



Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
J , 2022

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Courtney Aguirre, Program Manager II
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Subject: Connect SoCal 2024 – Draft Vision, Goals, and Performance Measures

RECOMMENDED ACTION CEHD, EEC AND TC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In preparation for SCAG’s next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024, staff have developed a draft vision, goals, and performance measures. These elements are grounded in the currently adopted plan, Connect SoCal 2020, but have been updated to reflect changes within the region as well as emerging planning priorities (e.g., equity, resilience, etc.). The draft language of the vision, goals, and performance measures reflects input from multiple stakeholder groups, including the Technical Working Group and the Regional Planning Working Groups. Staff will continue to seek feedback from a broader audience of stakeholders over the ensuing months and report back to this Committee with updates, if any.

BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the plan takes

into account all modes of transportation and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the plan must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use development strategies that provide for more integrated land use and transportation planning and maximize transportation investments.

With each new plan cycle, SCAG re-evaluates the region’s planning priorities for the next 20 to 25 years and develops an updated vision and goals to guide development of the next plan. These elements of the plan are regarded as foundational and that is why feedback is critical. In support of Connect SoCal 2024, staff have developed a revised vision and goals that align with four enduring regional priorities— improving mobility, communities, the environment, and the economy. Staff, with direction from SCAG Policy Committees and the Regional Council, are developing a plan that is centered on these regional priorities and rooted in resilience and equity. For each of the plan goals, staff has identified performance measures that will help in evaluating the effectiveness of the plan’s investments and strategies and support ongoing monitoring of the region’s progress in achieving its goals.

Draft Vision and Goals

Staff developed an overarching vision for this plan cycle to encapsulate an image of what the region can become by 2050. The purpose of the vision is to bring together the key themes of the plan goals and the policy direction set by recent actions of the Regional Council regarding equity and resilience. The vision underscores the core purpose and responsibility of the long-range plan in supporting balanced growth of the region’s natural and built environments to meet the needs of people in the years to come. The vision was crafted to be simple, straightforward, and easy to remember so that it remains top of mind in the intervening years as policy decisions are being considered.

Draft Vision

A healthy, accessible, and connected region for a more resilient and equitable future.

Staff consolidated the prior plan goals and reshaped them to center around the aforementioned regional priorities—improving mobility, communities, the environment, and the economy. Each goal is then supported by sub-goals that further define and elaborate the intention behind the main

goals. Integrated within the goals are the thematic throughlines of equity and resilience, both emerging issues prioritized by the Regional Council through policy direction adopted since the Connect SoCal 2020 approval. The full text for the selected draft goals and sub-goals is provided in **Attachment 1**. These goals were also crafted to be simple, straightforward, and easy to remember so that they may remain top of mind.

Draft Goals

Build and maintain a robust transportation network. (Mobility)

Develop, connect, and sustain communities that are livable and thriving. (Communities)

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

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

Outreach and Engagement

Starting in January 2022, SCAG staff sought early input on the draft goals and vision statement from key stakeholder groups by presenting to the Regional Planning Working Groups (RPWGs), the Technical Working Group (TWG), and Regional Transit Technical Advisory Committee, and reaching out through various communication outlets. Staff requested specific feedback on how to better integrate equity and resilience, while also noting for stakeholders whether there were opportunities to expand the goals. Staff received stakeholder comments and feedback through April 30, 2022. Stakeholders shared their preferred vision, suggested edits, requests for further elaboration through the sub-goals on how main goals may be achieved, and recommendations for clarification. Staff also received other comments that fell beyond the scope of SCAG's regional role and responsibilities but were noted for future consideration, where applicable, during plan development. Based on this feedback, the draft vision and goals for Connect SoCal 2024 were selected. The vision and goals will be shared with a broader base of stakeholders for additional input as Connect SoCal 2024 moves forward. Staff will report back to this Committee with updates, if any.

Draft Plan Performance

Each of the plan goals is supported by a set of performance measures, which are categorized to align with the enduring regional priorities of improving mobility, communities, the environment, and the economy. Evaluation of the region's efforts occurs through two specific processes, performance measurement and performance monitoring

Performance Measurement¹

¹ SCAG staff are currently assessing whether the performance measures can be evaluated for all households and households with low incomes as a proxy for evaluating equity. This would be separate from the plan's equity analysis.

The plan's performance measures evaluate the performance of investments and strategies that will be implemented at the local, regional, or state levels. The plan's performance is largely evaluated using a combination of modeling tools, with results that can help inform policy decisions across the regional priorities. The modeling results provide the basis for interpreting the anticipated outcomes of the plan's investments and strategies. These performance measures are used in the forecasting process as SCAG anticipates what the future could look like. They help us respond to some key questions, including:

Key Questions

- Will our region become more connected and accessible? (focus: Mobility)
- Will we grow in ways that encourage livability? (focus: Communities)
- Will people and our environments become healthier? (focus: Environment)
- Will our economy function well for all? (focus: Economy)

Among the twenty-five draft performance measures proposed for inclusion in Connect SoCal 2024, most (18) are being carried over from the last plan, five have been revised from the last plan, and two are proposed new measures. The revised measures include average travel time, major destination and park accessibility, and share of regional households and employment growth located in Priority Development Areas (PDAs). In the past, SCAG analyzed travel time only for work trips, but now non-work trips will also be evaluated. The major destination and park accessibility measures previously assessed only evening peak period trips, but will now also include morning and mid-day periods. Finally, the share of regional employment and household growth measures, which previously were based on location within a High-Quality Transit Area (HQTAs), will now be assessed by location within a Priority Growth Area (PGA). The two new measures include access to jobs, which is the share of employment centers accessible during peak travel periods; and transit seat utilization, which assesses seat capacity utilization during the peak demand period for all transit types. For a detailed list of the draft performance measures, please review **Attachment 2**. Additional examples of draft performance measures sorted by category include:

Mobility

- Average Trip Distance
- Average Travel Time

Communities

- Percent of Trips Less than 3 Miles

Environment

- Vehicle Miles Traveled per Capita
- Greenhouse Gas Emissions
- Criteria Air Pollutant Emissions

Economy

New Jobs Added Due to Improved Regional Economic Competitiveness
Transportation System Investment Benefit/Cost Ratio

On-going Performance Monitoring

Once the plan is adopted, on-going monitoring of the plan's performance helps ensure that the region is making progress towards achieving the established regional goals, and in some cases, interim targets allow for more near-term performance evaluation. Performance monitoring is key to understanding which investments and strategies are proving successful in meeting specific regional goals and which ones may require modification or reconsideration. Progress towards achieving SCAG's regional goals is made primarily through implementation at the local level.

Among the thirty-four draft on-going performance monitoring measures proposed for inclusion in Connect SoCal 2024, most (22) are being carried over from the last plan, one measure has been revised, and eleven are new measures for Connect SoCal 2024. The revised measure is average travel time, which is also a performance measure used to evaluate the plan. As noted above, SCAG intends to analyze travel time to work as well as travel time for non-work trips. The new measures address critical regional issues, including housing, climate change, and the economy. The feasibility of evaluating some of these proposed new measures using new methodologies is still being assessed and may result in the elimination or revision of one or more of the new metrics due to data or modeling capacity constraints. For a detailed list of draft on-going performance monitoring measures, please review **Attachment 3**. Examples of draft performance monitoring measures sorted by category include:

Mobility

Commute Travel Mode Share
Collision-related Fatalities & Serious Injuries
Transit Boardings Per Capita

Communities

Housing Cost Burden
Housing Vulnerable to Environmental Impacts
Percent of Population in Climate Risk Areas

Environment

Number of Park Acres per 1,000 Residents
Households Located Near High-Volume Roadways

Economy

Unemployment Rate

Employment

Additional Regulatory Compliance

Connect SoCal 2024 will take into full account the following federal and state performance requirements.

Performance-Driven Programming

Through recent Congressional transportation authorization legislation (Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act of 2021 (IIJA), performance and outcome-based planning and programming has become an explicit national, state, and regional priority. Through MAP-21, national performance goals were established, including: 1) transportation system safety, 2) infrastructure condition, 3) congestion reduction, 4) system reliability, 5) freight movement and economic vitality, 6) environmental sustainability, and 7) reduced project delivery delays. The FAST Act and IIJA carried forward these performance-based planning requirements. To provide a quantitative basis for evaluating progress toward achieving the goals, MAP-21 requires federal transportation agencies to develop performance measures and targets that correspond to each goal. In turn, states and MPOs such as SCAG as well as state and public transportation providers are required to establish targets and report on progress towards meeting targets in planning and programming documents (i.e., Connect SoCal and the FTIP).

SCAG's most recently adopted plan, Connect SoCal 2020, established targets addressing the seven national performance goals. The next plan, Connect SoCal 2024, will continue to do so. Furthermore, SCAG's FTIP has also included and will continue to include a description of the anticipated effect of the FTIP toward achieving the targets identified in the plan, linking investment priorities to those performance targets. To further fulfill its reporting requirements, SCAG has developed a Performance Measures module in the FTIP database for county transportation commissions, local agencies, and transit operators to provide performance measures information at the project level. These performance-based approaches to transportation programming are intended to promote transparency in decision-making and help agencies prioritize investments that support target achievement and maximize return on investment.

Environmental Justice

SCAG's long-range plan has long included an Environmental Justice (EJ) analysis that evaluates current conditions, and the consequences of the region's transportation projects on people of color, low-income households, and other vulnerable populations. Connect SoCal 2024 will include a more robust and broadened equity analysis. The evolved approach will include revisiting the populations and communities analyzed in previous EJ analyses and developing a new community referred to as "Prioritized Equity Populations and Areas" (PEPA). Staff have developed a separate list of

performance measures to assess the performance of Connect SoCal 2024 relative to regional equity concerns. A separate dedicated equity analysis staff report and presentation to be shared at the July 7 meeting will provide details on this component of the plan.

Transportation Air Quality Conformity

The plan evaluation process includes measures specific to the federally mandated regional transportation conformity analysis to ensure that the plan is consistent with, or conforms to, the goals and objectives of the applicable air quality implementation plans for meeting National Ambient Air Quality Standards (NAAQS) in the region. These air quality measures are used to demonstrate that implementation of the plan will not create any new violations of federal air quality standards, worsen existing violations, or delay timely attainment of federal air quality standards.

Regional Greenhouse Gas (GHG) Emission Reduction Targets

SCAG is also required to meet state requirements for regional GHG emission reduction targets. Specifically, SCAG is required to demonstrate that the adopted plan, once implemented, would achieve the 2035 regional GHG emission reduction target established by the California Air Resources Board (CARB). For the SCAG region, CARB set a target of a 19 percent reduction in per capita GHG emissions by 2035, relative to GHG emission levels recorded in 2005.

Outreach and Engagement

Similar to the vision and goals effort, starting in January 2022, SCAG staff sought early input on the draft performance measures from key stakeholder groups by presenting to the Regional Planning Working Groups (RPWGs), the Technical Working Group (TWG), and Regional Transit Technical Advisory Committee. Staff requested specific feedback on how to better integrate equity and resilience as well as other regional priorities (e.g., housing). Staff received stakeholder comments and feedback through April 30, 2022. Stakeholders shared their suggested edits and requests for further elaboration, and recommendations for clarification. To the extent that it was feasible, SCAG integrated feedback shared. More detail on feedback shared and SCAG responses can be reviewed in **Attachment 4**. Based on this feedback, the draft performance measures were refined and selected. The performance measures will be shared with a broader base of stakeholders for additional input as Connect SoCal 2024 moves forward. Staff will report back to this Committee with updates, if any.

Next Steps

The proposed vision, goals, and performance measures for the plan are being presented in draft form in this report, and staff are seeking the input, feedback, and counsel of this Committee on these foundational components of the plan. In the ensuing months, staff will continue to seek input from external stakeholders to ensure the draft vision, goals, and performance measures reflect the



region's priorities, and staff will continue to return to the Committee to provide updates should any of these pieces evolve.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 22/23 Overall Work Program (150.4095.01: RTP/SCS Performance Monitoring).

ATTACHMENT(S):

1. PowerPoint Presentation - Connect SoCal_VisionGoalsPerf_rev2
2. 2024 Draft Vision, Goals, and Performance Measures



Connect SoCal 2024

Draft Vision, Goals, & Performance Measures

July 7, 2022

WWW.SCAG.CA.GOV

Connect SoCal 2024: Overview

Vision Statement Purpose:

- What do we want the region to become?
- Where do we want to go?

(4) Simplified Goals:

- Mobility, Communities, Environment, & Economy
- Further defined through sub-goals

Through Lines:

- Equity
- Resilience

Connect SoCal 2024: Draft Vision Statement

What kind of region do we want to be in 2050?

A healthy, accessible, and connected region for a more resilient and equitable future.



3

Connect SoCal 2024 Draft Goals: **Mobility**

Build and maintain a robust transportation network.

- Support investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality.
- Ensure reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities.
- Plan for people of all ages, abilities, and backgrounds.

Connect SoCal 2024 Draft Goals: **Communities**

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

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

Connect SoCal 2024 Draft Goals: **Environment**

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

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve and restore the region's natural and agricultural resources.

Connect SoCal 2024 Draft Goals: Economy

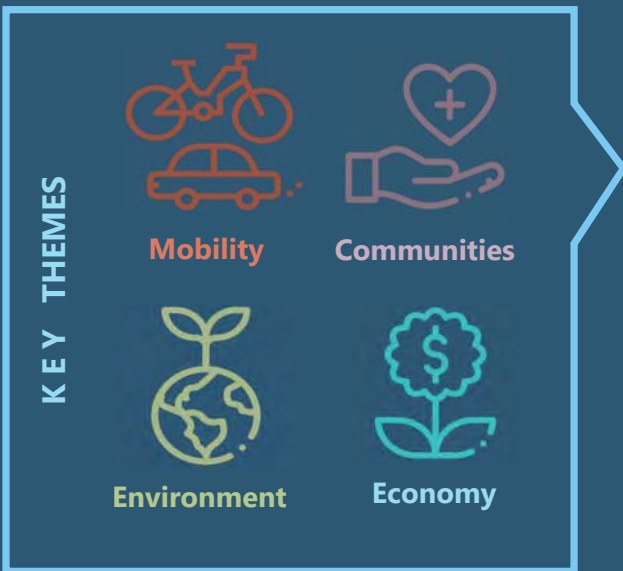
Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

- Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and to foster the growth of small businesses in underserved communities.
- 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.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region's global economic competitiveness.

Connect SoCal 2024 Draft Goals: Overview

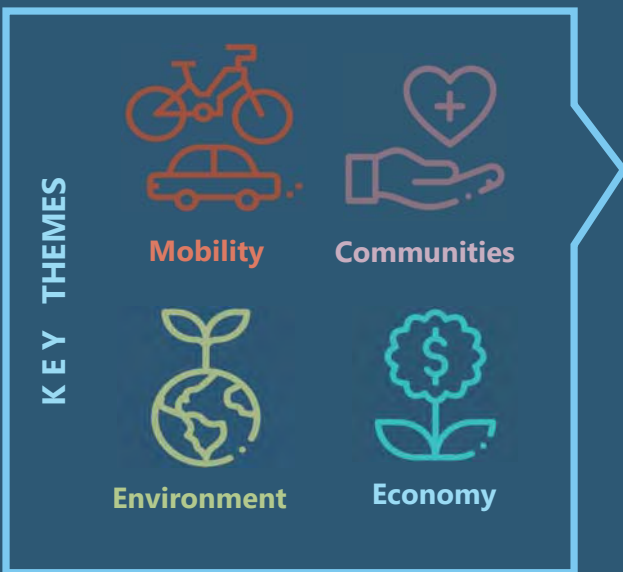
1. Build & maintain a robust transportation network (Mobility)
2. Develop, connect, & sustain communities that are livable & thriving (Communities)
3. Create a healthy region for the people of today & tomorrow (Environment)
4. Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all (Economy)

Connect SoCal 2024: Draft Performance Measures



- Evaluate the Plan's investments & strategies relative to regional goals
- Address state GHG reduction targets & federal conformity requirements
- Address federal performance reporting requirements, including Environmental Justice
- Support on-going monitoring of progress toward achieving regional goals & targets

Connect SoCal 2024: Required Performance Measures



- State
 - Greenhouse gas emissions
- Federal
 - Transportation & transit safety
 - Infrastructure condition
 - Congestion reduction
 - System reliability
 - Freight movement and economic vitality
 - Environmental sustainability
 - Reduced project delivery delays
 - Air quality conformity

Indicators, Performance Measures, & Monitoring Measures

What's the difference?



Baseline Indicators
Existing Conditions
Today



Performance Measures
Plan Evaluation
2050



Monitoring Measures
On-going Progress
Tomorrow

Connect SoCal 2024: Plan Performance Measures

Mobility	Communities	Environment	Economy
<ul style="list-style-type: none"> • Trip distance • Mode share • Person hours of delay by facility type • Person-delay per capita • Truck delay by facility type • Average travel time • Travel time by mode • Major destination accessibility • Access to jobs • Transit seat utilization 	<ul style="list-style-type: none"> • Share of trips less than 3 miles • Share of regional households located in PDAs • Physical activity & air pollution-related public health incidences & costs 	<ul style="list-style-type: none"> • VMT per capita • GHG per capita • Total square miles of greenfield & rural lands converted to urban use • Criteria air pollutants • Energy & water consumption per capita • Park/open space accessibility 	<ul style="list-style-type: none"> • New jobs added due to transportation system investments & improved regional economic competitiveness • Share of employment growth in PDAs • Transportation system investment benefit/cost ratio

Connect SoCal 2024: Plan Performance Measures

EQUITY

1. Will our region become more connected & accessible?
2. Will we grow in ways that encourage livability?
3. Will people & our natural environment become healthier?
4. Will our economy function effectively for everyone?

RESILIENCE

Connect SoCal 2024: On-going Monitoring Measures

Mobility

- Average travel time
- Commute mode share
- % reliable person-miles traveled on NHS
- Peak hour excessive delay
- NHS bridge, NHS road, & local roads condition
- Fatalities/serious injuries (incl. transit)
- Transit system reliability, equip. condition
- Transit boardings
- Transit seat utilization
- Managed lanes utilization

Communities

- Housing cost burden
- Asthma incidence & exacerbation
- % of residents within 1/2 mile walk to open space
- ADU development
- Housing vulnerable to environmental impacts

Environment

- VMT per capita
- Air quality by basin
- Number of acres of parks for every 1,000 residents
- % of households near high-volume roadways
- % of population in climate risk areas
- Nature adaptation investments
- Urban heat island reduction strategies
- Williamson Act contract acreage impacted

Economy

- Percent of Interstate system mileage providing reliable truck travel time
- Unemployment rate
- Employment

Connect SoCal 2024 Performance Measures: Engagement

Feedback sought from:

- Regional Planning Working Groups
- Technical Working Group
- Regional Transit Technical Advisory Committee

Requested feedback on:

- How to better integrate equity & resilience
- Considering other areas?

Examples of feedback:

- Expansion of the proposed new 'Managed Lane Utilization' metric to include both HOT & HOV lanes
- Clarification that the 'Parks/Open Space Access' metric includes both public & private parks
- Expansion of proposed new 'ADU Potential' metric to include all areas (not just PDAs)

15

Timeline

Summer Onward:

- Continue to assess feasibility of revised & proposed new measures
- Seek feedback from broader base of stakeholders
- Refine measures as necessary
- Share updates with stakeholders



16



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-social>

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Performance Measures | Courtney Aguirre, aguirre@scag.ca.gov

Performance Measures | Michael Gainor, gainor@scag.ca.gov



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
1	Mobility	Accessibility	Access to Jobs	Share of regional employment centers accessible during peak travel periods. Considering auto/transit/local bus accessibility & timeframes.	New measure for 2024	X
2	Mobility	Accessibility	Major Destination Accessibility	Share of major destinations accessible within 30 minutes by automobile or 45 minutes by transit.	Revised: Assess AM peak, PM peak, & mid-day	X
3	Mobility	Accessibility	Average Trip Distance	Average distance traveled for work & for all trips, including trip lengths 10 miles or less & 25 miles or less.	Continuing measure from 2020	X
4	Mobility	Accessibility	Travel Mode Share	Share of total work trips & all trips by travel mode: auto, transit, non-motorized, & other.	Continuing measure from 2020	
5	Mobility	Accessibility	Person Hours of Delay by Facility Type	Excess travel time resulting from the difference between a reference speed & actual speed (mixed flow, HOV, & arterials).	Continuing measure from 2020	X
6	Mobility	Accessibility	Person-Delay per Capita	Daily amount of delay experienced per capita due to traffic congestion.	Continuing measure from 2020	
7	Mobility	Accessibility	Truck Delay by Facility Type	Excess heavy duty truck travel time based on difference between reference speed & actual speed (highways/arterials).	Continuing measure from 2020	
8	Mobility	Accessibility	Average Travel Time	Average travel time (work & non-work trips) by travel mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), walk, bike, & transit.	Revised: Addition of non-work trips	X
9	Mobility	Accessibility	Travel Time Distribution by Mode	Travel time distribution by mode: single occupancy vehicle (SOV), high-occupancy vehicle (HOV), & transit.	Continuing measure from 2020	X
10	Mobility	Transit	Transit Seat Utilization	Transit seat capacity utilization during peak demand hour (available seats for all transit types).	New measure for 2024	
11	Communities	Accessibility	Percent of Trips Less than 3 Miles	Share of work & non-work trips less than 3 miles in length.	Continuing measure from 2020	
12	Communities	Accessibility	Share of Regional Households Located in Priority Development Areas (PDAs)	Percent of total regional households located within PDAs.	Revised: Geography changed from HQTA to PDA	



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
13	Communities	Public Health	Physical Activity-Related Public Health Incidence & Costs	Public health incidences & costs related to lack of physical activity.	Continuing measure from 2020	X
14	Communities	Public Health	Air Pollution-Related Public Health Incidence & Costs	Public health incidences & costs related to air pollution.	Continuing measure from 2020	X
15	Environment	Climate Resiliency	Vehicle Miles Traveled (VMT) per Capita	Daily vehicle miles traveled (VMT) per capita.	Continuing measure from 2020	
16	Environment	Climate Resiliency	Greenhouse Gas (GHG) Emissions	Percent reduction in GHG emissions per capita (from 2005 levels).	Continuing measure from 2020 (State performance measure)	
17	Environment	Conservation	Land Conversion to Urban Purposes	Total square miles of greenfield & rural lands converted to urban use.	Continuing measure from 2020	
18	Environment	Public Health	Criteria Air Pollutant Emissions	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day).	Continuing measure from 2020 (Federal performance measure)	X
19	Environment	Public Health	Park Accessibility	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit.	Revised: Assess AM peak, PM peak, & mid-day	X
20	Environment	Resource Efficiency	Energy Consumption	Energy (electricity, natural gas, vehicle fuel) consumption per capita.	Continuing measure from 2020	
21	Environment	Resource Efficiency	Water Consumption	Urban water consumption per capita.	Continuing measure from 2020	
22	Economy	Jobs	New Jobs Added Due to Transportation System Investments	Number of new jobs added to regional economy directly related to plan transportation system investments.	Continuing measure from 2020	X
23	Economy	Jobs	Share of Employment Growth Occurring in Priority Development Areas (PDAs)	Percent of total regional employment growth occurring within PDAs.	Revised: Geography changed from HQTAs to PDAs	
24	Economy	Competitiveness	New Jobs Added Due to Improved Regional Economic Competitiveness	Number of new jobs added to the regional economy as a result of improved transportation system conditions.	Continuing measure from 2020	



Connect SoCal 2024 Draft Performance Measures: Plan Evaluation

#	Connect SoCal Goal	Outcome	Performance Measure	Description	Change From Last Plan	Equity Measure
25	Economy	Competitiveness	Transportation System Investment Benefit/Cost Ratio	Ratio of monetized user & social benefits to transportation system investment costs.	Continuing measure from 2020	