year. Additionally, the Regional Council implements the policy direction provided at the annual General Assembly of the membership, acts upon policy recommendations from SCAG's standing policy committees and external agencies, and appoints standing or ad-hoc subcommittees to study specific programs or issues.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs, and services in their respective counties.

2.2.2 FEDERAL AND STATE REQUIREMENTS

FEDERAL REGIONAL TRANSPORTATION PLAN REQUIREMENTS

Under the FAST (Fixing America's Surface Transportation [Public Law 114-94]) Act and MAP-21 (Moving Ahead for Progress in the 21st Century Act [Public Law 112-141]), the U.S. Department of Transportation (USDOT) requires that MPOs, such as SCAG, prepare long-range RTPs and update them every four years if they are in areas designated as "nonattainment" or "maintenance" for federal air quality standards. Prior to enactment of MAP-21, the primary federal requirements regarding RTPs were included in the metropolitan transportation planning rules—Title 23 Code of Federal Regulations (CFR) Part 450 and 49 CFR Part 613. The FAST Act and

MAP-21 make a number of changes to the statutes that underpin these regulations. Key federal requirements for RTPs include the following:

- Developed through an open and inclusive process that ensures public input; seeks out and considers the needs of those traditionally under served by existing transportation systems; and consults with resource agencies to ensure potential problems are discovered early in the RTP planning process;
- Developed for a period of not less than 20 years into the future; RTPs must reflect the most recent assumptions for population, travel, land use, congestion, employment, and economic activity;
- Have a financially constrained element, transportation revenue assumptions must be reasonable, and the long-range financial estimate must take into account construction-related inflation costs;
- Include a description of the performance measures and performance targets used in assessing the performance of the transportation system;
- Include a system performance report evaluating the condition and performance of the system with respect to performance targets adopted by the state that detail progress over time;
- May include multiple scenarios for consideration and evaluation relative to the state performance targets as well as locally developed measures;
- Conform to the applicable federal air quality plan, called the State Implementation Plan (SIP) for ozone and other pollutants for which an area is not in attainment or in maintenance; and
- Consider planning factors and strategies in the local context.

An RTP outlines the region's goals and strategies for meeting current and future mobility needs, providing a foundation for transportation planning and funding decisions by local, regional, and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. In addition, an RTP identifies the region's transportation needs, sets forth actions, programs, and a plan of projects to address the needs consistent with adopted regional strategies and goals, and documents the financial resources needed to implement the RTP. The process for development of the RTP takes into account all modes of transportation, accompanied by a continuing, cooperative, and comprehensive planning approach that is performance driven and outcome-based, consistent with the provisions of MAP-21 and the FAST Act.

STATE REGIONAL TRANSPORTATION PLAN REQUIREMENTS

The RTP must also comply with California Government Code Section 65080. The state requirements largely mirror the federal requirements and require each transportation-planning agency in urban areas to adopt and submit an updated RTP to the County Transportation Commission (CTC) and the California Department of Transportation (Caltrans) every four years. To ensure a degree of statewide consistency in the development of RTPs, the CTC, pursuant to Government Code Section 14522, adopted RTP Guidelines. The RTP Guidelines include a requirement for program-level performance measures, which include objective criteria that reflect the goals and objectives of the RTP. The RTP Guidelines are intended to assist MPOs with development of their RTPs to be consistent with federal and state planning requirements. An RTP is used to guide the development of the Federal Transportation Improvement Program (FTIP), a federally mandated four-year program of all regionally important surface transportation projects and all projects that will receive federal funding, as well as other transportation programming documents and plans. Connect SoCal 2024 follows the 2017 RTP Guidelines, which were adopted on January 18, 2017. The CTC has authorized an update to the RTP Guidelines to be adopted in

2024. Caltrans will prepare revisions that promote implementation of statutory requirements and a statewide approach to the transportation planning process (Caltrans 2023).

STATE SUSTAINABLE COMMUNITIES STRATEGY REQUIREMENTS

Pursuant to the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the SCS is a required component of the RTP. SB 375 directs the California Air Resources Board (CARB) to set regional targets for reducing GHG emissions (SCAG's 2018 GHG reduction targets are: a reduction of 8 percent in 2020 and 19 percent in 2035 as compared to 2005). The law establishes a "bottom up" approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets. SB 375 requires that an MPO prepare and adopt an SCS that sets forth a Forecasted Regional Development Pattern that reduces GHG emissions associated with the land use and transportation network, measures, and policies. SB 375 is part of California's overall strategy to reach GHG emissions reduction goals as set forth by Assembly Bill (AB) 32, SB 32, and Executive Orders S-03-05 and B-30-15. According to California Government Code Section 65080(b)(2)(B), the SCS is required to:

1. Identify the general location of land uses, residential densities, and building intensities within the region;
2. Identify areas within the region sufficient to house all the population of the region over the Plan horizon;
3. Identify areas within the region sufficient to house an eight-year projection of the regional housing need (per Government Code Section 65584.01(et al.);
4. Identify a transportation network to service the regional transportation needs;
5. Gather and consider the best practically available scientific information regarding resources areas and farmland in the region;
6. Consider the state housing goals;
7. Set forth a Forecasted Regional Development Pattern for the region; and
8. Allow the RTP to comply with the federal Clean Air Act (CAA) of 1970 (42 USC 7401 et seq.), such that when the SCS is integrated with the transportation network, and other transportation measures and policies, GHG emissions from automobiles and light duty trucks will achieve, if there is a reasonable way to do so, the GHG emission reduction targets approved by CARB. If the SCS does not achieve the GHG emission targets set by CARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

2.3 CHANGES SINCE ADOPTION OF CONNECT SOCIAL 2020

Connect SoCal 2024 continues to integrate the transportation network and related strategies with land use strategies and the forecasted growth pattern to address changes in the region since the adoption of the 2020 RTP/SCS. Chapter 2 in Connect SoCal 2024 highlights a number of changing circumstances and trends that have occurred in the region that had an effect on the development of the Plan. SCAG has been tracking several trends triggered by the COVID-19 pandemic, such as changes to how people move around the region and the pace of housing production. While many trends have returned to pre-pandemic levels, others such as climate and technology continue to change. Key changes to the region include: the COVID-19 pandemic, equity, RHNA allocation, climate change, and technology, which are discussed below.

The COVID-19 pandemic had a significant impact on travel patterns and economic activity, and there remains uncertainty as to the “new normal” in the region. In addition, people’s short-term spending and travel habits may be affected by recent increases in inflation and concerns about a recession, and the need for resiliency could greatly increase the magnitude of investments needed to maintain and preserve the transportation system. The pandemic resulted in a rethinking of the workplace, with an increase in the number of employees working remotely.

Historically, low-income minority communities have faced limitations in mobility, housing and accessing essential services due to federal, state and local policies that resulted in racial segregation, gentrification, displacement and systemic underinvestment. The 2022 Scoping Plan for Achieving Carbon Neutrality also acknowledges the legacy of transportation and land use decision making that has resulted in marginalization of low-income communities and communities of color. SCAG aims to lead with racial equity as a focal point to address the pervasive and deep inequities faced by people of color and support the overarching goal of the creation of a just and equitable society.

In addition, SCAG is addressing the housing shortage in Southern California by encouraging and supporting the development and implementation of housing elements. The regional housing needs assessment (RHNA) process takes place every eight years, as required by state law, or every other RTP/SCS cycle. The most recent (6th cycle) RHNA allocation was adopted by SCAG’s Regional Council in 2021 and relied on input data from Connect SoCal 2020. As part of the 6th cycle RHNA, the state department of Housing and Community Development (HCD) included explicit measures for existing housing needs—specifically, overcrowding and cost-burden rates—in their determination of the SCAG region’s total housing need of 1,341,827 units. The emphasis of RHNA shifted substantially toward addressing existing need, whereas in prior cycles it had focused almost entirely on need due to anticipated population growth.

Since SCAG adoption of the RHNA allocation plan in 2021, local jurisdictions have been in the process of adopting housing elements. At the time of preliminary forecast development (April 2022) only 12 of the region’s 197 jurisdictions had 6th cycle housing elements which had been adopted and certified by the state. While local jurisdictions were requested to consider housing element updates in their review of local data exchange (LDX) growth data, only 87 had adopted and certified housing elements by January 2023, immediately after the deadline for LDX input. Additionally, some local jurisdictions may not be required to complete rezonings associated with housing element updates until October 2024, rendering data on newly available sites inherently incomplete (or unavailable) for the purposes of Connect SoCal 2024.

Nevertheless, the 6th cycle of RHNA has the potential to substantially increase the quantity of sites available for housing especially in jurisdictions with RHNA allocations in excess of their Connect SoCal 2020 household forecasts. As such, SCAG’s preliminary growth forecast at the jurisdiction and neighborhood levels, released in May 2022, sought to reflect any capacity changes from the 6th cycle of RHNA as this is an adopted policy with a potential impact on household growth by 2050.

The region is also facing the impact of climate change and by the year 2050, the region is projected to face numerous challenges and pressures, including heightened risks of intense wildfires, droughts, extreme heat, extreme rain, rising sea levels and seismic events.

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.

This cycle, Chapter 3 of the Plan divides the challenges facing the region into four main areas with further subdivision of issues:

1. **Mobility**
 - a. Limited reliable travel options besides driving
 - b. Transportation safety
2. **Communities**
 - a. Housing affordability
 - b. Unhoused population
 - c. Out-migration
 - d. Growing sustainably, slowly
3. **Environment**
 - a. Climate Change
 - b. Poor air quality and related health impacts
 - c. Loss of open space
4. **Economy**
 - a. Lack of economic opportunity
 - b. Population aging
 - c. Increasing supply-chain complexities

To address the four main issue areas, the Plan contains goals as well as detailed Regional Planning Policies and Implementation Strategies (described in Section 2.6.5 below) for each issue area.

Understanding the context of the region, including the history and challenges, Connect SoCal 2024 was developed with extensive regional collaboration, public outreach and continued bottom-up planning process in order to reflect the region's needs, priorities, and desires, as well as meeting applicable federal and state requirements. As noted above, Connect SoCal 2024 utilized the LDX process to solicit land use and growth input directly from SCAG's local jurisdictions, and the Plan is the first RTP/SCS prepared by SCAG that did not modify local data inputs.

2.4 REGIONAL LOCATION AND GENERAL SETTING

2.4.1 REGIONAL LOCATION

The SCAG region consists of six counties that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and 191 cities (**Map 2-1, SCAG Region**). The total area of the SCAG region is approximately 38,000 square miles. Additionally, the SCAG region consists of 15 sub-regional entities that have been recognized by the Regional Council as partners in the regional policy planning process (**Map 2-2, SCAG Subregions**). The SCAG region is home to approximately 19 million people as of 2019. This represents approximately 5.7 percent of the 328 million people in the United States in 2019 and approximately 48 percent of California's 2019

population (United States Census 2019). To the north of the SCAG region are the counties of Kern and Inyo; to the east is the states of Nevada and Arizona; to the south is the U.S.-Mexico border; to the west and south is the county of San Diego; and to the northwest is the Pacific Ocean. The region includes the county with the largest land area in the nation, San Bernardino County, as well as the county with the highest population in the nation, Los Angeles County. The following provides a brief summary of the size and population of each of the six counties in the SCAG region in 2019 (SCAG 2023a).

- **Imperial County.** Imperial County covers an area of 4,482 square miles. El Centro is the city with the highest population level in the county, with approximately 44,600 people. Overall, the county has 181,000 residents.
- **Los Angeles County.** Los Angeles County covers an area of 4,751 square miles. Los Angeles is the city with the highest population level in the county, with approximately 3,907,300 people. Overall, the county has 10,046,000 residents.
- **Orange County.** Orange County covers an area of 948 square miles. Anaheim is the city with the highest population level in the county, with approximately 347,000 people. Overall, the county has 3,191,000 residents.
- **Riverside County.** Riverside County covers an area of 7,303 square miles. Riverside is the city with the highest population level in the county, with approximately 311,100 people. Overall, the county has 2,386,000 residents.
- **San Bernardino County.** San Bernardino County covers an area of 20,105 square miles. San Bernardino is the city with the highest population level in the county, with approximately 221,200 people. Overall, the county has 2,175,000 residents.
- **Ventura County.** Ventura County covers an area of 2,208 square miles. Oxnard is the city with the highest population level in the county, with approximately 202,700 people. Overall, the county has 849,000 residents.

2.4.2 GENERAL SETTING

TRANSPORTATION NETWORK

The region's transportation network comprises more than 33,485 miles of bus routes, including local bus, express and bus rapid transit (BRT), 5,000 miles of bikeways, 73,000 lane miles of roadways, and 134 miles of express lanes (see **Map 2-3, Existing Transit Network, 2019, Map 2-4, Existing Arterial Network, 2019, Map 2-5, Existing Regional Goods Movement System, and Map 2-6, Major Airports in SCAG Region**). The Ports of Los Angeles and Long Beach are the largest container importers in the Western Hemisphere that contribute to our expansive goods movement system. The region's aviation system is one of the busiest in the world in terms of air passenger and cargo demand, with more than 116.5 million annual passengers and 3.53 million tons of cargo in 2019. Southern California features:

- 40 miles of heavy and light rail
- 538 miles of commuter rail (Metrolink)
- 33,485 miles of bus routes
- 5,075 miles of bikeways
- 74,172 total lane miles of roadways
- 2,302 miles of express bus lanes
- 161 miles of high-occupancy toll (HOT) roads

LAND USES

The SCAG region is comprised of complex patterns of land uses including residential, commercial/office, industrial, institutional, agricultural, and open space land uses (see **Map 2-7, Existing Land Uses**). The region has incredible diversity in its built environment and land use patterns. As of 2019, the SCAG region has a total of 6.6 million units in its housing stock, with over half of the housing units having been built before 1980. While 64 percent are single-family homes, 36 percent are multifamily homes such as condominiums, townhouses, and apartments. The total amount of housing production has historically lagged behind the region's growing population. There are many contributors to the overall housing shortfall, such as zoning, costs and fees that prevent projects from being feasible, time delays, environmental litigation, community resistance to medium and high-density projects, and lack of local funding mechanisms. The impacts of the housing crisis are disproportionately burdensome on underserved communities, such as low-income households and communities of color.

The six counties within the SCAG region contain nearly 22 million acres of "open space" combined. These lands include the region's national forests, state parks, military installations, other public lands, and various private holdings. These areas provide important environmental services, including storing and providing clean drinking water, reducing pollution, and mitigating urban heat-island effects. Much of the open space in the region has been left in its natural state, however many non-native species have transformed what was once native habitat. As of 2018, about half of California has been mapped and classified according to this standard; much of southern California has not yet been classified (CDFW 2023). Barriers to wildlife movement exist throughout the SCAG region, including large areas of urban development and multilane freeways that cut off regional movement for migratory and resident species alike. These barriers can affect all species from large mammals to small insects and can lead to significant degradation of ecosystem function and plant community composition.

More than 20 million acres of open space within the SCAG region is currently protected under a Habitat Conservation Plan or Natural Community Conservation Plan or will be protected by a future conservation plan that is currently in its planning stages. Data from CDFW and USFWS show 31 plans with durations of 16–80 years providing conservation efforts nearly 3 million acres in the SCAG region. These plans identify and provide for the regional protection of plants, animals and their habitats, while allowing compatible and appropriate economic activity.

2.5 PURPOSE AND NEED FOR ACTION

Transportation projects for which federal approval or funding is required must be listed in the long-range RTP/SCS and also in the short-range FTIP.¹ Such projects must comply with National Environmental Policy Act (NEPA), which requires the preparation of a statement of purpose and need in conjunction with environmental documents. Although adoption of the Plan is not subject to NEPA, SCAG has included this statement of purpose and need to enable project proponents to discuss the purpose and need for their individual projects relative to the Plan.

The SCAG Regional Council has the responsibility for consideration of the Plan with input from its member jurisdictions, agencies, and stakeholders. Since the Plan includes transportation improvements that may involve a federal action (such as the use of federal funds, right-of-way, permits and or leases), the requirement for environmental review under NEPA as set forth in 40 CFR Section 1502.13 may be triggered at the time that project-level design is initiated. Therefore, where determined appropriate by a NEPA lead agency undertaking a

¹ SCAG prepares the FTIP every two years to implement projects and programs listed in the RTP/SCS. The FTIP identifies specific funding sources and fund amounts for each project with the purpose of implementing the Plan.

site or project-specific federal action evaluated in this PEIR at the programmatic-level of detail, this statement of purpose and need may be incorporated by reference in site- or project-specific NEPA documents as provided in 40 CFR Section 1502.21.

The purpose of the Plan is to provide a clear, long-term vision of the regional transportation and land use goals, policies, objectives, strategies, and investments for the SCAG region while at the same time providing strategies to meet GHG emissions reduction and air quality conformity requirements. Development of the Plan is driven by the need to plan for the region's changing socioeconomic, transportation, financial, technological, and environmental conditions. The Plan is also necessary to plan for improvements to the aging regional transportation system and to preserve its long-term viability in light of projected demographic growth.

2.6 PROJECT DESCRIPTION

The Plan is an update to SCAG's 2020 RTP/SCS, which was adopted by SCAG's Regional Council for all purposes on September 3, 2020. Building upon the progress made since the 2020 RTP/SCS, Connect SoCal 2024 is a long-range visioning plan for the six-county SCAG region, reflecting a continuation of the shift towards more efficient resource management including transportation infrastructure resources, land resources and environmental resources. The Plan highlights the existing land use and transportation conditions throughout the SCAG region, and forecasts how the region's transportation needs will be met between 2024 and 2050. The Plan identifies and prioritizes expenditures of the anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access. The Plan was developed to achieve targets for greenhouse gas (GHG) emissions reductions, consistent with SB 375 and other regional goals. In accordance with federal fiscal constraint requirements, Connect SoCal 2024 is a financially constrained Plan in terms of transportation revenues and expenditures.

Connect SoCal 2024 includes a vision and goals for the region. Key components include a growth forecast and Forecasted Regional Development Pattern based on population, household and employment growth projections for the SCAG region through the year 2050 as well as a transportation network including a list of transportation projects and investments. The Plan also identifies Regional Planning Policies and Implementation Strategies that the region could pursue over the Plan horizon. Other components include financial assumptions and expenditures, key transportation investments, and an evaluation of the Plan's performance.

Please see the Plan and supplementary technical reports for full details at SCAG's Connect SoCal 2024 website located at: <https://www.connectsocial.org/Pages/default.aspx>.

2.6.1 PLAN VISION AND GOALS

Connect SoCal 2024 represents the vision for the region and reflects the planned transportation investments, policies and strategies that will integrate with the Forecasted Regional Development Pattern to achieve the Plan's 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'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 are the goals and subgoals of Connect SoCal 2024 designed to help SCAG achieve this vision:

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

- Support investments that are well-maintained and operated, coordinated, 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.*

- a. Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
- b. 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.

2.6.2 REGIONAL GROWTH FORECAST AND FORECASTED REGIONAL DEVELOPMENT PATTERN

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a “forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies...” will enable SCAG to reach its GHG emission reduction target of 19 percent below 2005 levels by 2035.

SCAG prepared a regional growth forecast to determine the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, including available data from 6th cycle housing element updates. In addition, regional sustainability strategies, including priority growth and environmentally constrained areas were included based on Connect SoCal 2020. The forecast reflects changes to state- and local-housing-supportive policy as well as stronger housing production numbers in recent

years, including ADUs which are historically undercounted.² This forecasted regional development pattern for Connect SoCal 2024 details where people, households and employment will be located through 2050, the horizon year of the Plan (see **Map 2-8, Forecasted Regional Development Pattern**).

In addition to far more near-term household growth, the forecasted regional development pattern also demonstrates housing growth in generally more sustainable locations (i.e., infill locations in proximity to infrastructure) within the region than Connect SoCal 2020.

The regional and county growth forecasts reflect recent and past trends and expert-derived demographic and economic assumptions. In contrast to short-range forecasts, which focus on business cycles and market trends, a 30-year time horizon relies more heavily on births, deaths, migration and the strength of a region’s economic base compared to the nation as a whole. Due to changes in these trends and assumptions, SCAG is projecting just over half the level of population growth over this Plan’s horizon as compared to what was anticipated in Connect SoCal 2020. (**Table 2-1, 2019–2050 Population, Households, and Employment Projects in the SCAG Region**).

TABLE 2-1 2019–2050 Population, Households, and Employment Projections in the SCAG Region

COUNTY NAME	POPULATION 2019	POPULATION 2050	% INCREASE	HOUSEHOLDS 2019	HOUSEHOLDS 2050	% INCREASE	EMPLOYMENT 2019	EMPLOYMENT 2050	% INCREASE
Imperial	181,000	210,000	16%	52,000	72,000	39%	69,000	91,000	32%
Los Angeles	10,046,000	10,767,000	7%	3,393,000	4,139,000	22%	5,031,000	5,433,000	8%
Orange	3,191,000	3,439,000	8%	1,069,000	1,253,000	17%	1,805,000	2,019,000	12%
Riverside	2,386,000	2,992,000	25%	744,000	1,062,000	43%	847,000	1,185,000	40%
San Bernardino	2,175,000	2,623,000	21%	657,000	953,000	45%	860,000	1,145,000	33%
Ventura	849,000	852,000	<1%	278,000	318,000	14%	363,000	476,000	31%
SCAG Region	18,827,000	20,882,000	11%	6,193,000	7,798,000	26%	8,976,000	10,248,000	14%

Source: SCAG 2023a

Consistent with global trends, the older-age population of the SCAG region is steadily growing. Older people tend to live alone or in smaller households, have different transportation and spending patterns, and lower labor force participation.

From 2000 to 2019, population in the SCAG region increased by nearly 2.3 million people. Riverside County had the largest share of population growth among the six counties in the SCAG region during this period, adding

² The Connect SoCal Regional Growth Forecast begins with an expert assessment of regional demographic and economic trends and uses a variety of data sources—including local land use plans—to assess where growth is most likely to occur within the region, emphasizing a balance between future employment, population, and households. SCAG’s RTP/SCS growth forecasting process is also informed by the Regional Growth Vision and integrates input from local jurisdictions. As discussed above, SCAG’s preliminary growth forecast at the jurisdiction and neighborhood levels, released on May 23rd, 2022, sought to reflect capacity changes from the 6th cycle of RHNA based on available housing elements and information from jurisdictions. SCAG used its best efforts to incorporate the RHNA, but the data is inherently incomplete because only 12 of 197 jurisdictions had certified housing elements, and some local jurisdictions may not be required to complete rezoning associated with housing elements until October 2024. However, it is expected that household growth over the Connect SoCal 2024 horizon will exceed the 6th cycle RHNA housing unit need.

approximately 829,000 new residents (approximately 37 percent of the region’s increase in population during that time period). Los Angeles County followed with the next largest share and experienced an increase of approximately 502,000 new residents (nearly 22 percent of the region’s increase in population).

SCAG has the opportunity to analyze and address the inequities that the government and planning profession have created by systemically driving and perpetuating societal differences along racial lines. These inequities have resulted in vastly different living and social conditions, as well as less access to opportunities. SCAG considers potential impacts on people of color and low-income households in the regional growth, transportation and economic development planning and analysis, and recognizes that more affirmative approaches that seek to counter the effects of historic practices are needed to advance equity and social justice across the region. The Regional Planning Policies and Implementation Strategies start to address these issues.

PRIORITY DEVELOPMENT AREAS

Priority Development Areas (PDAs) are areas within the SCAG Region where future growth can be located in order to help the region reach mobility and environmental goals (see **Map 2-9, Priority Development Areas**). Generally, this means that people in these areas have access to multiple modes of transportation or trip origins and destinations are closer together, thereby allowing for shorter trips. These areas would accommodate 60 percent of forecasted population growth, 61 percent of forecasted household growth, and 65 percent of forecasted employment growth between 2019 and 2050. PDAs account for 4.8 percent of the region’s total land area and include Transit Priority Areas (TPAs), Neighborhood Mobility Areas (NMAs), Livable Corridors and Spheres of Influence (SOIs) (in unincorporated areas only). This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces and conserve the region’s resource areas.

- **Transit Priority Areas (TPAs).** TPAs are areas within one-half mile of existing or planned major transit stops.³ Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Focusing regional growth in areas with planned or existing major transit stops is key to achieving equity, economic and environmental goals.
- **Neighborhood Mobility Areas (NMAs).** NMAs focus on improving, restoring, and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways, and other destinations. Four elements of an NMA are: (1) Intersection density, (2) Low-speed streets, (3) Land use diversity, and (4) Accessibility to amenities within 1 mile using street network distances.
- **Livable corridors.** Livable corridors are key corridors where jurisdictions can plan for increased density at nodes and redevelopment of single-story under-performing retail with higher-density housing and employment centers. Many of the strategic nodes along key corridors are located within High Quality Transit Corridors (HQTCs), making transit a more convenient and viable option. This strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking.
- **Spheres of Influence (SOIs).** SOIs are existing or planned service areas within unincorporated areas of SCAG’s six counties. A city will periodically annex parcels in an SOI into the city limits to include new

³ A major transit stop is defined in state statute as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

developments or areas with infrastructure needs. Prioritizing unincorporated county growth within existing SOIs helps discourage urban sprawl and the premature conversion of agricultural and natural lands—and typically makes more efficient use of infrastructure that can reduce costs to taxpayers. As a result, only 4 percent of the region’s future household growth from 2019 to 2050 will be located in SOIs outside of incorporated city boundaries.

GREEN REGION RESOURCE AREAS

Green Region Resource Areas (GRRAs), which derive from SB 375 statute and SCAG’s role in the protection of resource areas and farmland, are considered alongside the PDAs in the preparation of the forecasted regional development pattern (see **Map 2-10, Green Region Resource Areas**). GRRAs depict the region’s natural assets – areas with acute risks from climate change – and highlight areas where future growth could result in negative environmental impacts if left unaddressed. Generally – but not exclusively – these areas reflect the urban-rural fringe away from existing developed areas. Thus, reducing growth in these areas has the co-benefit of reducing growth far from jobs and destinations. As the region faces unprecedented challenges in balancing housing and employment growth with resource conservation, the preservation and restoration of GRRAs can reduce risks from climate change and promote future resilience in the region. GRRAs consist of the following ten topic areas:

- **Flood Areas.** FEMA delineates areas that are subject to inundation by a flood with a 1 percent or greater chance of being equaled or exceeded during any given year, commonly referred to as the 100-year flood or base flood.
- **Coastal Inundation (Sea Level Rise).** Potential inundation of coastal areas resulting from a projected 3-foot rise in sea level above current Mean Higher High Water (MHHW) conditions.
- **Wildfire Risk.** CAL FIRE designates areas that are at risk from significant fire hazards based on fuels, terrain, weather and other relevant factors, which are referred to as "Fire Hazard Severity Zones" (FHSZ). Also included are areas along the edge of established communities (Wildland-Urban Interface) and areas where human habitation is mixed with areas of flammable wildland vegetation (Wildland-Urban Intermix) zones.
- **Open Space and Parks.** All publicly owned open space, including those with fee ownership, as identified in the California Protected Areas Database (CPAD), the California Conservation Easement Database (CCED), and the County of Ventura Save Our Agricultural Resources (SOAR).
- **Endangered Species and Plants.** Location and condition of species of rare and sensitive plants, animals and natural communities in California.
- **Sensitive Habitat Areas.** Areas with a high concentration of animals and plant life that are sensitive to growth, such as wetlands, habitat connectivity areas and areas rich with natural resources to support various species.
- **Natural Community and Habitat Conservation Plans.** These plans identify and provide for the regional protection of plants, animals and their habitats, while allowing compatible and appropriate economic activity.
- **Tribal lands.** Locations of the 16 Federally Recognized Tribal entities in the SCAG region.
- **Military Installations.** Military lands managed by the U.S. Department of Defense.
- **Farmlands.** Agricultural and working lands as defined by the Farmland Mapping & Monitoring Program (FMMP) in the California Department of Conservation.

2.6.3 PROJECT LIST

Connect SoCal 2024 includes \$750.1 billion of investment in our regional transportation system. SCAG collects projects submitted by CTCs, based on their county or district level needs and goals. These submissions generally align with the Regional Goals and do not undergo an additional selection process. SCAG assesses transportation performance at the system level. The Connect SoCal 2024 project list (included as Project List Technical Report of the Plan) includes approximately 2,000 projects with both near-term and long-term investments: the FTIP reflects near-term investments which form the foundation of the RTP project investment strategy and represents the first six years of already-committed funding for projects requiring federal approval or those that are regionally significant. The RTP reflects long-term investments and contains a financially constrained set of transportation projects above and beyond the FTIP, including projects submitted from the CTCs and additional Regional Strategic Investments needed to achieve the Plan's goals and performance targets.

2.6.4 REGIONAL STRATEGIC INVESTMENTS

Connect SoCal 2024 is a financially constrained plan in terms of transportation revenues and expenditures. However, there is a gap between what can be achieved beginning at the local level and what must be achieved to meet performance requirements. The gap is addressed through a set of Regional Strategic Investments, supported by Regional Planning Policies and Implementation Strategies. Key among these strategies is a transition away from fuel tax-based revenues and an increased reliance on user fees for various transportation facilities in the region. User fees are linked directly to how people travel. They can support the region's infrastructure needs and promote a more balanced transportation system by encouraging residents and visitors to consider the effects that their travel choices have on the larger transportation ecosystem. User fees can be structured and implemented to serve as a critical tool for advancing environmental, economic and equity-related goals, including reducing traffic congestion and vehicle miles traveled, while encouraging increased uptake of active transportation modes and boosting transit ridership. In the SCAG region, numerous policy and technical studies have been conducted on the subject. However, more work is planned to examine and demonstrate the viability of user-fee systems, including toll networks, mileage-based user fees to replace fuel taxes, and congestion pricing zones that levy fees based on time-of-day and congestion levels. Connect SoCal 2024 includes these user-fee-based funding strategies to support system management, preservation and resilience, and to contribute to the region's greenhouse gas reduction goals. SCAG further considers the potential equity concerns that accompany user fee policies and assumes mitigation measures, such as the establishment of a mobility equity fund. This can provide resources that can increase access for priority equity communities, particularly transportation equity zones (TEZs).

The following Regional Strategic Investments reflect what is necessary to maintain a state of good repair of our existing network, support a multimodal network, and fund system improvements and maintenance (for a full list of Regional Strategic investments and the proposed user fee structures, see Chapter 3 of the Plan):

- **System Preservation and Resilience: Highways, Local Streets and Roads.** "Fix it First" has been a guiding principle for prioritizing transportation funding in SCAG's RTPs for the last decade. The cost of rebuilding roadways is fourteen times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost-effective manner and can also improve safety. Connect SoCal 2024 includes \$75.4 billion towards the preservation, operation and resilience needs of the state highway system and \$87.7 billion towards the preservation, operation and resiliency needs of regionally significant local streets and roads.

- **Managing the System: Transportation System Management.** Connect SoCal 2024 increases investment and strengthens policy levers to optimize system performance while realizing greenhouse gas reduction quickly and efficiently. SCAG will pursue the following management strategies in coordination with regional and local partners:
 - **Regional Express Lanes Network: Concept of Operations and Buildout.** The regional express lane network integrates congestion pricing to optimize existing capacity on freeways and offer users greater travel-time reliability and choices. Express lanes operate on the principle of congestion pricing—when more vehicles are using those lanes, the price increases accordingly to manage congestion in the lanes (see **Map 2-11, Planned Regional Express Lane Network**). Express lanes and toll roads also generate revenues that fund construction and operation of the facilities and can relieve air pollution and GHG emissions associated with congestion.
 - **Intelligent Transportation System (ITS).** SCAG’s ITS program plans for transportation technology advancements and assesses potential impacts to the transportation system. This includes, but is not limited to, continuing to maintain and update the multi-county Regional ITS Architecture, incorporating revisions to existing projects and any proposed new projects as part of the RTP/SCS development, and participating in statewide and county Regional ITS Architecture update efforts.
- **Smart Cities.** The Smart Cities Program must evolve and adapt to the latest trends and technologies. SCAG will update the Smart Cities Vision Plan (by July 2026) and develop critical research reports focused on emerging technologies.
- **Future Workplace.** This initiative focuses on the strategies, implementation and impacts of telework and tele-everything as the world shifts to post-pandemic behaviors—through the lens of smart cities and transit demand management.
- **Transit and Multimodal Integration: Regional Enhancements and Improvements.** The region has ambitious goals to reduce greenhouse gas emissions in the transportation sector, which is the largest source of carbon dioxide emissions in California and a primary driver of climate change. This will be achieved, in part, by reducing single-occupancy vehicle trips and increasing transit/rail mode share (see **Map 2-12, 2050 Plan Transit Network**). A key step toward meeting these goals, as well as local and county goals for mobility and equity, can come from improving the speed and reliability of transit/rail services throughout the region. Since 1991, the region has spent over \$196 billion on transit (in 2019 dollars). Connect SoCal 2024 strategies consists of three main elements:
 - **Dedicated Transit Lanes.** The regional transit priority network is intended to enable enhanced transit services, improved mobility, accessibility and sustainability.
 - **Zero-Emission Bus Acceleration.** All transit agencies are required to transition to 100 percent zero-emission bus fleets by 2040 (Innovative Clean Transit regulation), a decade before the horizon year of Connect SoCal. Due to the upfront costs and supportive infrastructure necessary, additional funding is needed to support the transition.
 - **Mobility Hubs.** Mobility hubs are places where we can seamlessly connect with multiple modes of transportation in a safe, comfortable and accessible environment. SCAG’s strategy is to focus targeted investments in a set of prioritized mobility hubs distributed across the region.
- **Complete Streets: Planning for all Users.** Connect SoCal 2024 provides for a future where everyone has safe, affordable, reliable and sustainable transportation options to access opportunities and resources necessary to thrive requires additional transportation investments.

- **Complete Streets.** Complete streets are designed to support the safety, comfort and mobility for all road users. The approaches vary based on community context, but elements often include comfortable sidewalks, bicycle lanes, transit priority lanes and signals, high-quality transit stops, frequent and safe crosswalks, median islands, accessible signals, curb extensions, modified vehicle travel lanes, and streetscape and landscape treatments. They may also accommodate and optimize new technologies and micromobility devices, first mile/last mile connections to transit/rail and curbside management strategies including last-mile deliveries. SCAG's strategy is to focus targeted investments on corridors on the High Injury Network (HIN), where safety issues are concentrated and improvements to eliminate these issues would encourage mode shift.
- **Safe Routes to School (SRTS).** The primary goal of SRTS is to encourage and facilitate active transportation options while enhancing the safety and accessibility of routes used by people walking, biking or rolling. These programs often involve a combination of infrastructure improvements, educational campaigns and policy changes to create safer environments for traveling via active transportation. SCAG's strategy is to focus targeted investments on corridors within the High Injury Network (HIN) and located in close proximity to K-12 schools.

2.6.5 REGIONAL PLANNING POLICIES AND IMPLEMENTATION STRATEGIES

The Plan includes 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 where the region is headed. As noted above, there is a gap between what can be achieved from a bottom-up process and what must be achieved to meet the performance requirements. This gap is addressed through the Regional Strategic Investments and supported by Regional Planning Policies and Implementation Strategies, which are discussed below.

REGIONAL PLANNING POLICIES

SCAG developed a set of Regional Planning Policies to guide decision-making in the region that aligns with the Plan's vision and achievement of the goals. The Regional Planning Policies establish broad regional policies for integrated land use and transportation planning and identify the path towards realizing the vision of Connect SoCal 2024. The policies carry forward priorities that have been refined over several planning cycles to promote a multimodal transportation system and sustainable land use and development. Implementation of the policies at the regional and local level will address emerging issues facing the region and achieve the vision represented by Connect SoCal 2024.

The policies are meant to guide decision making for both SCAG and partner agencies to achieve a sustainable, equitable, and resilient future for the region. The policies are also intended to be used as a resource by CTCs or local jurisdictions to demonstrate alignment with the RTP/SCS in seeking resources from state or federal programs.

Per Government Code Section 65080(b)(2)(K), SCAG's SCS does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The guidance provided in the Plan's Regional Planning Policies is meant to support local jurisdictions in future General Plan updates to help in implementing the regional vision of Connect SoCal 2024.

Table 2-2, Connect SoCal 2024 Regional Planning Policies, provides the Regional Planning Policies that will guide the integration of land use and transportation planning to realize the vision and goals of the Plan. The table also indicates the PEIR section that is relevant to each Regional Planning Policy.

TABLE 2-2 Connect SoCal 2024 Regional Planning Policies

REGIONAL PLANNING POLICIES	PEIR SECTION(S) WHERE RELEVANT
Mobility	
System Preservation and Resilience	
1. Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.	AES, AG, AQ, BIO, CR, EN, GHG, HAZ, HYD, LU, NOI, TCR, TRAN
2. Promote transportation investments that advance progress toward the achievement of asset management targets, including for National Highway System pavement and bridge condition and transit assets (rolling stock, equipment, facilities, and infrastructure).	TRAN
Complete Streets	
3. Pursue the development of complete streets that comprise a safe multi-modal 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).	LU, REC, TRAN
4. Ensure the implementation of complete streets that are sensitive to urban, suburban, or rural contexts and improve transportation safety for all, but especially vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.).	LU, TRAN
5. Facilitate the implementation of complete streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.	AQ, EN, GHG, LU, TRAN
6. Support implementation of complete streets improvements in Priority Equity Communities*, and particularly with respect to Transportation Equity Zones*, to enhance mobility, safety, and access to opportunities.	AQ, EN, GHG, LU, TRAN
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.	AQ, EN, GHG, LU, TRAN
8. Support connections across the public, private, and nonprofit sectors to develop transportation projects and programs resulting in improved connectivity.	AQ, EN, GHG, LU, TRAN
9. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	AQ, EN, GHG, LU, POP, TRAN
10. Support the implementation of transportation projects in Priority Equity Communities, and particularly with respect to Transportation Equity Zones, to enhance mobility, safety, and access to opportunities.	AQ, EN, GHG, LU, TRAN
11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions.	GHG, HAZ, HYD, TRAN
Transportation Demand Management	
12. 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.).	LU, REC, TRAN
13. 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.	AQ, EN, GHG, LU, TRAN
14. 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).	AQ, EN, GHG, LU, TRAN

REGIONAL PLANNING POLICIES	PEIR SECTION(S) WHERE RELEVANT
Transportation System Management	
15. 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.	AES, AG, AQ, BIO, CR, EN, GHG, HAZ, HYD, LU, NOI, TCR, TRAN
16. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.	AQ, CR, BIO, EN, GHG, LU, NOI, TCR, TRAN
Technology Integration	
17. Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities for all residents within the SCAG region.	LU, POP, PS, REC, TRAN
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.	N/A
19. Advocate for technology that is adaptive and responsive to ensure that it remains up to date to meet the evolving needs of users and stakeholders.	N/A
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.	LU, POP, TRAN
21. Proactively monitor and plan for the development, deployment, and commercialization of new technology as it relates to integration with transportation infrastructure.	TRAN
Safety	
22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.	TRAN
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.	LU, TRAN
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.	POP, TRAN
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.	LU, TRAN
Funding the System/User Pricing	
26. Promote stability and sustainability for core state and federal transportation funding sources.	N/A
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 equitable distribution of costs and benefits.	N/A
28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.	LU, TRAN
29. Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.	N/A
30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.	N/A
31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.	GHG, LU, TRAN

REGIONAL PLANNING POLICIES	PEIR SECTION(S) WHERE RELEVANT
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 including transit and utilities.	LU, POP, TRAN, UTIL
33. Promote the growth of origins and destinations in areas with a proclivity toward multi-modal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled.	AQ, EN, GHG, LU, POP, TRAN
34. Seek to realize scale economies, or a critical mass, of jobs and destinations in areas across the region which can support non-SOV options and shorter trip distances, combined trips, and reduced vehicle miles traveled.	AQ, EN, GHG, LU, POP, TRAN
Housing the Region	
35. Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.	LU, POP, PS, REC, TRAN
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	LU, POP, TRAN
37. Support local, regional, state, and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.	LU, POP
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.	LU, POP
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities who have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.	POP
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 need and vulnerabilities.	POP
41. Support efforts to increase housing and services for people experiencing homelessness across the region.	POP
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 where residents can either access 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.	AQ, EN, GHG, LU, TRAN
43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability and resilience, and economic vitality.	GHG, LU, POP, REC, TRAN
44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.	LU, TRAN
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.	LU, POP, PS
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.	N/A
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in processes.	LU

REGIONAL PLANNING POLICIES	PEIR SECTION(S) WHERE RELEVANT
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.	AG, BIO, CR, EN, GHG, LU, MIN, TRAN, UTIL, WF
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.	LU, POP
50. Support communities across the region to advance innovative sustainable development practices.	AQ, EN, GHG, LU, UTIL
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.	EN, GHG, LU, TRAN, UTIL
Air Quality	
52. Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.	AQ, GHG, LU, TRAN
53. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.	AQ, GHG
54. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve the air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	AQ, HAZ
Clean Transportation	
55. Accelerate the deployment of a zero-emissions transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.	AQ, GHG, TRAN
56. Promote equitable use of and access to clean transportation technologies so that all may benefit from them.	AQ, TRAN
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.	GHG, HAZ, POP, UTIL
58. Maintain a technology neutral approach in the study of, advancement of, and, where applicable, investment in clean transportation technology.	N/A
Natural and Agricultural Lands Preservation	
59. Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.	AG, BIO, GHG, LU
60. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.	BIO, HYD, WF
61. Support regional conservation planning and collaboration across the region.	AG, BIO, LU
62. Encourage the protection and restoration of natural habitat and wildlife corridors.	BIO
63. Encourage conservation of agricultural lands to protect the regional and local food supply and agricultural economy.	AG
64. Encourage policy development of the link between natural and agricultural conservation with public health.	AG, AQ, BIO, LU

REGIONAL PLANNING POLICIES	PEIR SECTION(S) WHERE RELEVANT
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, recognizing that disadvantaged communities are often overburdened.	GHG, HYD, LU, UTIL, WF
66. Support local and regional climate and hazard planning and implementation efforts.	GHG, HYD, LU, UTIL, WF
67. Support nature-based solutions to increase regional resilience of the natural and built environment.	HYD, LU, WF
68. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	UTIL
69. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.	LU, POP, UTIL
Economy	
Goods Movement	
70. Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.	TRAN
71. Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emissions and clean technologies, and their supporting infrastructure.	AQ, EN, GHG, LU, POP, UTIL
72. Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.	AQ, EN, GHG
73. Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.	AQ, EN, GHG, TRAN
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.	TRAN
Broadband	
75. Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.	LU, TRAN
76. Develop networks that are efficient, scalable, resilient, and sustainable, to support transportation systems management and operations services and “tele-everything” strategies that reduce vehicle miles traveled, optimize efficiency, and accommodate future growth of regional economies.	AQ, EN, GHG, LU, TRAN
77. Encourage investments to provide access towards digital activities that support upwards educational, financial and economic growth.	LU, PS
78. Advocate for current, accurate data to identify opportunity zones and solutions to support the development of broadband services to community anchor institutions and local businesses.	N/A
79. Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically neutral.	N/A
80. Use a bottom-up approach to identify and support a community’s broadband needs.	N/A
Universal Basic Mobility	
81. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.	LU, TRAN
82. Promote increased payment credentials for disadvantaged community members and transition of cash users to digital payment technologies to address payment barriers.	N/A

REGIONAL PLANNING POLICIES	PEIR SECTION(S) WHERE RELEVANT
Workforce Development	
83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.	LU, POP
84. Encourage inclusive workforce development that promotes upward economic mobility.	N/A
85. Support entrepreneurial growth with a focus on underrepresented communities.	LU, POP
86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (market dynamics, technological advances, and climate change).	LU, POP
87. Inform and facilitate data-driven decision-making about the region’s workforce.	N/A
Tourism	
88. Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.	TRAN
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.	AQ, EN, GHG, TRAN

Table Notes: N/A = Not Applicable or Not Available

AES = Aesthetics; AG = Agriculture and Forestry Resources; AQ = Air Quality; BIO = Biological Resources; CR = Cultural Resources; EN = Energy; GEO = Geology and Soils; GHG = Greenhouse Gas Emissions; HAZ = Hazards and Hazardous Materials; HYD = Hydrology and Water Quality; LU = Land Use and Planning; MIN = Mineral Resources; NOI = Noise; POP = Population and Housing; PS = Public Services; REC = Recreation; TRAN = Transportation; TCR = Tribal Cultural Resources; UTIL = Utilities and Service Systems; WF = Wildfire

IMPLEMENTATION STRATEGIES

The Implementation Strategies provided in **Table 2-3, Connect SoCal 2024 Implementation Strategies**, articulate priorities for SCAG to implement Connect SoCal 2024 by fulfilling or going beyond the related Regional Planning Policies. The SCAG related strategies represent near term efforts for the successful implementation of the Plan. These implementation strategies rely on partnership and support with agencies and decisions makers in the region. Table 2-3, Connect SoCal 2024 Implementation Strategies, below, lists the Implementation Strategies included in the Plan.

TABLE 2-3 Connect SoCal 2024 Implementation Strategies

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
MOBILITY	
System Preservation and Resilience	
Per federal requirements, establish and monitor regional targets for pavement and bridge conditions, and transit/rail assets, in coordination with Caltrans.	TRAN
Repair, operate, maintain, and preserve the SCAG region's transportation assets in a state of good repair.	TRAN
Develop a regional asset management program.	N/A
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system performance targets.	TRAN

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
Complete Streets	
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.	AQ, EN, GHG, LU, TRAN
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).	GHG, LU
Encourage data-driven approaches to inform Complete Streets policies.	N/A
Develop a Complete Streets network and integrate Complete Streets in regional policies and plans, including considering impacts on equity areas.	LU, TRAN
Engage regional stakeholders in Complete Streets policy and plan development, implementation, and evaluation.	N/A
Provide leadership at the state and regional levels to promote Complete Streets.	N/A
Transit and Multimodal Integration	
* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections). This includes planning for and developing mobility hubs throughout the SCAG region.	AQ, EN, GHG, LU, TRAN
All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP's support and initiating open-loop payment demonstrations and testing shared product systems and post-payment solutions.	TRAN
* All Modes. Test, deploy, and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects.	TRAN
* Transit/Rail. 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. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators.	TRAN
Transit/Rail. Improve transit/rail safety and security for riders.	TRAN
* Transit/Rail. Build residential development along high frequency transit corridors and around transit/rail facilities and centers through land use planning.	GHG, LU, POP, TRANS
* Active Transportation. Support community-led active transportation and safety plans, projects, and programs (e.g., Safe Routes to Schools). Partner with local jurisdictions on demonstrations and quick build projects through SCAG's Go Human initiative.	GHG, LU, PS, TRAN
* Active Transportation. Expand the region's networks of bicycle and pedestrian facilities, including active transportation corridors and greenways, connections to parks and the California Coastal Trail, and slow streets, open streets, and "school streets" treatments.	GHG, PS, REC, TRAN
Streets and Freeways. Reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity.	LU, TRAN
Transportation Demand Management	
* Incentivize and promote the development of more transportation management agencies/organizations (TMA/TMO).	N/A
* Facilitate partnerships and provide a forum between public and private sector TDM practitioners and stakeholders to develop and implement policies, plans, and programs to encourage the use of transportation alternatives.	AQ, EN, GHG, TRAN
* Develop and promote the use of a regional TDM data clearinghouse. Leverage data and TDM Toolbox best practices to identify cost-effective strategies.	N/A
* Collaborate to develop regional and localized marketing campaigns to promote TDM modes such as transit, carpool, walking, and biking to school.	N/A

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
Transportation System Management	
Develop 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.	AQ, EN, GHG, TRAN
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving travel time reliability in the SCAG region.	TRAN
Technology Integration	
Develop a Smart Local jurisdictions 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.	LU, TRAN
Provide local technical assistance grants which support innovative technology solutions that reduce VMT and GHG emissions. Pursue funding and partners to continue testing and deployment of emerging technologies.	GHG, TRAN
Implement ITS priorities to improve the safety and efficiency of the current transportation system.	AQ, EN, GHG, TRAN
Further develop a Regional Configuration Management process among county transportation commissions, Caltrans Districts, ports, and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations.	TRAN
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.	AQ, EN, GHG, TRAN
Safety	
Integrate equity into regional safety and security planning process through the analysis of disproportionate impacts on disadvantaged communities and vulnerable roadway users like pedestrians, bicyclists, older adults, and young people.	TRAN
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.	TRAN
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.	N/A
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for progress in achieving safety targets in the SCAG region.	TRAN
Funding the System/User Pricing	
*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee.	GHG, TRAN
*Support local and regional partners on implementation of dynamic and congestion-based pricing programs, including facilitation of regional coordination.	N/A
* Continue development and support for job-center parking pricing, including through Smart Cities and Mobility Innovations SCP grant program.	N/A
* Continue to coordinate with regional partners to support build-out of regional express lanes network.	TRAN
Study and pilot transportation user fee programs and mitigation measures that increase equitable mobility.	TRAN
Conduct education and outreach work to support the public acceptance of user fees.	N/A

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
COMMUNITIES	
15-Minute Communities	
* Develop technical assistance resources and research that can support 15-minute communities across the various place types in the SCAG region by deploying strategies that include but are not limited to redeveloping underutilized properties, increasing access to neighborhood amenities, open space and urban greening, job centers, and multi-modal mobility options.	LU, PS, REC, TRAN
* Identify and pursue funding programs and partnerships for local jurisdictions across the region to realize 15-minute communities.	N/A
Housing the Region	
Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production.	LU, POP
Identify and pursue partnerships at the local, regional, state, and federal level to align utility, transit, and infrastructure investments with housing development and equitable outcomes across the region.	LU, TRAN, UTIL
Identify innovative homeownership models that can reduce costs and increase housing production in the region and identify strategies to engage households of color and communities that are underrepresented as homeowners.	POP
Develop and deploy 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.	POP
Priority Development Areas	
Support local jurisdictions and implementing agencies' plans and strategies to promote plans and projects within PDAs by providing awards, grants, and technical assistance.	LU
Develop housing in areas with existing and planned infrastructure, availability of multi-modal options, and where a critical mass of activity can promote location efficiency.	LU, POP, TRAN, UTIL
Equitable Engagement and Decision-Making	
Develop an Equity Assessment Tool that can be utilized by SCAG in program development and delivery and a complementary tool that can be incorporated into local assistance/subrecipient programming and delivery.	N/A
Develop an agencywide Community-Based Organization (CBO) Partnering Strategy that outlines tools and resources for partnering with CBOs to increase inclusive and equitable engagement opportunities.	N/A
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 in the pilot phase).	N/A
Develop a resource guide and training for equitable and culturally relevant stakeholder engagement for public agencies, including SCAG, that recognizes community contexts and histories, and existing community resources and engagement opportunities.	N/A
Aligned with appropriate State and Federal partners, identify, and utilize equity-centered measures to track outcomes, progress, and lessons learned on Connect SoCal implementation.	N/A
ENVIRONMENT	
Sustainable Development	
Monitor and pursue funding opportunities that can foster sustainable and equitable land use and development across the SCAG region and explore the feasibility of creating a pilot grant program to support local planning and/or implementation.	LU
Pursue resources that can support the development of water & energy-efficient building practices and efficiencies, including green infrastructure.	AQ, EN, GHG, UTIL

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
Air Quality	
Coordinate with local, regional, state, and federal partners to meet federal and state ambient air quality standards and improve public health.	AQ
Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emissions reductions and providing technical assistance and resources when available.	GHG, TRAN
Clean Transportation	
Maintain a robust Clean Technology Program that focuses on planning, research and evaluation, stakeholder support, and advocacy.	AQ, EN, GHG
Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.	AQ, EN, GHG, TRAN
Investigate how zero-emissions 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.	AQ, EN, GHG, TRAN
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 homeowners.	EN, GHG, LU, TRAN
Facilitate development of EV charging infrastructure through public-private partnerships.	EN, GHG, TRAN
* Assist local jurisdictions in developing an incentive program to further adoption of zero-emissions passenger vehicles.	AQ, GHG
Support the deployment of clean transit and technologies as part of the CARB innovative clean technology (ICT) rule and to reduce greenhouse gas emissions.	AQ, EN, GHG, TRAN
Natural and Agricultural Lands Preservation	
Identify and leverage resources for research, policies, and programs to conserve and restore natural and agricultural lands.	AG, BIO, LU
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.	AG, BIO, GHG, HYD, WF
Work with implementation agencies to support, establish, or supplement regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts and reduce per-capita vehicle miles traveled (VMT), and provide mitigation opportunities for regionally significant projects through the Intergovernmental Review Process.	AQ, BIO, CR, EN, GHG, LU, TRAN
Continue efforts to support partners to identify priority conservation areas, including habitat, wildlife corridors, and natural and agricultural lands, for permanent protection.	AG, BIO, LU
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.	BIO, LU, UTIL
Climate Resilience	
Support use of systems-based risk-management methods and tools to help implementation agencies identify and reduce resilience risks for vulnerable communities.	AQ, GHG, HYD, LU, WF
Develop partnerships and programs to support local and regional climate adaptation, mitigation, and resilience initiatives.	AQ, GHG, HYD, LU, WF
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 and communities of color.	AQ, GHG, HYD, LU, WF
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.	AQ, GHG, HYD, LU, WF

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
Support integration of climate vulnerability assessments into infrastructure planning and delivery for implementing agencies.	GHG, HYD, LU, UTIL, WF
Collaborate with partners to foster adoption of alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems that can reduce water demand and/or increase water supply.	GHG, HYD, UTIL
ECONOMY	
Goods Movement	
Leverage the Last Mile Freight Program (LMFP) to develop and implement operational concepts with a core focus on last-mile delivery strategies across urban and rural communities.	TRAN
Manage the implementation and transition to near zero and zero-emissions technologies for medium and heavy-duty vehicles and supporting infrastructure.	AQ, EN, GHG, TRAN
Facilitate the development of integrated rail partnerships between passenger/commuter rail and private rail operators and public agencies to advance investment opportunities.	TRAN
Engage communities throughout the SCAG region on environmental justice concerns, economic needs, and workforce development priorities.	N/A
Perform a complete update to the SCAG Comprehensive Regional Goods Movement Plan and Implementation Strategy, including assessment of innovative strategies and concepts.	N/A
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.	TRAN
Broadband	
Implement "Dig-Once Dig-Smart" policies to install broadband, EV charging station, and Smart Cities related infrastructure whenever highway/roadway improvements occur.	AQ, CR, EN, GHG, NOI, TCR
Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging, and smart cities infrastructure deployment.	N/A
Secure grant funding for underserved local jurisdictions for broadband infrastructure development.	N/A
Universal Basic Mobility	
Form partnerships with affordable housing developers in the region to subsidize a range of transportation services, improving livability, lowering transportation costs, and expanding travel choices and access to opportunity for low-income households.	LU, POP, TRAN
Continue to develop understanding of low-income travel patterns and needs, and the impact of shocks (e.g., COVID and telework adoption) on low-income travel.	TRAN
Pursue and encourage outreach opportunities with low-income populations, particularly drivers.	N/A
Workforce Development	
Provide technical assistance to help local jurisdictions realize their economic and workforce development goals.	N/A
Encourage the growth of, and equitable access to, family-supporting jobs throughout the region.	LU, POP, TRAN
Develop resources for understanding, analyzing, and communicating complex regional economic and workforce data.	N/A

IMPLEMENTATION STRATEGIES	PEIR SECTION(S) WHERE RELEVANT
Tourism	
Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and to align with travel and tourism needs, particularly with upcoming large-scale events such as the 2026 FIFA World Cup and 2028 Summer Olympics.	N/A

Table Notes:

* SCS GHG reduction strategy. N/A = Not Applicable or Not Available

AES = Aesthetics; AG = Agriculture and Forestry Resources; AQ = Air Quality; BIO = Biological Resources; CR = Cultural Resources; EN = Energy; GEO = Geology and Soils; GHG = Greenhouse Gas Emissions; HAZ = Hazards and Hazardous Materials; HYD = Hydrology and Water Quality; LU = Land Use and Planning; MIN = Mineral Resources; NOI = Noise; POP = Population and Housing; PS = Public Services; REC = Recreation; TRAN = Transportation; TCR = Tribal Cultural Resources; UTIL = Utilities and Service Systems; WF = Wildfire

2.7 FINANCIAL PLAN

In accordance with federal fiscal constraint requirements, Connect SoCal 2024 is a financially constrained Plan. Connect SoCal 2024 identifies the amount of funding that is reasonably expected to be available to build, operate, and maintain the region’s surface transportation system through the forecast horizon year of 2050. As shown in **Table 2-4, Connect SoCal 2024 Revenue Sources (in Billions)**, the financial plan’s forecast of revenue totals over \$750 billion from both core and new, reasonably available resources.

TABLE 2-4 Connect SoCal 2024 Revenue Sources (in Billions)

REVENUE SOURCE		AMOUNT
Local	Sales Tax:	\$255.2
	• Local Option Sales Tax Measures	\$206.6
	• Transportation Development Act (TDA)—Local Transportation Fund	\$48.5
	Transit Farebox Revenue	\$29.7
	Highway Tolls (in core revenue forecast)	\$27.3
	Mitigation Fees	\$5.7
	Other Local Sources	\$38.4
		<i>Local Revenue Subtotal</i>
State	State Transportation Improvement Program (STIP):	\$6.9
	• Regional Transportation Improvement Program (RTIP)	\$5.7
	• Interregional Transportation Improvement Program (ITIP)	\$1.1
	State Highway Operation and Protection Plan (SHOPP)	\$70.4
	Highway Users Tax Account (HUTA)	\$42.2
	Road Maintenance and Rehabilitation Account (RMRA)	\$33.8
	State Transit Assistance Fund (STA)	\$18.8
	Cap-and-Trade Auction Proceeds	\$1.8
	Other State Sources	\$15.3
	<i>State Revenue Subtotal</i>	<i>\$189.0</i>

REVENUE SOURCE		AMOUNT
Federal	Federal Transit:	\$24.9
	• Federal Transit Formula	\$16.7
	• Federal Transit Non-Formula	\$8.2
	Federal Highway & Other:	\$17.6
	• Congestion Mitigation and Air Quality (CMAQ)	\$5.1
	• Surface Transportation Block Grant (STBG)	\$6.6
	• Other Federal Sources	\$5.9
<i>Federal Revenue Subtotal</i>		<i>\$42.5</i>
New Reasonably Available	Federal Gas Excise Tax Adjustment	\$7.6
	Mileage-Based User Fee (Replacement)	\$48.0
	Federal Credit Assistance; Bond Proceeds	\$2.2
	Private Equity Participation	\$9.3
	Local Road Charge Program	\$92.2
	Value Capture Strategies	\$3.0
	<i>New Revenue Subtotal</i>	
Revenue Total		\$750.1

Source: SCAG 2023b

Table Note: Numbers may not sum to total due to rounding.

As shown in **Table 2-5, Connect SoCal 2024 Expenditure (in Billions)**, the Plan’s expenditures total approximately \$750 billion.

TABLE 2-5 Connect 2024 SoCal Expenditure (in Billions)

EXPENDITURE TYPE	AMOUNT
Capital Projects and Other Programs	
Arterials	\$25.2
Goods Movement (including Grade Separations)	\$65.4
High-Occupancy Vehicle/Express Lanes	\$11.4
Mixed-Flow and Interchange Improvements	\$11.9
Transportation System Management (Including ITS)	\$11.9
Transit	\$52.5
Passenger Rail	\$45.0
Active Transportation	\$29.2
Transportation Demand Management	\$16.9
Other*	\$10.9
<i>Subtotal Capital Projects and Other Programs</i>	
	<i>\$280.2</i>

EXPENDITURE TYPE	AMOUNT
Operations and Maintenance	
State Highways	\$75.4
Transit	\$244.5
Passenger Rail	\$42.6
Regionally Significant Local Streets and Roads**	\$87.7
<i>Subtotal Operations and Maintenance</i>	<i>\$450.1</i>
<i>Debt Service</i>	<i>\$19.7</i>
Cost Total	\$750.1

Source: SCAG 2023b

Table Notes:

Numbers may not sum to total due to rounding.

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

** Includes \$8.8 billion for active transportation in addition to capital project investment of \$29.2 billion for a total of \$38 billion for active transportation improvements.

2.8 PERFORMANCE MEASURES

Federal policy also requires that SCAG set performance measures and targets in Connect SoCal 2024. As required under MAP-21, in 2016 and 2017 the Federal Highway Administration (FHWA) issued national performance measures and guidelines for use in the setting of statewide and regional performance targets. The FHWA rule-making process established a four-year performance target setting and reporting cycle, with a two-year mid-term progress evaluation point. SCAG coordinates closely with Caltrans in the establishment of specific performance targets for the state and for our region in the various transportation performance areas established under MAP-21. These targets provide quantifiable objectives to achieve each measure during the performance period.

The Plan has several performance measures that are closely tied to its vision, goals and guiding policies. These ensure that the implementation of the Plan moves the SCAG region closer to achieving these vision, goals and policies. Plan performance is measured under 25 categories as shown in **Table 2-6, Connect SoCal 2024 Plan Performance Assessment Measures**. These performance measures are built upon but updated from those developed for the 2020 RTP/SCS to ensure that there is consistency when tracking and assessing the region's performance and whether this is meeting and exceeding federal and state requirements. It is also intended to help quantify regional goals, estimate potential impacts of proposed investments, and evaluate progress over time. Recognizing that the proposed land use and transportation strategies are expected to have impacts beyond those that are exclusively transportation-related, the health outcome was first introduced in the 2012 RTP/SCS and was also addressed in the 2016 and 2020 RTP/SCSs. These health-related measures are tied with the proposed transportation investments in transit, and transportation, more walkable communities, and land use strategies, which focus new housing and employment in the region's PDAs, including TPAs, livable corridors neighborhood mobility areas, and SOIs.

TABLE 2-6 Connect SoCal 2024 Plan Performance Assessment Measures

PERFORMANCE MEASURE	CONNECT SOCIAL GOAL AREA	DESCRIPTION
Access to Jobs	Mobility	Share of regional jobs accessible within 30 minutes travel time by automobile & within 45 minutes by transit during peak travel periods.
Major Destination Accessibility	Mobility	Share of major destinations (shopping, schools, & healthcare) accessible within specified travel times by automobile & by transit during peak travel periods.
Average Commute Trip Distance	Mobility	Average distance traveled for work trips, including trip lengths ten miles or less & 25 miles or less.
Travel Mode Share	Mobility	Share of total work trips & all trips by travel mode: auto, transit, non-motorized, & other.
Person Hours of Delay by Facility Type	Mobility	Excess travel time resulting from the difference between a reference speed & actual speed (mixed flow, HOV, & arterials).
Person-Delay per capita	Mobility	Daily amount of delay experienced per capita due to traffic congestion.
Truck Delay by Facility Type	Mobility	Excess heavy duty truck travel time based on difference between reference speed & actual speed (highways/arterials).
Average Travel Time	Mobility	Average travel time (work & non-work trips) by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), walk, bike, & transit.
Travel Time Distribution by Mode	Mobility	Travel time distribution by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), & transit.
Transit Boardings per capita	Mobility	Number of annual transit boardings per capita.
Percent of Trips Less than 3 Miles	Communities	Share of work & non-work trips less than three miles in length.
Share of Households in Priority Development Areas (PDAs)	Communities	Percent of total regional households located within PDAs.
Physical Activity-Related Public Health Incidence & Costs	Communities	Public health incidences & costs related to lack of physical activity.
Air Pollution-Related Public Health Incidence & Costs	Communities	Public health incidences & costs related to air pollution.
Park Accessibility	Communities	Share of park acreage reachable within 30 minutes by auto & 30 minutes by transit.
Vehicle Miles Traveled (VMT) per capita	Environment	Daily vehicle miles traveled (VMT) per capita.
Greenhouse Gas (GHG) Emissions	Environment	Percent reduction in GHG emissions per capita (from 2005 levels).
Land Conversion to Urban Purposes	Environment	Total square miles of greenfield & rural lands converted to urban use.
Criteria Air Pollutant Emissions	Environment	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day).
Energy Consumption	Environment	Energy (electricity, natural gas, vehicle fuel) consumption per capita.
Water Consumption	Environment	Urban water consumption per capita.
New Jobs Added Due to Transportation System Investments	Economy	Number of new jobs added to regional economy directly related to plan transportation system investments.
Share of Employment in Priority Development Areas (PDAs)	Economy	Percent of total regional employment located within PDAs.

PERFORMANCE MEASURE	CONNECT SOCIAL GOAL AREA	DESCRIPTION
New Jobs Added Due to Improved Regional Economic Competitiveness	Economy	Number of new jobs added to the regional economy due to improved transportation system conditions.
Transportation System Investment Benefit/Cost Ratio	Economy	Ratio of monetized user & social benefits to transportation system investment costs.

Source: SCAG 2023d

As stated previously, the Plan is constrained by expected transportation revenues, household and employment growth. The Plan creates a list of transportation projects that are eligible for future funding but does not program funds to specific transportation projects (see Project List Technical Report of the Plan). While the Plan identifies transportation and land use strategies that accommodate expected growth and improve the quality of life for existing and future residents, it does not change local land use policies. Individual jurisdictions retain all local land use authority.

2.9 INTENDED USES OF THE PEIR

In compliance with CEQA (Public Resources Code Section 21000 et seq.), this PEIR describes the potential environmental impacts of the Plan. This PEIR is designed to inform SCAG’s Regional Council, as well as responsible agencies, trustee agencies, interested agencies/organizations and persons, and the public of the potential environmental effects of the Plan and its identified alternatives. SCAG is the Lead Agency for environmental review of this PEIR and intends to use this PEIR as part of its review and approval of the Plan.

While individual transportation projects are included in the Plan, this PEIR is programmatic in nature and the analysis considers impacts that would reasonably be expected in conjunction with the transportation investments and land use development patterns envisioned in the Plan; the potential for significant and unavoidable impacts after the consideration of feasible mitigation measures; and a range of feasible alternatives. Project-level analysis will be prepared by implementing agencies, serving as a lead agency under CEQA, with the authority and principal responsibility for approving or carrying out the individual projects. These agencies include the six counties and 191 cities in the region. Other project implementing agencies may include public transit providers, other public agencies such as joint power authorities, air districts, water districts, colleges and universities, and Caltrans, among others.

It is the intent of SCAG that lead agencies and others may use at their discretion the information contained within the PEIR in order to facilitate “tiering” of subsequent environmental documentation of projects in the region. Such projects may include:

- Transportation projects;
- Planning projects (e.g., General Plans, Specific Plans, etc.); and
- Development projects including residential, mixed-use, employment center and transit priority projects that are found to be consistent with the SCS by their lead agencies.

As described in more detail in Chapter 1.0, *Introduction*, for projects that may be eligible for CEQA streamlining, applicable mitigation measures from this PEIR can and should be considered for incorporation into those projects as feasible and appropriate.

2.10 LIST OF PERMITS OR OTHER APPROVALS REQUIRED TO IMPLEMENT THE PROJECT

Connect SoCal 2024 requires a federal approval of transportation conformity determination under the CAA Section 176(c). The FHWA and the Federal Transit Administration (FTA) make the final determination of transportation conformity on the RTP portion. An FHWA/FTA final transportation conformity determination is required for the Plan and needed by June 5, 2024, pursuant to the U.S. Environmental Protection Agency's (USEPA) Transportation Conformity Regulations in 40 CFR Parts 51 and Section 93⁴, and USDOT's Final Rule on Statewide and Metropolitan Planning in 23 CFR Part 450. The required transportation conformity analysis that is submitted must indicate that all four tests required for transportation conformity have been met (see Transportation Conformity Analysis Technical Report of the Plan). Based on review by FHWA and FTA, and after consultation with the USEPA Region IX office, FHWA/FTA is expected to make a final determination that the Plan conforms to the applicable State Implementation Plans. Furthermore, under SB 375, after adoption of the Plan, SCAG shall submit the SCS portion of the Plan to CARB for review. Review by CARB shall be limited to acceptance or rejection of SCAG's determination that the strategy submitted would, if implemented, meet the region's 19 percent per capita GHG reduction target for year 2035.

⁴ The USEPA Transportation Conformity Regulations of 40 CFR Parts 51 and Section 93 contain additional criteria for project-level conformity determinations.

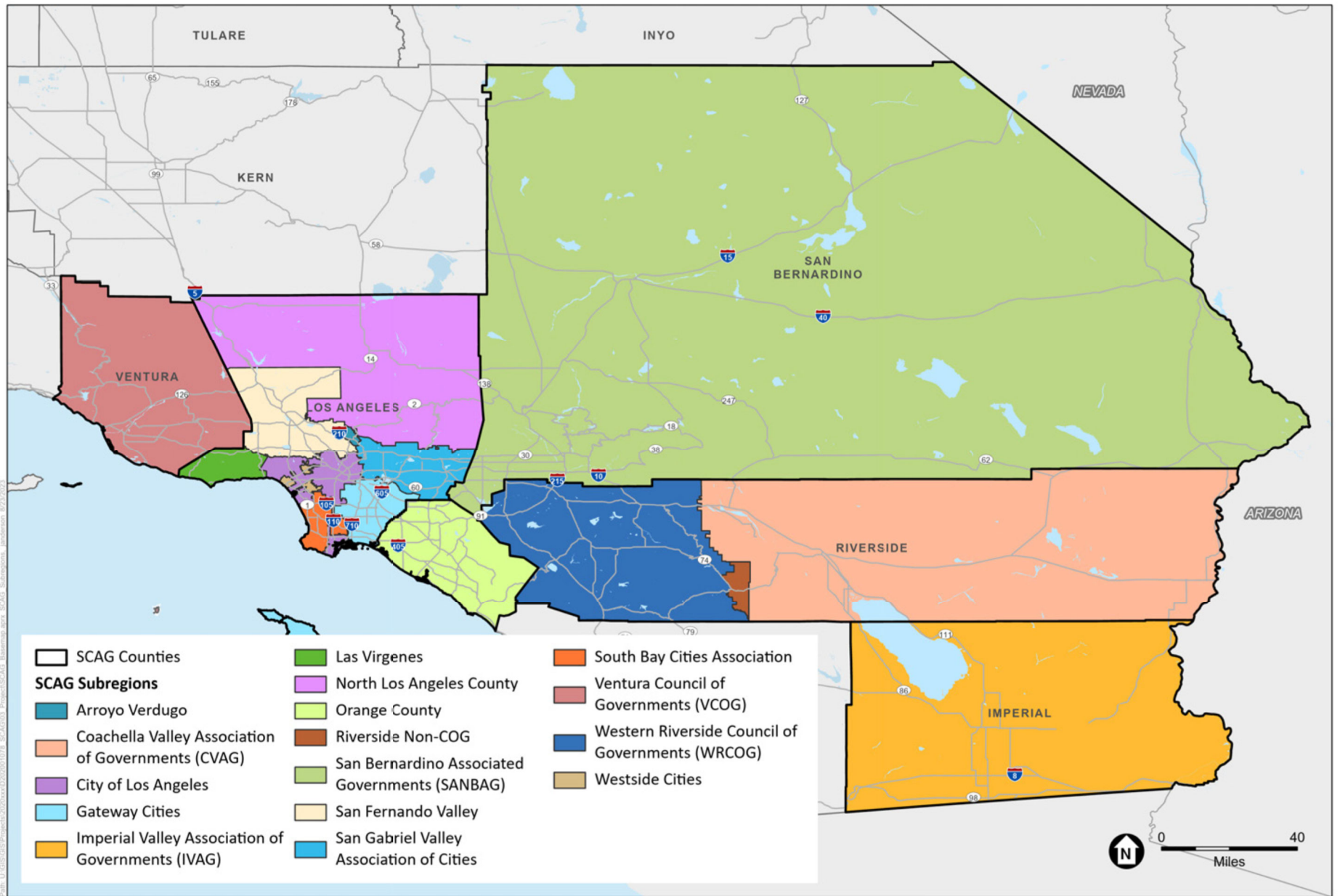


SOURCE: ESA, 2023

Connect SoCal 2024 PEIR

Map 2-1
SCAG Region



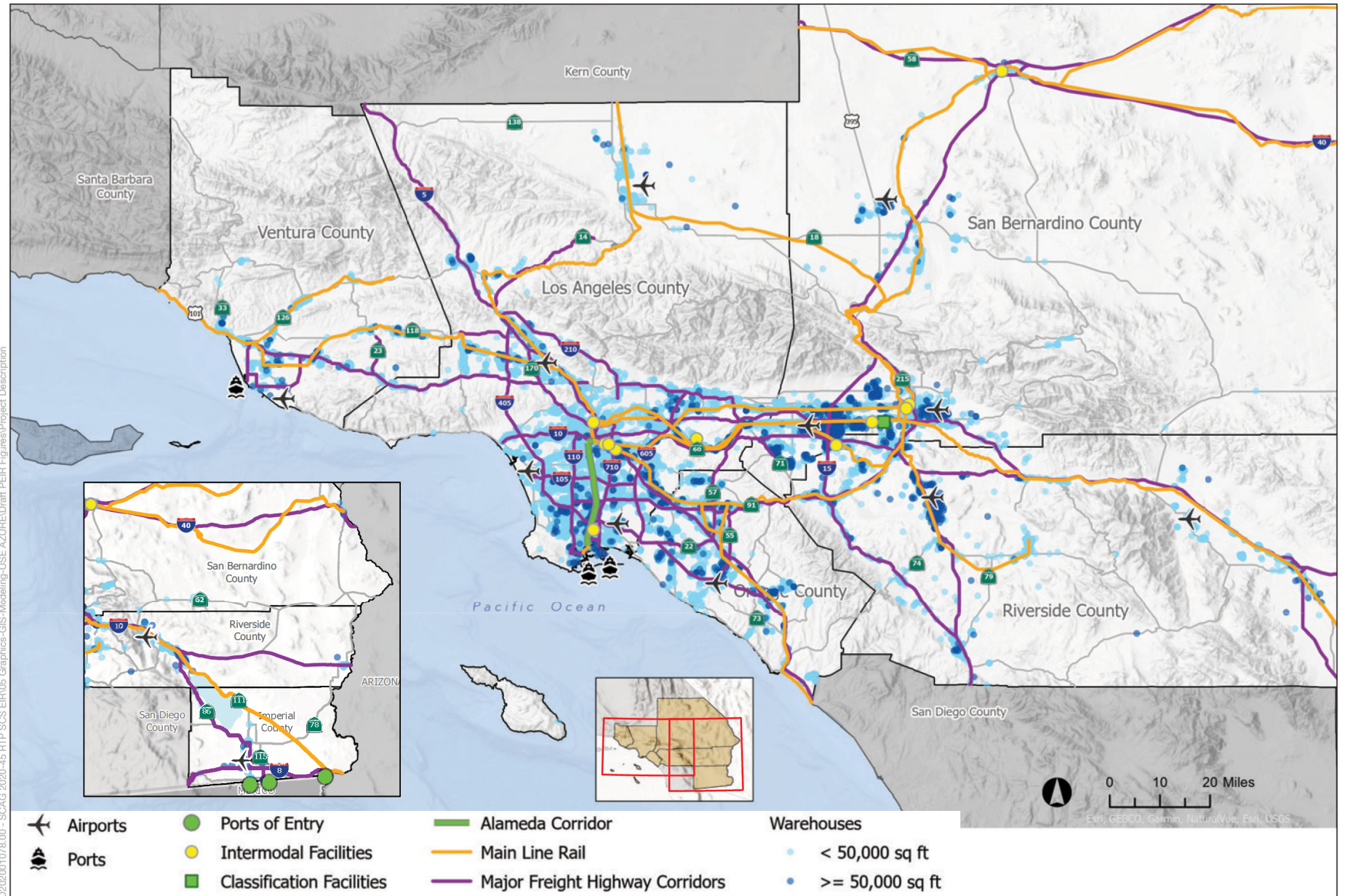


SOURCE: ESA, 2023

Connect SoCal 2024 PEIR

Map 2-2
SCAG Subregions



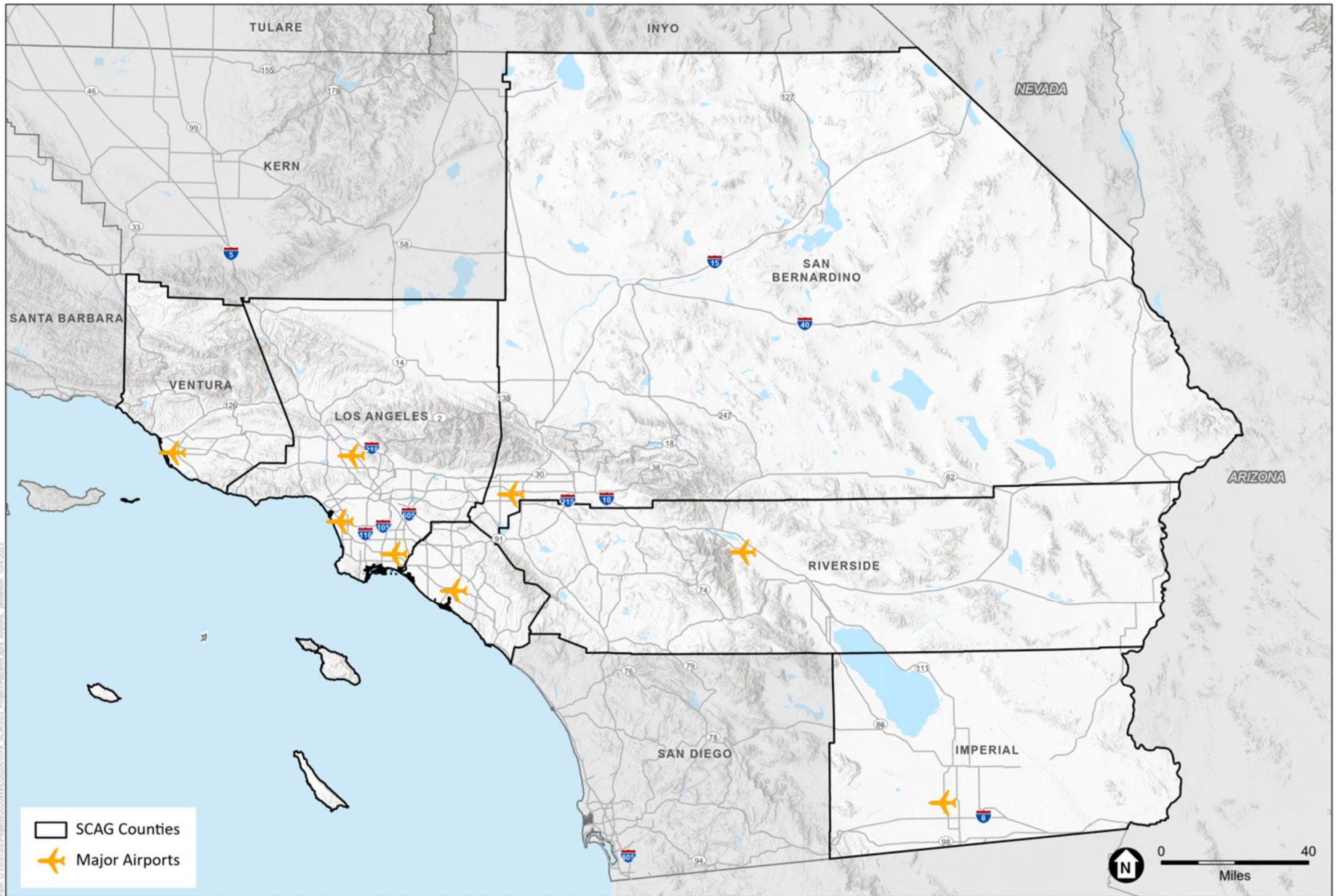


SOURCE: SCAG, 2023

Connect SoCal 2024 PEIR

Map 2-5
Existing Regional Goods Movement System





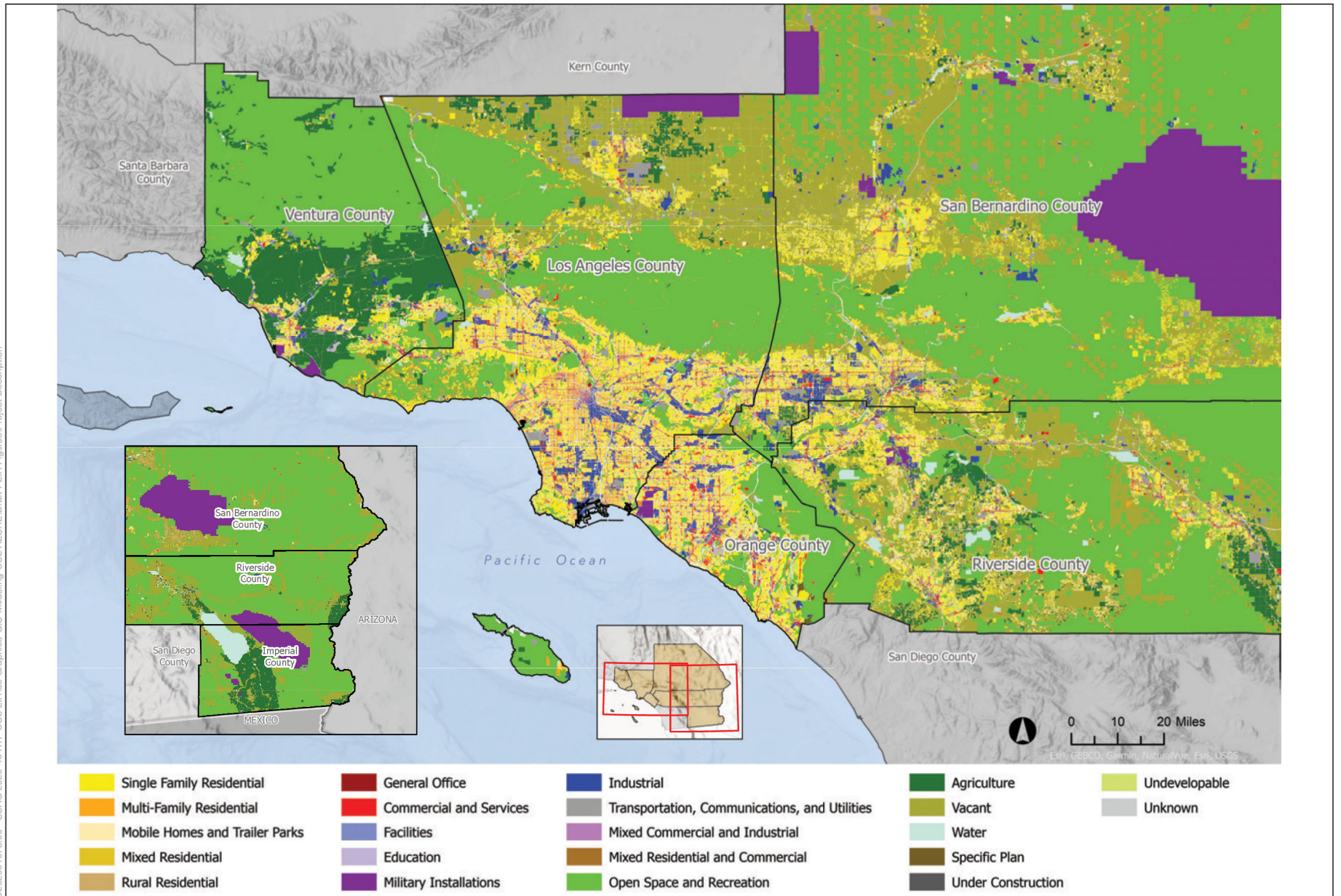
SOURCE: ESRI, 2021

Connect SoCal 2024 PEIR

Map 2-6
Major Airports in SCAG Region



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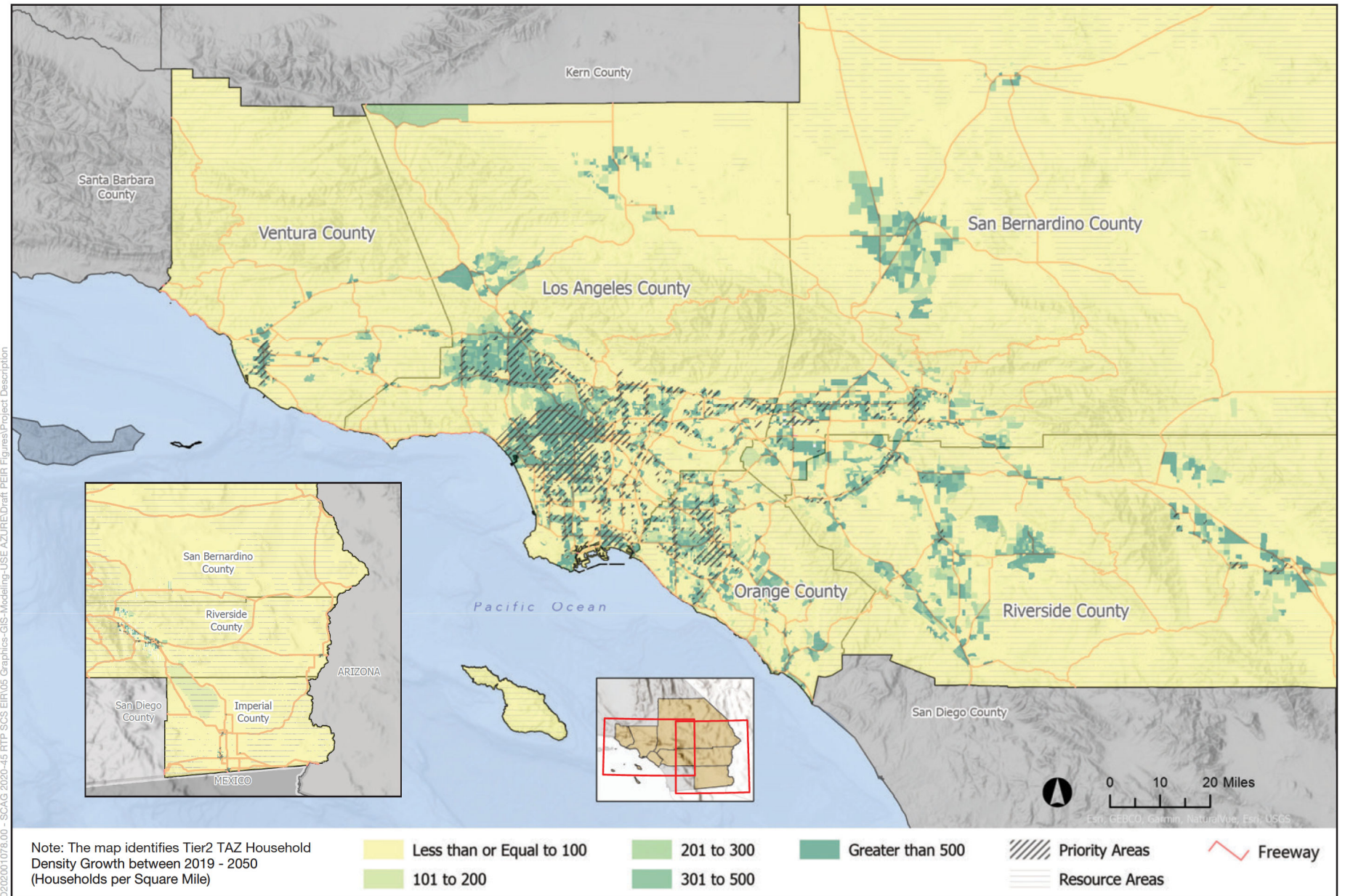


SOURCE: SCAG, 2023

Connect SoCal 2024 PEIR

Map 2-7
Existing Land Uses



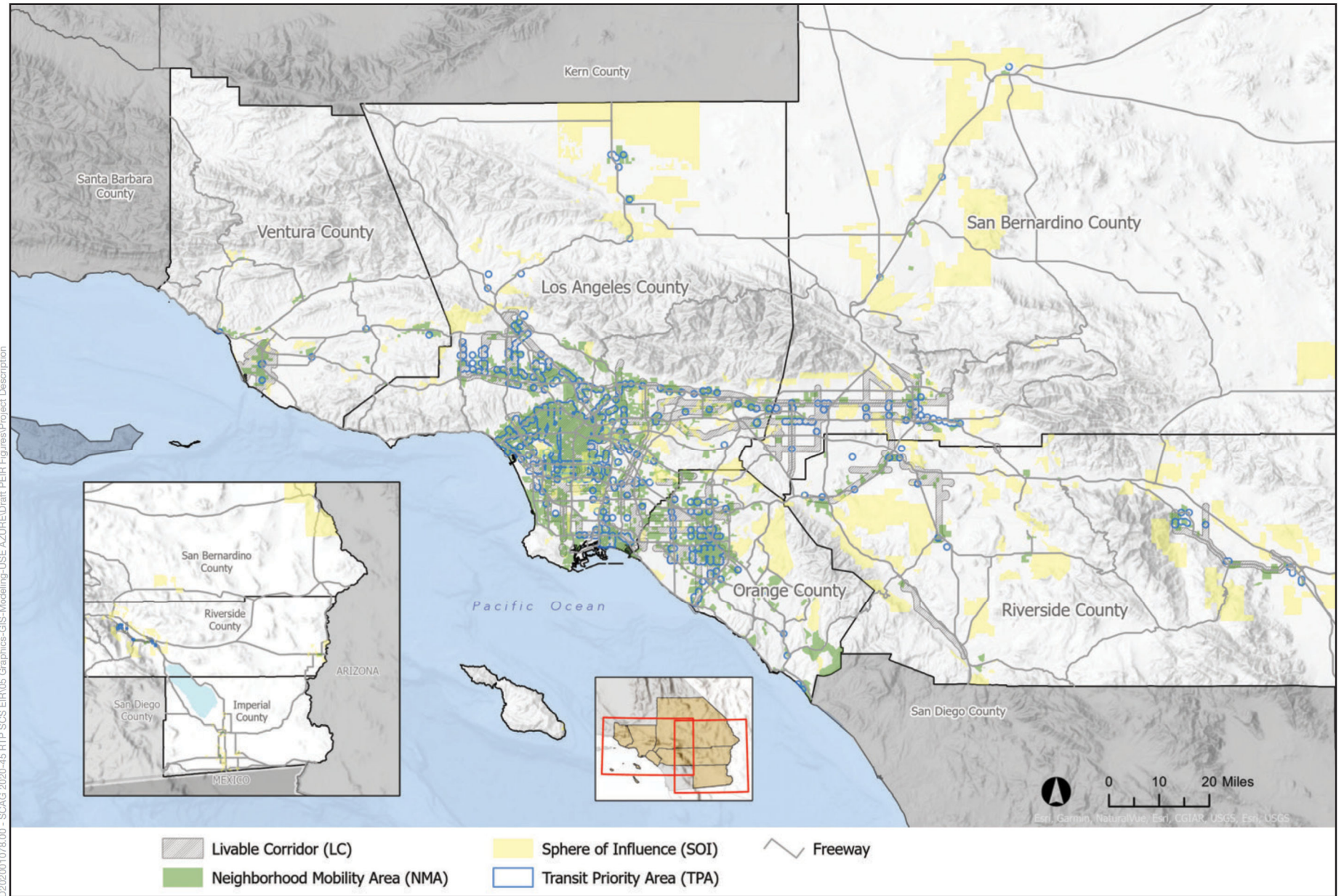


SOURCE: SCAG, 2023

Connect SoCal 2024 PEIR

Map 2-8
Forecasted Regional Development Pattern





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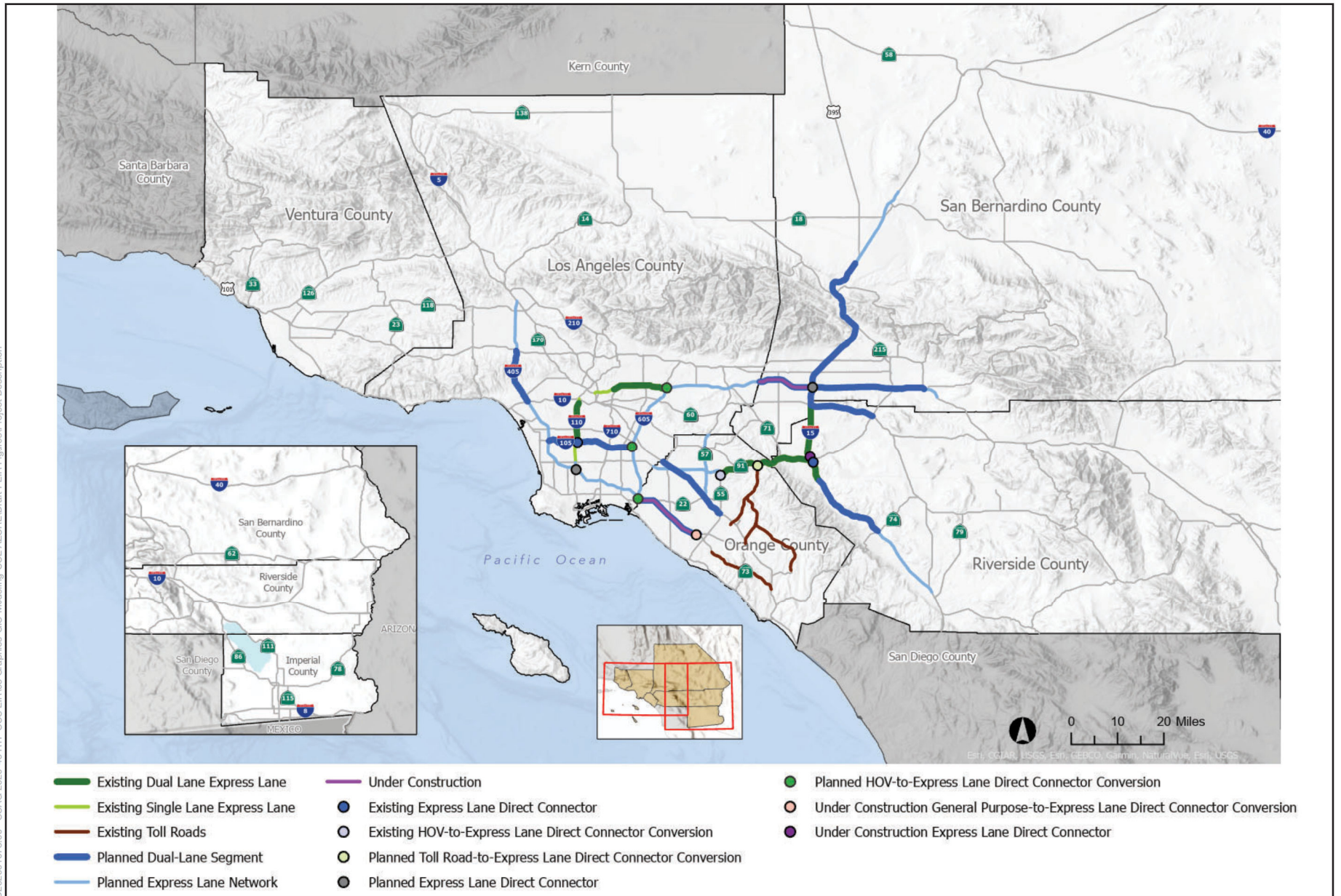
SOURCE: SCAG, 2023

Connect SoCal 2024 PEIR

Map 2-9
Priority Development Areas



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SOURCE: SCAG, 2023

Connect SoCal 2024 PEIR

Map 2-11
Planned Regional Express Lane Network



2.11 SOURCES

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