

Supplementals

GLOSSARY

#

15-Minute Communities – A 15-minute community is one in which people can access all basic, day-to-day needs, services and amenities within a 15-minute walk, bike or roll from home. These are places that result in fewer and shorter trips because of the proximity of complementary land uses. These are also where people are able to make fewer and/or shorter trips due to the proximity of activity centers and destinations.

A

AASHTO – American Association of State Highway and Transportation Officials – A nonprofit, non-partisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

AB 32 – Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006)– Signed into law on September 26, 2006, AB 32 requires the state’s global warming emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable, statewide cap on global-warming emissions that will be phased-in starting in 2012, in addition to other measures. To effectively implement the cap, AB 32 directs the California Air Resources Board (CARB) to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming-emissions levels. Please also see “CARB – California Air Resource Board.”

AB 617 – Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017) – In 2017, California Governor Jerry Brown signed Assembly Bill 617 ((C. Garcia, Chapter 136, Statutes of 2017) to develop a new, community-

focused program to more effectively reduce exposure to air pollution and preserve public health. AB 617 is a companion bill to AB 398, which extends California’s Cap-and-Trade program for greenhouse gas emissions. The most significant criteria and toxic air-quality legislation passed in California in the last three decades, AB 617 directs the California Air Resources Board (CARB) and all local air districts throughout California to take measures to protect communities disproportionately impacted by air pollution.

There are five central components to the AB 617 mandate:

- Community-level air monitoring
- A state strategy and community-specific emission-reduction plans
- Accelerated review of retrofit pollution control technologies on industrial facilities subject to cap-and-trade
- Enhanced emission-reporting requirements
- Increased penalty provisions for polluters

CARB may also direct additional grant funding to communities determined to have the highest air-pollution burden.

AB 617 Communities – In response to AB 617, the California Air Resources Board (CARB) established the Community Air Protection Program. The program reduces exposure in communities most impacted by air pollution. CARB, community members, local air districts and other stakeholders are working together to identify community concerns and air-quality priorities—and develop actions to measure and reduce air pollution and health impacts. AB 617 communities are those affected by a high cumulative-exposure burden around the state and annually selected by CARB since 2018 to develop and implement community air-monitoring plans, community emission-reduction programs, or both, in order to improve air quality in their communities. As of 2022, 17 communities have been selected as the designated AB 617 communities, for which air-pollution-reduction actions are underway.

ABM – Activity-Based Model – Based on the principle that travel demand is derived from people’s daily activity patterns. ABMs predict when and where activities are conducted, for how long and the travel choices made to complete them.

ACS – American Community Survey – An annual survey administered by the U.S. Census Bureau which provides up-to date information about America’s population, housing and workforce.

ADA – Americans with Disabilities Act of 1990 – Guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. It prescribes federal transportation requirements for transportation providers.

ADU – Accessory Dwelling Unit – A secondary dwelling unit with complete independent living facilities for one or more persons that is separated from a primary residential structure, attached to a primary residential structure, or space within a primary residence that is converted into an independent living unit.

Advance Mitigation – A science-based approach to identifying mitigation opportunities early in the planning process—prior to project design and permitting phases—to support regional conservation priorities.

Agricultural Lands – Land designated for farming, specifically to the production of crops and rearing of animals to provide food and other products.

Antelope Valley AQMD – Antelope Valley Air Quality Management District (AVAQMD) – The air-pollution-control agency with the primary responsibility for the control of non-vehicular sources of air pollution throughout the Antelope Valley in the northern part of Los Angeles County. The AVAQMD boundaries start in the south, just outside of Acton, north to the Kern County line, east to the San Bernardino County line, and west to the Quail Lake area. The AVAQMD is located within the Mojave Desert air basin.

AQMP – Air Quality Management Plan – Regional plan for air-quality improvement in compliance with federal and state air-quality-planning requirements, including attaining applicable federal and state ambient air-quality standards.

AT – Active Transportation – A mode of transportation that includes human-powered transportation and low-speed electronic assist devices. Examples include, but are not limited to, walking (includes any person walking, skateboarding and using a wheelchair or other personal mobility device) or use of a bicycle, electric bicycle (e-bike), tricycle, scooter, skates, push scooter, trailer or hand cart.

ATIS – Advanced Traveler Information Systems – Technology used to provide travelers with information, both pre-trip and in-vehicle, so they can better utilize the transportation system.

ATMP – Airfield and Modernization Project – Project at LAX focused on improving airfield and terminal improvements within the airport current footprint as well as roadway improvements that reduce airport-related congestion on public streets.

ATMS – Advanced Transportation Management Systems – Technology used to improve the operations of the transportation network.

ATP – Active Transportation Program – The ATP was created by Senate Bill 99 and Assembly Bill 101, and expanded by Senate Bill 1, to encourage increased use of active modes of transportation. The ATP is a program designed for cities, counties and regional government organizations to apply for funding to further active transportation planning and implementation in the state. *Not to be confused with Active Transportation Plans.

Automated Vehicle – The U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) has defined five increasing levels of vehicle automation:

- Level 0 – No-Automation: The driver is in complete and sole control and performs all driving tasks.

- Level 1 – Driver Assistance: The vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.
- Level 2 – Partial Automation: The vehicle has combined automated functions, such as acceleration and steering, but the driver must remain engaged with the driving task and monitor the operating environment at all times.
- Level 3 – Conditional Automation: The driver is a necessity but is able to cede the performance of driving tasks to the vehicle. However, the driver must be ready to take control of the vehicle at all times.
- Level 4 – High Automation: The vehicle is capable of performing all driving functions under certain conditions and within certain operating environments. The driver may or may not have the ability to control the vehicle.
- Level 5 – Full Automation: The vehicle is capable of performing all driving functions under all conditions. The driver may or may not have the ability to control the vehicle.

B

Base Year – The year that is used in the RTP/SCS performance analysis as a reference point for current conditions. For Connect SoCal 2024, the base year is 2019.

Baseline – Defined in the U.S. Environmental Protection Agency’s Transportation Conformity Regulations, the Baseline is the future transportation system that will result from current programs, including the following (except that exempt projects listed in Section 93.126 and projects exempt from regional emissions analysis as listed in Section 93.127 need not be explicitly considered):

- All in-place regionally significant highway and transit facilities, services and activities
- All ongoing travel demand management or transportation system management activities

- Completion of all regionally significant projects, regardless of funding source, which are currently under construction or are undergoing right-of-way acquisition (except for hardship acquisition and protective buying); come from the first year of the previously conforming transportation plan and/or TIP; or have completed the NEPA process

For Connect SoCal 2024, the baseline represents the projected future (2050) regional transportation system that will result from the continuation of current programs, including projects currently under construction or undergoing right-of-way acquisition, those transportation plans and projects programmed and committed to in the 2023 Federal Transportation Improvement Program (FTIP), and/or transportation projects that have already received environmental clearance.

BEV – Battery Electric Vehicle – An electric-drive vehicle powertrain that is powered by an on-board battery. A BEV is a sub-class of a Plug-in Electric Vehicle (PEV).

Bike Share – A service that provides users with on-demand access to bicycles at a variety of pick-up and drop-off locations for one-way (point-to-point) or roundtrip travel. Bike sharing fleets are commonly deployed in a network within a metropolitan region, city, neighborhood, employment center and/or university campus.

Bikeway – Common term for any designated bicycle facility, such as a bicycle path, bicycle lane, bicycle route, sharrow, bicycle boulevard or cycle track.

BRT – Bus Rapid Transit – Bus transit service that seeks to reduce travel time through measures such as traffic signal priority, automatic vehicle location, dedicated bus lanes, limited-stop service and faster fare-collection policies.

BTU – British Thermal Unit – British thermal units are a measurement of the heat content of fuel or energy source. One Btu is the quantity of heat required to raise the temperature of one pound of liquid water by 1 degree Fahrenheit, according to the U.S. Energy Information Administration.

Bus – A transit mode comprised of rubber-tired passenger vehicles operating on fixed routes and schedules over roadways.

C

CAA – Federal Clean Air Act – The federal law that authorized the U.S. EPA to establish national ambient air-quality standards (NAAQS) to limit levels of pollutants in the air. The EPA has promulgated NAAQS for six criteria pollutants: sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), ozone, lead and particulate matter (PM₁₀). All areas of the United States must maintain ambient levels of these pollutants below the ceilings established by the NAAQS. Any area that does not meet these standards is a “nonattainment” area. States must develop State Implementation Plans (SIPs) to explain how they will comply with the CAA.

The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990. Legislation passed since then has made several minor changes. The Clean Air Act, like other laws enacted by Congress, was incorporated into the United States Code as Title 42, Chapter 85. The House of Representatives maintains a current version of the U.S. Code, which includes Clean Air Act changes enacted since 1990.

Cal B/C Model – California Life-Cycle Benefit/Cost Analysis Model – Developed for the California Department of Transportation (Caltrans) as a tool for benefit-cost analysis of highway and transit projects. It is an Excel (spreadsheet) application structured to analyze several types of transportation improvement projects in a corridor where there already exists a highway facility or a transit service (the base case).

Caltrans – California Department of Transportation – State agency responsible for the design, construction, maintenance and operation of the California State Highway System, as well as portions of the Interstate Highway System within the state’s boundaries.

Cap-and-Trade – A market-based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-Trade sets a firm limit, or cap, on GHGs and minimizes the compliance costs of achieving California’s AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy.

Car Share – An integrated network of passenger vehicles available for short-term rental in heavily urbanized areas. Car share can take the form of return systems in which a vehicle must be returned to the parking space from which it was rented. Alternatively, it can take the form of point-to-point systems in which the car can be returned to another space or left anywhere within a predetermined geographic zone. Peer-to-peer car sharing is an app-based system that allows people to rent out their own private vehicles.

CARB – California Air Resources Board – California state agency responsible for attaining and maintaining healthy air quality through setting and enforcing emissions standards, conducting research, monitoring air quality, providing education and outreach, and overseeing/assisting local air-quality districts within California. The CARB is also responsible for implementing AB 32 and establishing regional greenhouse gas emission reduction targets for automobile and light trucks under SB 375. CARB is a part of the California Environmental Protection Agency, an organization that reports directly to the Governor’s Office in the executive branch of California State Government.

Carbon Sequestration – The ability for natural elements, such as forests, soils and oceans to store carbon instead of releasing it into the atmosphere, preventing GHG emissions.

CB – Commuter Bus – Fixed-route bus systems that primarily connect outlying areas with a central city through bus service that operates with at least five miles of continuous closed-door service. This service

typically operates using motorcoaches (aka over-the-road buses), and usually features peak scheduling, multiple-trip tickets and multiple stops in outlying areas with limited stops in the central city.

CBO – Community Based Organization – Public or private non-profit group that works at a local level to address community needs.

CEHD – Community, Economic and Human Development Committee – A SCAG Policy Committee that studies the problems, programs and other matters that pertain to the regional issues of community, economic and human development, and growth. This committee reviews projects, plans and programs of regional significance for consistency and conformity with applicable regional plans.

CEQA – California Environmental Quality Act – State law requiring public agencies to evaluate, consider and disclose potential environmental effects of proposed discretionary or governmental actions and to prevent significant and unavoidable environmental damage.

CHSRA – California High-Speed Rail Authority – Agency responsible for planning, designing, constructing and operating a state-of-the-art high-speed train system in California.

CIP – Capital Improvement Program – Long-range strategic plan that identifies capital projects and provides a planning schedule and financing options.

Clean Transportation Technologies – These include zero- and near-zero-emission vehicles, their supporting infrastructure and other facilitating products that reduce environmental impacts over their full life cycle, including upstream production and end of life.

Climate Change Adaptation – The process of adjusting to actual or expected climate change and its effects in order to moderate or avoid harm. Adaptation addresses the impacts but not the causes of climate change.

Climate Change Mitigation – Consists of actions to limit the magnitude of climate change and its related effects. Mitigation addresses the cause of climate change.

CMAQ – Congestion Mitigation and Air Quality Improvement Program – Federal program initiated by the Intermodal Surface Transportation Efficiency Act of 1991 to provide funding for surface transportation and other related projects that contribute to air-quality improvements and reduce congestion.

CMP – Congestion Management Program – Established by Proposition 111 in 1990, each county is required to develop and adopt a CMP that includes highway and roadway system monitoring, multimodal system performance analysis, transportation demand management, land-use analysis and local conformance. Also refers to the congestion management process. The Federal Highway Administration defines the congestion management process as a “systematic approach... that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of operational management strategies.”

CO – Carbon Monoxide – A colorless, odorless, poisonous gas formed when carbon in fuels is not burned completely and can be harmful when inhaled in large amounts. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels. A variety of items in your home, such as unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves also release CO and can affect air quality indoors. CO is one of six “criteria air pollutants” for which the U.S. EPA set national standards pursuant to CAA.

COG – Council of Governments – Under state law, a single or multi-county council created by a joint powers agreement.

Communities of Color – Also referred to in this document as “people of color” these terms are used to describe people who identify as non-

white and/or Hispanic/Latino who are impacted by the effects of racism (See Note on Terminology in Equity Analysis Technical Report)

Complete Communities – Suburban communities that provide a mix of land uses in strategic growth areas wherein most daily needs can be met within a short distance from home. Complete communities provide residents with the opportunity to support their local area and run daily errands by walking or bicycling rather than traveling by automobile.

Complete Streets – Streets designed and operated to support the safety, comfort and mobility of all road users. They provide for people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling or riding transit/rail. Complete Streets 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.

Congestion Pricing – A system for surcharging users/drivers a price to operate in designated areas, roads or highway corridors as part of a demand management strategy to relieve traffic congestion within that area or facility. While the goal of congestion pricing is congestion management (and not revenue generation), congestion pricing programs do generate revenue, and this revenue can be invested many ways, from road improvements to discounts for low-income drivers to improved transit service.

CAV – Connected/Automated Vehicles – Refers to the interrelated nature of connectivity and automation in new vehicle technology. Connected vehicles may use any number of different communication technologies to communicate with the driver, other cars on the road (vehicle-to-vehicle [V2V]), roadside infrastructure (vehicle-to-infrastructure [V2I]) and the “cloud” to improve safety, user experience and collision avoidance. Please also see “automated vehicles.”

Conservation Easement – A voluntary agreement between a landowner and a land trust or government agency that permanently limits uses of the land to protect its conservation value.

Constrained Projects – Constrained projects have funding that is either committed or reasonably available.

Corridor – In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways, as well as transit lines and routes.

CR – Commuter Rail – A transit mode that is an electric or diesel-propelled railway for urban passenger train service consisting of local, short-distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas (UZAs), or between urbanized areas and outlying areas. Such rail service, using either locomotive-hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in a central business district. Commuter rail does not include heavy-rail rapid transit, light rail/streetcar transit service or intercity rail service.

CRIA – Community Revitalization and Investment Authorities – Community Revitalization and Investment Authorities (CRIA) were enacted into law by Assembly Bill 2, which authorized the revitalization of disadvantaged communities through planning and financing infrastructure improvements and upgrades, economic development activities and affordable housing via tax-increment financing.

CRP – Carbon Reduction Program – Federal program initiated by the Infrastructure Investment and Jobs Act to provide funding for surface transportation projects that reduce carbon dioxide emissions from on-road highway sources.

Criteria Air Pollutants – Amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects on humans, animals, vegetation and/or materials. Six common air pollutants regulated under U.S. Environmental Protection Agency’s (EPA) National Ambient Air Quality Standards (NAAQS). The six common air pollutants are carbon monoxide, lead, nitrogen dioxide,

ozone, sulfur dioxide and particulate matter. The term “criteria pollutants” derives from the requirement that EPA must describe the characteristics and potential health and welfare effects of these pollutants. It is on the basis of these criteria that standards are set or revised.

CSMP – Corridor System Management Plans – A comprehensive, integrated management plan for increasing transportation options, decreasing congestion and improving travel times in a transportation corridor.

CTIPS – California Transportation Improvement Program System – A project-programming database system for the efficient and effective development and management of various transportation programming documents as required under state and federal law.

CTP – California Transportation Plan – A statewide, long-range transportation policy plan that provides for the movement of people, goods, services and information. The CTP offers a blueprint to guide future transportation decisions and investments.

CVO – Commercial Vehicle Operations – Management of commercial vehicle activities through intelligent transportation systems (ITS).

D

DAC (or SB 535 DAC) – Disadvantaged Communities or SB 535 Disadvantaged Communities – Census tracts, identified by the California Environmental Protection Agency (CalEPA) as Disadvantaged Communities based on the requirements set forth in SB 535, that seek to identify communities that are disproportionately burdened by and vulnerable to multiple sources of pollution. *DACs are now included within Priority Equity Communities (PEC) as part of the Equity Analysis for Connect SoCal 2024.

Demand Response – A transit mode comprised of non-fixed route or fixed-schedule automobiles, vans or small buses that operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up and transport passengers to their destinations.

Development Impact Fee – A fee imposed by a local government on a new or proposed development project to pay for the costs of providing public services to the new development.

Displacement – As defined by HUD, displacement can happen in many ways. Direct displacement, is a process in which residents are forced to move out because of rent increases, building rehabilitation, or a combination of both. Exclusionary displacement is when housing choices for low-income residents are limited. Displacement pressures are when the entire neighborhood changes and the services and support system that low-income families relied on are no longer available to them. Please also see Gentrification.

E

EEC – Energy and Environment Committee – SCAG Policy Committee that shall study and provide policy recommendations to the Regional Council relative to challenges and opportunities, programs and other matters, which pertain to the regional issues of energy and the environment. EEC shall also be responsible for reviewing and providing policy recommendations to the Regional Council on matters pertaining to environmental compliance.

EIFD – Enhanced Infrastructure Financing District – Senate Bill 628 authorizes the creation of a governmental entity known as an EIFD. One or more of these districts may be created within a city or county to finance the construction or rehabilitation of a wide variety of public infrastructure and private facilities using the property tax increments of consenting taxing agencies (cities, counties, special districts, but not schools).

EIR – Environmental Impact Report – An informational document, required under CEQA, that will inform public agency decision-makers and the public of the significant environmental effects of a project, possible ways to minimize significant effects and reasonable alternatives to the project.

EIS – Environmental Impact Statement (federal) – National Environmental Policy Act (NEPA) requirement for assessing the environmental impacts of federal actions that may have a significant impact on the human environment.

EJ – Environmental Justice – The just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, tribal affiliation or disability, in agency decision-making and other federal activities that affect human health and the environment so that people: (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

EMFAC Model – The Emission Factors model is a computer model developed by the CARB for estimating emission rates and emissions for on-road mobile sources operating in California. Upon approval by the U.S. Environmental Protection Agency, the EMFAC model is required to be used for regional transportation conformity determination in California.

EPA or U.S. EPA – The United States Environmental Protection Agency – Federal agency established to develop and enforce regulations that implement environmental laws enacted by Congress to protect human health and safeguard the natural environment.

Equity – Please see “racial equity.” The goal is to lead with racial equity as a focal point in addressing the pervasive and deep inequities faced by peoples of color and support the overarching goal of the creation of a just and equitable society.

E-scooter – An e-scooter is an electric-powered two-wheeled device with handlebars and a floorboard designed to be stood upon when riding that can accommodate most adults. An e-scooter can travel on level ground up to about 15 mph.

EV – Electric Vehicle – A vehicle fully or partially powered by an electric engine. In common use, it is synonymous with Plug-In Electric Vehicle (PEV), however hydrogen-fuel-cell vehicles are also electric vehicles.

EV Charging Station – A location where a vehicle can be parked and the electric storage or battery can be recharged. EV charging stations can be private or publicly accessible and can be free to the user or used for a fee.

Express Lane – A High-Occupancy Vehicle (HOV) lane that single-occupant drivers can pay to drive in, also referred to as “High Occupancy Toll Lanes.” or “HOT Lanes.” Express lanes are priced to reduce congestion and maintain target speeds.

F

FAA – Federal Aviation Administration – Federal agency responsible for issuing and enforcing safety regulations and minimum standards, managing air space and air traffic, and building and maintaining air navigation facilities.

FAST Act – Fixing America’s Surface Transportation Act (H.R. 22) – Signed into law by President Obama on December 4, 2016. FAST Act funded surface transportation programs at over \$305 billion for five years through 2020.

FCV – Fuel Cell Vehicle – Electric vehicles that are powered by hydrogen fuel cells.

FHWA – Federal Highway Administration – Federal agency responsible for administering the Federal-Aid Highway Program, which provides federal financial assistance to the states to construct and improve the National Highway System, urban and rural roads, and bridges.

First-Last Mile – Strategies designed to increase transit/rail usage by making it more convenient and safer to walk, bicycle or roll to and from transit/rail stations. Strategies include wayfinding, bikeways, station amenities, new crosswalks, sidewalk improvements, shared mobility services and bike share.

FRA – Federal Railroad Administration – Federal agency created to promulgate and enforce rail safety regulations, administer railroad assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, and consolidate government support of rail transportation activities.

FTA – Federal Transit Administration – The federal agency responsible for administering federal transit funds and assisting in the planning and establishment of area-wide urban mass-transportation systems. As opposed to FHWA funding, most FTA funds are allocated directly to local agencies rather than to Caltrans.

FTIP – Federal Transportation Improvement Program – A six-year, comprehensive listing of transportation projects proposed for federal funding that require a federal action or are regionally significant (i.e., projects having an impact on regional travel, emissions and air quality) and are within the planning area of an MPO. The last two years of the listing are for informational purposes only.

FY – Fiscal Year – The 12-month period on which the budget is based and planned. The state fiscal year begins July 1 and ends June 30 of the following year. The federal fiscal year begins October 1 and ends September 30 of the following year.

G

Gentrification – While holding many definitions, gentrification is commonly understood as a change process in historically low-income communities that results in rising real estate values coupled with shifts in the economic, social and cultural demographics and feel of the communities. Please also see Displacement.

GGRF – Greenhouse Gas Reduction Funds – Administered by state and local agencies for a variety of greenhouse gas (GHG) emission reductions programs, including energy efficiency, public transit, low-carbon transportation and affordable housing.

GHG – Greenhouse Gas – Components of the atmosphere that contribute to the greenhouse effect. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, nitrous oxide and fluorinated gases.

GIS – Geographic Information System – Mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features. These include those distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis and display.

Grade Crossing – A crossing or intersection of highways, railroad tracks, pedestrian walks, other guideways or combinations of these at the same level or grade.

Greenfield – Also known as “raw land,” land that is privately owned, lacks urban services, has not been previously developed, and is located at the fringe of existing urban areas.

GRRAs – Green Region Resource Areas – Derived from SB 375 statute and Connect SoCal 2020 strategies, GRRAs highlight where future growth is not encouraged by SCAG due to presence of open space, habitats, farmland and/or sensitivity to natural hazards and a changing climate.

H

Habitat Connectivity – The degree to which the landscape facilitates animal movement and other ecological flows.

HCP – Habitat Conservation Plan – Established under Section 10 of the federal Endangered Species Act to allow development to proceed while protecting endangered species. A federal Habitat Conservation Plan is typically accompanied by a state Natural Communities Conservation Plan (NCCP).

HDT – Heavy-Duty Truck – Truck with a gross vehicle weight of 8,500 pounds or more.

Heavy Rail – An electric railway transit mode with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid-acceleration passenger rail cars with sophisticated signaling, raised-platform loading and operating singly or in multi-car trains on fixed rails with separate rights-of-way (ROW) from which all other vehicular and foot traffic are excluded.

HIN – High Injury Network – A High Injury Network includes sections of roadways throughout the region where the highest concentrations of collisions occur on the transportation network.

Historically Marginalized – Individuals who belong to underserved communities that have been denied consistent and systemic fair, just, and impartial treatment.

Home-Based Work Trips – Trips between home and work, either directly or with an intermediate stop. Home-based work trips include telecommuting, working at home, and non-motorized transportation work trips.

HOT Lane – High-Occupancy Toll Lane – An HOV lane that single-occupant drivers can pay to drive in, also referred to as “Express Lanes.”

Household – A household consists of all the people who occupy a housing unit. A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, such as partners or roomers, is also counted as a household.

HOV Lane – High-Occupancy Vehicle Lane – A lane restricted to vehicles with two (and, in some cases, three) or more occupants to encourage carpooling. Vehicles include automobiles, vans, buses and taxis.

HQTC – High Quality Transit Corridors – Per CA Public Resource Code Section 21155(b), HTQCs are corridors with fixed-route bus service with service intervals of no longer than 15 minutes during peak commute hours.

HSIP – Highway Safety Improvement Program – A core federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land.

HSR – High-Speed Rail – Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 mile per hour.

HTF – Highway Trust Fund – The federal HTF is a transportation fund in the United States that received money from a federal fuel tax of 18.4 cents per gallon on gasoline and 24.4 cents per gallon from diesel fuel and related excise taxes.

HUD – U.S. Department of Housing and Urban Development – Federal agency charged with increasing homeownership, supporting community development, and increasing access to affordable housing free from discrimination.

HUTA – Highway Users Tax Account – Formerly known as the California Highway Users Tax Fund, HUTA is a trust fund comprised of revenues collected from taxes imposed by California on motor vehicle fuels for use in motor vehicles driven on public streets and highways. The HUTA is dedicated to fund transportation improvements.

ICE – Internal Combustion Engine – Refers to traditional vehicle engines that are powered by the burning of fuel sources, including gasoline, diesel and natural gas.

ICTC – Imperial County Transportation Commission – Agency responsible for planning and funding countywide transportation improvements and administering the county’s transportation sales-tax revenues.

IERS – Inclusive Economic Recovery Strategy – Following the rise of the novel coronavirus (COVID-19) pandemic in 2020, SCAG leadership recognized the importance in addressing the health, social and economic challenges that were both long-standing and heightened by the pandemic. In July 2020, SCAG’s Regional Council made a commitment to advancing justice, equity, diversity and inclusion throughout Southern California by adopting SCAG Resolution No. 20-623-2. Based upon this racial and social equity resolution and President Rex Richardson’s FY20/21 Work Plan, SCAG staff has developed the Inclusive Economic Recovery Strategy (IERS).

IGR – Intergovernmental Review Process – The review of documents by several governmental agencies to ensure consistency of regionally significant local plans, projects and programs with SCAG’s adopted regional plans.

Inclusionary Zoning – Municipal or county planning ordinances that require a given share of new construction to be affordable by people with low to moderate incomes.

IJA – The Infrastructure Investment and Jobs Act – Also referred to as the Bipartisan Infrastructure Law, is a federal transportation authorization package, signed into law in November 2021, that provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure, including roads, bridges, transit, water infrastructure, resilience and broadband.

Indigenous Populations – Per the University of California Los Angeles Office of Equity, Diversity and Inclusion, indigenous peoples are the descendants of the peoples who inhabited the Americas, the Pacific, and parts of Asia and Africa prior to European colonization.

Infill Development – New development on vacant, underutilized or undeveloped land within an existing community that is enclosed by other types of development.

Infrastructure – The basic facilities, equipment, services and installations needed for the growth and functioning of a community. This may refer to transportation infrastructure, such as rail stations or roadways, as well as other civic infrastructure, such as electrical and water systems.

In-Lieu Fee (Environment) – An in-lieu fee is one type of mitigation that can be used to compensate for unavoidable environmental impacts that would affect open space, culturally significant land, agricultural and forestry land, wetlands or other environmentally sensitive areas. Such fees are typically pooled and distributed to build off-site mitigation areas.

IPL – Imperial County Airport – Regional airport in Imperial, CA.

ITIP – Interregional Transportation Improvement Program – The portion of the State Transportation Improvement Program (STIP) that includes projects selected by Caltrans (25 percent of STIP funds).

ITS – Intelligent Transportation Systems – Systems that use modern detection, communications and computing technology to collect data on system operations and performance, communicate that information to system managers and users, and use that information to manage and adjust the transportation system to respond to changing operating conditions, congestion or accidents. ITS technology can be applied to arterials, freeways, transit, trucks and private vehicles. ITS include Advanced Traveler Information Systems (ATIS), Advanced Public Transit Systems (APTS), Advanced Traffic Management Systems (ATMS), Advanced Vehicle Control Systems (AVCS) and Commercial Vehicle Operations (CVO).

J

JPA – Joint Powers Authority – Two or more agencies that enter into a cooperative agreement to jointly wield powers that are common to them. JPAs are a vehicle for the cooperative use of existing governmental powers to finance and provide infrastructure and/or services in a cost-efficient manner.

Justice40 – Justice40 Initiative – Established by President Joe Biden through Executive Order 14008, the Justice40 Initiative directs 40 percent of the overall benefits of federal climate, clean energy, affordable and sustainable housing, clean water and other investments to disadvantaged communities that have been historically marginalized, underserved and overburdened by pollution.

L

LACMTA – Los Angeles County Metropolitan Transportation Authority, also referred to as “Metro” – Agency responsible for planning and funding countywide transportation improvements, administering the county’s transportation sales-tax revenues, and operating bus and rail transit service.

LAFCO – Local Agency Formation Commission – Regional service planning agencies of the State of California that exercise regulatory and planning powers. LAFCO’s regulatory powers are outlined in California Government Code Sections 56375 and 56133.

LAWA or LAX – Los Angeles World Airports – Aviation authority of the City of Los Angeles. LAWA owns and operates Los Angeles International (LAX), Van Nuys and Palmdale Airports.

LID – Low Impact Development – A land planning and engineering design approach to manage storm water runoff as part of green infrastructure. LID emphasizes conservation and use of on-site natural features to protect water quality.

LIHTC – Low Income Housing Credit – A federal program created under the Tax Reform Act of 1986 that gives incentives for the utilization of private equity in the development of affordable housing.

LC – Livable Corridors – Livable corridors encourage local jurisdictions to plan and zone for increased density at nodes along key corridors and to “redevelop” single-story underperforming retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High-Quality Transit Corridors (HQTCS), will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past plans like HTQCs and input from local jurisdictions during the Local Data Exchange process.

Living wage – A living wage is a pay rate that would allow a given worker or household to afford its basic needs, such as housing, food, health care and transportation based on the local cost of living and household size.

LTF – Local Transportation Fund – A fund that receives Transportation Development Act (TDA) revenues.

M

MaaS – Mobility as a Service (MaaS) integrates transportation services into a single mobility platform that provides competitive alternatives to private vehicles as a way to promote Universal Basic Mobility, encourage mode shift and foster sustainable choices. It plays a critical role in providing trip planning and seamless-fare payment options for easy access to transit/rail, first/last mile connections and other travel options. MaaS is driven by data standardization and policies that support secured data sharing and interoperability by building on existing standards and principles.

MAP – Million Annual Passengers – Used to quantify airport activity.

MAP-21 – Moving Ahead for Progress in the 21st Century – Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 was the first long-term highway authorization enacted since 2005.

Market Incentives – Measures designed to encourage certain actions or behaviors. These include inducements for the use of carpools, buses and other HOVs in place of single-occupant automobile travel. Examples include HOV lanes, preferential parking and financial incentives.

MDAB – Mojave Desert Air Basin – Area defined by state law as comprising the desert portions of Los Angeles, Kern, Riverside and San Bernardino Counties.

MDAQMD – Mojave Desert Air Quality Management District – Stretched out over almost 20,000 square miles of California’s vast desert expanse, the Mojave Desert Air Quality Management District is, geographically, the second largest of the state’s 35 air districts. As the air pollution control agency for San Bernardino County’s High Desert and Riverside County’s Palo Verde Valley, the District has primary responsibility for regulating stationary sources of air pollution located within its jurisdictional boundaries. The District implements air-quality programs required by state and federal mandates, enforces rules and regulations based on air pollution laws, and educates businesses and residents about their role in protecting air quality and the risks of air pollution.

Measure A – Revenues generated from Riverside County’s local half-percent sales tax.

Measure D – Revenues generated from Imperial County’s local half-percent sales tax.

Measure I – Revenues generated from San Bernardino County’s local half-percent sales tax.

Measure M – Revenues generated from Orange County’s local half-percent sales tax. The Orange County Measure is also known as OC Go. This also refers to Los Angeles County’s local, half-percent sales tax which was authorized in 2018. Note that the Los Angeles County Measure M will increase to a one-percent sales tax upon the expiration of Measure R.

Measure R – Revenues generated from Los Angeles County’s local half-percent sales tax. Los Angeles County has three permanent local sales taxes (Proposition A, Proposition C and Measure M) and one temporary local sales tax (Measure R).

Metrolink – Regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties and operated by the Southern California Regional Rail Authority (SCRRA).

Micromobility – Personal vehicles that typically are designed to carry one passenger. Devices include, but are not limited to, bicycles, electronic bicycles (e-bikes) and electronic scooters (e-scooters). Micromobility is often linked to bike and scooter sharing.

Mileage-Based User Fee – A mileage-based user fee (MBUF) is a user charge based on miles driven in a specific vehicle as opposed to the current excise tax on fuel consumed. The goal of an MBUF is revenue generation for transportation. Also known as a Vehicle Miles Traveled (VMT) fee.

Mitigation Measure – A measure designed to minimize a project’s significant adverse environmental impacts under CEQA.

Mixed Flow – Traffic movement that includes autos, trucks, buses and motorcycles sharing traffic lanes.

Mixed Use Development – A type of urban development that blends residential, commercial, cultural, institutional or industrial uses, where those functions are physically and functionally integrated and provide pedestrian connections.

Mobility Hubs – Mobility hubs are places where we can seamlessly connect with multiple modes of transportation in a safe, comfortable and accessible environment. Mobility hubs include a range of transportation options (but typically at least two) that connect and interact with one another (e.g., transit/rail, car share, bike share, etc.). They typically improve connectivity to transit/rail and are the infrastructure foundation for multimodal trip planning and promoting mode shift. They are considered essential for a safe and convenient transfer between transportation modes. SCAG’s strategy is to focus targeted investments in a set of prioritized mobility hubs distributed across the region.

Mode – A particular form of travel (e.g., walking, traveling by automobile, traveling by bus, or traveling by train).

Mode Split – The proportion of total person trips using various specified modes of transportation.

Model – A mathematical description of a real-life situation that uses data from past and present conditions to make a projection.

MPO – Metropolitan Planning Organization – A federally required planning body responsible for transportation planning and project selection in a region.

MSHCP – Multiple Species Habitat Conservation Plans – A comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) designed to preserve a network of habitat and open space—protecting biodiversity and enhancing the region’s quality of life. MSHCPs are often implemented with the assistance of federal and state wildlife agencies.

Multifamily Residential – For the purposes of Connect SoCal 2024, the category of “multi-family” residential units includes attached residences such as apartments, condominiums and townhouses. (Note: townhomes are defined by the State of California Department of Finance and the U.S. Census Bureau as single-family attached homes.) Multifamily residences are usually served by all utilities, are on paved

streets, and are provided with or have access to all urban facilities such as schools, parks, and police and fire stations. Senior citizen apartment buildings are included in these classes. Also included are off-campus university-owned housing and off-campus fraternity/sorority houses.

Multimodal – A mixture of several modes of transportation, such as transit, highways, non-motorized, etc.

N

NAAQS – National Ambient Air Quality Standards – The federal Clean Air Act requires the U.S. EPA set National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants. These common air pollutants can harm human health and the environment and cause property damage. Please see “CAA-Federal Clean Air Act” for more information on NAAQS.

Natural Lands – Lands consisting of forests, grasslands, deserts, freshwater and riparian systems, wetlands, coastal and estuarine areas, watersheds, wildlands, or wildlife habitat, or lands used for recreational purposes such as parks, urban and community forests, trails, greenbelts, and other similar open-space land. For purposes of this definition, “parks” includes, but is not limited to, areas that provide public green space.

Nature-based Solutions – Actions that work with and enhance nature to help address societal challenges. This term describes a range of approaches that protect, sustainably manage and restore nature to deliver multiple outcomes, including addressing climate change, improving public health, increasing equity and protecting biodiversity.

NCCP – Natural Community Conservation Plan – A program that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. It is broader in its orientation and objectives than the California and Federal Endangered Species Acts, as these laws are designed to identify and protect individual species that have already significantly declined in number.

NEPA – National Environmental Protection Act – Federal environmental law that applies to all projects funded with federal funds or requiring review by a federal agency.

New Mobility – The integration of various forms of transportation services into a single service accessible on demand. Please also see “Shared Mobility Services.”

NGV – Natural Gas Vehicle – Vehicles that are powered by internal-combustion engines that burn compressed or liquid natural gas.

NIMS – National Incident Management System – Nationwide template that enables all government, private-sector and non-governmental organizations to work together during a domestic incident.

NMAs – Neighborhood Mobility Areas – Areas with a high number of intersections, low observed travel speed, high mix of uses and high accessibility to “everyday” destinations. These are areas where Complete Streets and sustainability policies support and encourage replacing or reducing single and multi-occupant automobile use with walking, bicycling, skateboarding and slow-speed electric vehicles (such as e-bikes, scooters, senior mobility devices and neighborhood electric vehicles). Please also see “Complete Streets.”

NMTC – New Markets Tax Credit – The New Markets Tax Credit (NMTC) Program incentivizes business and real estate investment in low-income communities via a federal tax credit.

Nominal Dollars – Also known as “year of expenditure dollars.” Dollars expended/received in a specific year, measured in the prices for that particular year and adjusted for inflation. For example, nominal costs and revenue estimates shown for 2024 are based on 2024 prices, for 2035 are based on 2035 prices, and so on. Cost and revenue estimates for the Plan and FTIP must use an inflation/escalation rate(s) to reflect nominal/year of expenditure dollars.

Non-Reportable TCM – Non-Reportable Transportation Control Measure – The following de minimis committed TCMs are defined in the Final 2019 FTIP Guidelines as non-reportable TCMs for the purpose of TCM timely implementation reporting:

- Bus/shuttle/paratransit fleet expansion projects with fewer than five vehicles
- Bus stop improvement projects
- Bicycle facility less than one mile and pedestrian facility less than 1/4 mile
- Intelligent transportation systems/control system computerization projects with fewer than three traffic signals
- Changeable message sign projects with fewer than 5 signs
- Bike parking facilities, new or expansion, with nine or fewer bike lockers/slots
- Expansion of bus station/shelter/transfer facilities with nine or fewer bike lockers/slots
- Rail station expansion with addition of nine or fewer bike lockers/slots

NOx – Nitrogen oxides – A group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. NOx is a major component of ozone and smog. NOx also can be a major component of particle air pollution.

NTD – National Transit Database – The Federal Transit Administration’s (FTA) national database for transit statistics.



O&M – Operations and Maintenance – The range of activities and services provided by the transportation system for the upkeep and preservation of the existing system.

OCTA – Orange County Transportation Authority – Agency responsible for planning and funding countywide transportation improvements, administering the county’s transportation sales-tax revenues and operating bus transit service.

Open Space – Generally understood as any area of land or water which, for whatever reason, is not developed for urbanized uses and which therefore enhances residents’ quality of life. Each county and city in California must adopt an open-space element as part of its general plan. The element is a statement of local planning policies focusing on the use of unimproved land or water for the preservation or managed production of natural resources, outdoor recreation, and the promotion of public health and safety. Therefore, open space will be defined by each jurisdiction based on their own unique resources and environment.

OWP – Overall Work Program – SCAG develops an OWP annually, describing proposed transportation planning activities for the upcoming fiscal year, including those required by federal and state law.



PCI – Pavement Condition Index – A numerical index between 0 and 100 that is used to indicate the general condition of pavement.

PDA – Priority Development Areas – Priority Development Areas are places within the SCAG region where future growth can be located in order to help the region reach mobility or environmental goals. Generally, this means that people in these areas have access to multiple

modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. Certain kinds of PDAs are used for different purposes in the Plan, such as growth visioning, performance measurement or grant applications. However, as a general principle, being in multiple PDAs indicates a greater alignment with Plan goals. PDAs are based on both existing conditions and future infrastructure, meaning that their boundaries reflect a snapshot in time based on data available at the time of Plan development. As such, these boundaries reflect a guide and the location of PDAs used by local jurisdictions or for various programs or grants may differ. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors and Spheres of Influence (in unincorporated areas only).

PEC – Priority Equity Communities – (Formerly Environmental Justice Areas, Disadvantaged Communities and Communities of Concern) Census tracts in the SCAG region with a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. *For more information, see the Equity Analysis Technical Report.

PEIR – Program Environmental Impact Report – An information document that analyzes and discloses potential environmental effects of large-scale plans or programs in accordance with provisions of the California Environmental Quality Act (CEQA).

PeMS – Performance Measurement System – A service provided by the University of California, Berkeley, to collect historical and real-time freeway data from freeways in the state of California in order to compute freeway performance measures.

Person Trip – A trip made by a person, by any mode or combination of modes, for any purpose.

PEV – Plug-in Electric Vehicle – Refers to all vehicles that can be plugged into an external source of electricity in order to recharge an on-board battery that provides some or all power to an electric engine.

PGA – Priority Growth Area – Designated areas prioritized for new development based on established criteria (e.g., infrastructure, location, market). PGAs were utilized in Connect SoCal 2020; however, they are known in Connect SoCal 2024 as Priority Development Areas (PDAs). See the definition of PDAs above.

PHEV – Plug-in Hybrid Electric Vehicle – A vehicle powertrain that combines an electric engine with a traditional, internal-combustion engine. The two engines can operate in parallel with the electric engine operating at certain speeds, or the engines can operate sequentially, with all power being provided by the electric engine until the battery power is exhausted.

PM10 – Particulate matter with diameters that are generally 10 micrometers and smaller – A mixture of inhalable solid particles and liquid droplets found in the air that are 10 micrometers or less in size. (A micrometer is one-millionth of a meter. The average human hair is about 70 micrometers in diameter.) These coarse particles are generally emitted from sources such as vehicles traveling on unpaved roads, materials handling, crushing and grinding operations, and windblown dust.

PM2.5 – Particulate matter with diameters that are generally 2.5 micrometers and smaller – A mixture of fine, inhalable solid particles and liquid droplets found in the air that are 2.5 micrometers or less in size. (A micrometer is one-millionth of a meter. The average human hair is about 70 micrometers in diameter.) These fine particles result from fuel combustion in motor vehicles, power generation and industrial facilities, as well as from residential fireplaces and wood stoves.

PMD – LA/Palmdale Regional Airport – Regional airport located in Palmdale.

PMT – Passenger Miles Traveled – The cumulative sum of the distances ridden by each public transportation passenger.

POE – Port of Entry – Any designated place or port at which passengers or cargo enter the administrative or customs territory of the country. A customs officer accepts entries of merchandise, collect duties, and enforce provision of the Customs laws.

PPP – Public-Private Partnership – Contractual agreements formed between a public agency and private-sector entity that allow for greater private-sector participation in the delivery of transportation projects.

PRC – Peer Review Committee – An “informal” committee of technical experts usually organized and invited to review and comment on various technical issues and processes used in the planning process.

Priority Communities – Priority communities are inclusive of the priority populations (per the census data descriptions) included in SCAG’s Priority Equity Communities definition of: People of Color, Low-Income Households, Vulnerable Age Groups, People With Disabilities, People With Limited English Proficiency, Limited Vehicle And Transit Access, People Without a High School Diploma, Single Parent Households And Housing Cost Burdened Households.

Proposition 1A – Passed by California voters in 2006, Proposition 1A protects transportation funding for traffic congestion relief projects, safety improvements, and local streets and roads. It also prohibits the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements and authorizes loans of these funds only in the case of severe state fiscal hardship.

Proposition 1B – Highway Safety, Traffic Reduction, Air Quality and Port Security State of California – Passed in November 2006, Proposition 1B provides \$19.9 billion to fund state and local transportation improvement projects to relieve congestion, improve movement of goods, improve air quality and enhance safety and security of the transportation system.

Proposition A – Revenues generated from Los Angeles County’s local half-percent sales tax. Los Angeles County has three permanent local sales taxes (propositions A and C, and Measure M) and one temporary local sales tax (Measure R).

Proposition C – Revenues generated from Los Angeles County’s local half-percent sales tax. Los Angeles County has three permanent local sales taxes (propositions A and C, and Measure M) and one temporary local sales tax (Measure R).

Protected Populations – Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. (Per Federal Executive Order 13985).

PTA – Public Transportation Account – The major state transportation account for mass transportation purposes. Revenues include a portion of the sales tax on gasoline and diesel fuels.

Public Transportation – As defined in the Federal Transit Act: “Transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter or intercity bus transportation or intercity passenger rail transportation provided by the entity described in chapter 243 (Amtrak or a successor to such entity).”

For the purposes of Connect SoCal 2024, the broader definition from the American Public Transportation Association (APTA) is used. This includes buses, light rail, subways, commuter trains, streetcars and trolleys, cable cars, van pool services, ferries and water taxis, paratransit services for older adults and people with disabilities, and monorails and tramways.

PUC – Public Utilities Commission – Regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit and passenger transportation companies.

R

Racial Equity – Racial Equity – As central to SCAG’s work, racial equity describes the actions, policies and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color. It helps to ensure all people can be healthy, prosperous and participate fully in civic life.

RAMP – Regional Advance Mitigation Program – Advance mitigation is a science-based approach to identify mitigation opportunities that support regional conservation priorities. By considering mitigation development early in the regional planning process, and prior to the design and permitting phases, proponents can identify higher-quality mitigation opportunities.

Rapid Bus – A bus rapid transit (BRT) service operated by Metro with vehicles branded as “Rapid” and painted red, operating in mixed-traffic environments, serving fewer stops than local bus service and with transit signal priority, where available. Other transit operators, including Culver CityBus, Santa Monica’s Big Blue Bus and Torrance Transit, also operate Rapid lines.

RBN – Regional Bikeway Network – A system of regionally interconnected bikeways linking cities and counties in the SCAG region.

RC – Regional Council – Conducts the affairs of SCAG; implements the General Assembly’s policy decisions; acts upon policy recommendations from SCAG policy committees and external agencies; appoints committees to study specific problems; and amends, decreases or increases the proposed budget to be reported to the General Assembly.

RCIS – Regional Conservation Investment Strategy – A voluntary, nonregulatory and non-binding conservation assessment that includes information and analyses—and establishes biological goals and objectives that may be used as a basis to provide advance mitigation or conservation.

RCTC – Riverside County Transportation Commission – Agency responsible for planning and funding countywide transportation improvements and administering the county’s transportation sales-tax revenues.

RDP – Regional Data Platform – A system for collaborative data sharing and planning that’s designed to facilitate better planning at all levels – from cities and counties of all sizes up to the region as a whole. The RDP places data and technology in the hands of local jurisdictions to support more robust community planning, to provide resources to solve many of our common challenges and to align with Connect SoCal’s objectives. As such, the goals of this platform are:

- Provide access to data, modern tools and best practices that support stronger planning and information-based decision making at all levels
- Streamline the exchange of data with jurisdictions and partners across the region while establishing procedures and standards for geospatial data consistency
- Establish a community of planners, GIS professionals and practitioners to foster collaboration and collective learning, as well as guide the long-term growth and evolution of the RDP

Real Dollars – Dollars expressed as adjusted for purchasing power. Real dollars are measured as if the dollar had constant purchasing power, and do not account for inflation. This is in contrast to the nominal dollar measurements used in the Plan.

REAP – Regional Early Action Plan Grant Program – Under the California 2019–20 Budget Act, Governor Newsom established REAP with a \$125 million allocation (\$47 million to the SCAG region) to provide funding to support local governments and stakeholders with housing planning activities that accelerate housing production and meet the region’s goals for producing 1.3 million new units of housing by 2029.

Building on the success of the first REAP program, AB140 created REAP 2.0 to provide funding to uplift programs that accelerate infill housing development, reduce Vehicle Miles Traveled, increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals.

Resilience – The capacity of the SCAG region’s built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future.

RGN – Regional Greenway Network – A regional system of bikeways physically separated from traffic. It makes use of riverbeds and under-utilized utility corridors. It is part of the Regional Bikeway Network (RBN).

RHNA – Regional Housing Needs Assessment – Quantifies and allocates the determination of housing need during specified planning periods at various income categories for each city and county in the region, in accordance with state housing law. Cities and counties then address this need through the process of updating the housing elements of local General Plans.

Ride-hailing/Rideshare – A generic term to describe booking rides and paying for car service through a smartphone app with a transportation network company (TNC), such as Uber or Lyft. The term “ridesharing” has been used to describe TNCs, but it has been widely argued to be inaccurate, and hence the ride-hailing term was introduced.

RMRA – Road Maintenance and Rehabilitation Account – Funds related to the Road Maintenance and Rehabilitation Program, collected via fuel taxes and vehicle fees established by SB 1, are deposited in the RMRA. Cities and counties receiving RMRA funds must comply with relevant federal and state laws, regulations, policies and procedures. Please also see “SB 1.”

Rolling – A broad term to supplement walking and bicycling when describing forms of active transportation. Rolling includes using a mobility device or wheelchair (which is sometimes included in the term walking depending on personal preference) and other forms of human-powered forms of transportation on wheels, such as scooters/e-scooters, skateboards/e-skateboards, roller skates/blades and bicycles/e-bicycles.

RTP – Regional Transportation Plan – A federally required, 20-year plan prepared by metropolitan planning organizations and updated every four years. Includes projections of population growth and travel demand, along with a specific list of proposed projects to be funded.

S

SB 1 – Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) – Known as the Road Repair and Accountability Act of 2017, SB 1 established fuel taxes and vehicle fees that will generate new funding for roadways, including up to \$1.5 billion per year allocated to counties and cities for local road maintenance, safety improvements and Complete Streets improvements (e.g., bicycle and pedestrian facilities).

SB 226 – Senate Bill 226 (Simitian, Chapter 469, Statutes of 2011) – Implements changes to the California Environmental Quality Act (CEQA) by authorizing limited CEQA review for urban infill projects, creating a new statutory exemption for rooftop and parking lot solar energy projects and establishing that greenhouse gas emissions at a project or cumulative level do not disqualify the use of categorical exemptions if the project complies with certain regulations and requirements.

SB 337 – Senate Bill 337 (Min, Chapter 392, Statutes of 2023) – Codified Executive Order No. N-82-20 to conserve at least 30 percent of California’s lands and coastal waters by 2030. The law

requires the Secretary of the Natural Resources Agency to prepare and submit an annual report to the Legislature on the progress made in the prior calendar year toward achieving the goal to conserve 30 percent of California’s lands and coastal waters by 2030.

SB 375 – Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) – Established to implement the state’s greenhouse gas (GHG) emission-reduction goals, as set forth by AB 32, in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per-capita, GHG emission-reduction targets for each metropolitan planning organization (MPO) in the state at two points: 2020 and 2035. In turn, each MPO must prepare a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its GHG emission-reduction target through integrated land use, housing and transportation planning.

SB 45 – Senate Bill 45 (Kopp, Chapter 622, Statutes of 1997) – Established the current State Transportation Improvement Process (STIP) and shifted control of decision-making from the state to the regional level.

SB 535 – Senate Bill 535 (De León, Chapter 830, Statutes of 2012) – Established that a quarter of the proceeds from the Greenhouse Gas Reduction Fund must also go to projects that provide a benefit to disadvantaged communities. A minimum of 10 percent of the funds must be for projects located within those communities. The legislation gives the California Environmental Protection Agency responsibility for identifying those communities.

SB 743 – Senate Bill 743 (Steinberg, Chapter 386, Statutes of 2013) – Made several changes to the California Environmental Quality Act (CEQA) to support projects located in areas served by transit and reduce Vehicle Miles Traveled (VMT). SB 743 replaces auto delay, level of service and other measures of vehicular capacity or traffic congestion as a basis for determining significant impacts with a measure based on VMT. It also creates a new exemption for certain projects that are consistent with a specific plan.

SBCTA – San Bernardino County Transportation Authority – The council of governments and transportation planning agency for San Bernardino County. SBCTA is responsible for cooperative regional planning and developing an efficient, countrywide multimodal transportation system.

SBD – San Bernardino International Airport – International airport located in San Bernardino.

SCAB – South Coast Air Basin – Comprises the non-Antelope Valley portion of Los Angeles County, Orange County, western Riverside County and the non-desert portion of San Bernardino County.

SCAG – Southern California Association of Governments – The metropolitan planning organization (MPO) for six counties including Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

SCAQMD – South Coast Air Management District – The air-pollution control agency for all of Orange County and the urbanized portions of Los Angeles, Riverside and San Bernardino Counties in Southern California. This area of 10,743 square miles is home to more than 17 million people—about half the population of the whole state of California. It is the second-most populated urban area in the United States and one of the smoggiest. South Coast AQMD is responsible for controlling emissions, primarily from stationary sources of air pollution within its jurisdiction. These can include anything from large power plants and refineries to the corner gas station.

SCCAB – South Central Coast Air Basin – Comprises San Luis Obispo, Santa Barbara and Ventura counties.

SCP – Sustainable Communities Program – SCAG’s Sustainable Communities Program (SCP) is a technical assistance program that strengthens partnerships with local agencies and strategic partners responsible for land use and transportation decisions to help the region achieve its unified goals. The SCP provides opportunities to secure resources to meet the diverse planning needs of local communities and support implementation of regional planning policies and strategies.

SCS – Sustainability Communities Strategy – As part of SB 375, which was established to implement the state’s greenhouse gas (GHG) emission-reduction goals as set forth by AB 32, each California metropolitan planning organization (MPO) is required to prepare a SCS as part of their regional transportation plan. The mandate requires the California Air Resources Board to determine per capita GHG emission-reduction targets for each MPO in the state at two points: 2020 and 2035. In turn, each MPO must prepare an SCS that demonstrates how the region will meet its GHG through integrated land use, housing and transportation planning.

SDOH – Social Determinants of Health – The World Health Organization (WHO) defines as nonmedical factors that influence health outcomes. They are the conditions in which people are born, grow, work, live, and age, and the wider set of forces and systems shaping the conditions of daily life. These forces and systems include economic policies and systems, development agendas, social norms, social policies, racism, climate change and political systems.

SED – Socioeconomic Data – Population, employment and housing forecast.

SGC – Strategic Growth Council – The Strategic Growth Council is a state agency tasked with encouraging the development of sustainable communities.

SHA – State Highway Account – The major state transportation account for highway purposes. Revenues include the state excise taxes on gasoline, diesel fuel and truck-weight fees.

Shared Mobility Services – Refers to a wide variety of new mobility services and encompasses bike share, scooters, car share, app-based transit/rail services and ride-hailing. This term refers to the way in which these modes are offered as services brokered by a mobile application, and each device or vehicle is shared amongst multiple users.

Shared Parking – A tool in parking management that allows different land uses with different periods of parking demand to share a common parking facility and thereby limit the need to provide additional parking. Shared parking policies do not treat the parking supply as individual units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces.

SHOPP – State Highway Operation and Protection Program – A four-year, capital-improvement program for rehabilitation, safety and operational improvements on state highways.

SHSP – Strategic Highway Safety Plan – A statewide, coordinated safety plan that provides a comprehensive framework for reducing fatalities and severe injuries to motorists, pedestrians and bicyclists on all public roads. SHSP goals and objectives are data-driven and results are measured. Actions designed to achieve the objectives are developed by hundreds of safety stakeholders from the five E's of highway safety: engineering, education, enforcement, emergency medical services and equipment. In California, Caltrans coordinates the effort to develop the plan.

Single-Family Residential – These residential areas are typically made up of detached dwellings, where each structure houses a single family, located in an urban or suburban setting. These single-family residences are usually served by all utilities, are on paved streets, and are provided with or have access to all urban facilities such as schools, parks, and police and fire stations. Single-family residential neighborhoods are normally large, contiguous areas of residential lots. Some areas have subdivisions or tracts of homes with similar size or architectural design. In these areas, the roofs may be similar in shape or color when viewed via aerial photo. Typically, single-family lots contain landscaped front and backyards, one driveway and one walkway either to the sidewalk or to the driveway. Some lots may have swimming pools in the back yards. High or low density is determined by the size of the lot on which the residence is located. If an area is under construction, and the residential lots or pads are easily identifiable, then the area can be properly mapped.

SIP – State Implementation Plan – Comprehensive state plan that describes how an area will attain national, ambient air-quality standards. The federal Clean Air Act requires that transportation activities, including regional transportation plans, programs and projects conform to, or are consistent with the purpose of the applicable SIP.

Smart City – A designation given to a city that incorporates information and communication technologies to enhance the quality and performance of public services, consumption, waste and overall costs.

Smart Parking – Smart parking management techniques include real-time identification of open parking spaces, active wayfinding, adaptive pricing, and consumer-facing apps for information and payment of parking. These management techniques pertain to on-street as well as public off-street parking.

SOCDS – State of the Cities Data Systems – Database maintained by HUD which has building permit data.

SOI – Sphere of Influence – A planning boundary outside of an agency's legal boundary (e.g., city limit) that designates the agency's probable future boundary and service area.

SOV – Single-Occupant Vehicle – Privately operated vehicle that contains only one driver or occupant.

SOx – Sulfur oxide – Any of several compounds of sulfur and oxygen formed from burning fuels, such as coal and oil.

SRTS – Safe Routes to School – Part of a nationwide/region-wide program to increase the number of students who walk or bike to school. Includes engineering, educational and enforcement activities. Funded through the State Active Transportation Program (ATP). SRTS includes programs that support improved safety for students to walk and bike to school.

SSAB – Salton Sea Air Basin – Comprises the Coachella Valley portion of Riverside County and all of Imperial County.

STA – State Transit Assistance – State funding program for mass transit operations and capital projects. Current law requires that STA receive 50 percent of PTA revenues.

STBG – Surface Transportation Block Grant – Provides flexible funding for surface transportation projects that preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

STIP – State Transportation Improvement Program – A five-year capital outlay plan that includes the cost and schedule estimates for all transportation projects funded with any amount of state funds. The STIP is approved and adopted by the CTC and is the combined result of the ITIP and the RTIP.

STP – Surface Transportation Program – Provides flexible funding that may be used by states and localities for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

Sustainability – The practice of analyzing and accounting for the impact of decisions, policies, strategies and development projects on the Economy, the Environment and Social Equity (commonly referred to as the three E's). In the 2017 SCAG Strategic Plan, SCAG adopted the following objective: "Cultivate dynamic knowledge of the major challenges and opportunities relevant to sustainability and quality of life in the region."

Sustainable Development – Sustainable development can support the region to thrive with essential resources that maintain quality of life and a growing economy in the present, such as water, energy and food supply, while also enabling future generations to thrive amidst both forecasted and unforeseen challenges.

SWITRS – Statewide Integrated Traffic Records System – A database that serves as a means to collect and process data gathered from a collision scene.

T

TAM – Transit Asset Management – A business model that prioritizes funding based on the actual condition of transit assets in order to achieve or maintain transit networks in a state of good repair.

TAP – Transit Access Pass – An electronic ticketing payment method used in most public transit services within Los Angeles County.

TAZ – Traffic Analysis Zone – Zone system used in travel demand forecasting.

TC – Transportation Committee – SCAG Policy Committee used to study problems, programs and other matters that pertain to the regional issues of mobility, air quality, transportation control measures and communications.

TCM – Transportation Control Measure – Defined in the U.S. EPA's Transportation Conformity Regulations, TCM is any measure that is specifically identified and committed to in the applicable SIP, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA Section 176(c)(8), that is either one of the types listed in CAA Section 108, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Vehicle technology-based, fuel-based and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs.

TCWG – Transportation Conformity Working Group – A forum to support federally mandated interagency consultation to help improve air quality and maintain transportation conformity in the SCAG region.

Membership of the TCWG includes federal (U.S. EPA, FHWA, FTA), state (CARB, Caltrans), regional (Air Districts, SCAG), and sub-regional (County Transportation Commissions) agencies and other stakeholders.

TDA – Transportation Development Act – State law enacted in 1971 provides a 0.25 percent sales tax on all retail sales in each county for transit, bicycle and pedestrian purposes. In non-urban areas, funds may be used for streets and roads under certain conditions.

TDM – Transportation Demand Management – Strategies that result in more efficient use of transportation resources, such as ridesharing, telecommuting, park-and-ride programs, pedestrian improvements and alternative work schedules.

Technology Neutrality – A stance that does not give preference to a particular technology, as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.

TEU – Twenty-Foot Equivalent Unit – A measure of shipping container capacity.

TEZ – Transportation Equity Zones – Communities across the SCAG region most impacted by transportation-related inequities.

TIFIA – Transportation Infrastructure Finance and Innovation Act of 1998 – Established a new federal credit program under which the US DOT may provide three forms of credit assistance—secured (direct) loans, loan guarantees and standby lines of credit—for surface transportation projects of national or regional significance. The program’s fundamental goal is to leverage federal funds by attracting substantial private and other non-federal co-investment in critical improvements to the nation’s surface transportation system. Sponsors may include state departments of transportation, transit operators, special authorities, local governments and private entities.

TNC – Transportation Network Companies – This is the technical term for ride-hailing companies used by the California Public Utilities Commission in order to create a new class of mobility provider distinguished from taxi companies and limousines.

TOD – Transit-Oriented Development – A planning strategy that explicitly links land use and transportation by focusing mixed housing, employment and commercial growth around bus and rail stations (usually within a half mile). TODs can reduce the number and length of vehicle trips by encouraging more bicycle/pedestrian and transit use and can support transit investments by creating the density around stations to boost ridership.

TP&D – Transportation Planning and Development Account – A state transit trust fund that is the funding source for the State Transit Assistance (STA) program.

TPA – Transit Priority Areas – An area within half a mile of a major existing or planned transit stop

TSM – Transportation System Management – A set of techniques used to increase the capacity of a segment of transportation infrastructure without increasing its physical size. Most often, these techniques are used in the context of roadways. The techniques include coordinated traffic signals and ramp meters.

TSP – Transit Signal Priority – A set of operational improvements that use technology to facilitate the movement of transit vehicles and reduce their dwell time at traffic signals by holding green lights longer or shortening red lights. TSP may be implemented at individual intersections or across corridors or entire street systems. Objectives of TSP include improved schedule adherence and improved transit travel time efficiency while minimizing impacts to normal traffic operations.

TUMF – Transportation Uniform Mitigation Fee – Ordinance enacted by the Riverside County Board of Supervisors and cities to impose a fee on new development in order to fund related transportation improvements.

U

Union Station – Los Angeles Union Station is the main railway station in Los Angeles.

UBM – Universal Basic Mobility – Programs that provide qualified residents with subsidies for transit and other mobility services.

UPT – Unlinked Passenger Trips – The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles, no matter how many vehicles they use to travel from their origin to their destination.

UZA – Urban Areas – Urban Areas in the SCAG region represent densely developed territory and encompass residential, commercial and other nonresidential urban land uses where population is concentrated over 2,500 people in a given locale.

Urban Greening Grant Program – A grant program that competitively distributes grants statewide to projects that reduce GHG emissions, mitigate the effects of extreme heat and provide multiple additional benefits including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy. The program funds projects that convert an existing built environment into green space that uses natural and green infrastructure approaches. These approaches create sustainable and vibrant communities through improving the sustainability and function of existing urban hardscapes and landscapes.

Urban Growth Boundary – A regional boundary that seeks to contain outward urban expansion by limiting development outside of the boundary while focusing new growth within the boundary. Urban growth boundaries lead to the preservation of natural and agricultural lands, redevelopment and infill in existing communities, and optimization of existing infrastructure and transportation investments.

Urban Heat Island/Heat Island Effect – The intensification of heat in urban areas due to an abundance of materials that include concrete, asphalt and glass, which absorb and retain heat. This compounds the experience of extreme heat and heat waves, which are becoming more common as a result of climate change. Heat islands are disproportionately likely to be found in disadvantaged communities due to legacies of disinvestment and marginalization, resulting in greater heat stress in communities that are already more vulnerable to the impacts of climate change.

U.S. DOT – U.S. Department of Transportation – Federal agency responsible for the development of transportation policies and programs that contribute to providing fast, safe, efficient and convenient transportation at the lowest cost consistent with those and other national objectives—including the efficient use and conservation of the resources of the United States. US DOT is comprised of 10 operating administrations, including FHWA, FTA, FAA and FRA.

V

VCAPCD – Ventura County Air Pollution Control District – The air-pollution control agency with the primary responsibility for the control of non-vehicular sources of air pollution in Ventura County. The District provides a full range of air pollution control activities, including permitting, facility inspection, air quality attainment planning, rulemaking, air quality monitoring and incentive programs. The District shares responsibility with the California Air Resources Board for ensuring that all state and federal air quality standards are achieved and maintained within Ventura County. The VCAPCD is located within the South Central Coast Air Basin.

VCTC – Ventura County Transportation Commission – Agency responsible for planning and funding countywide transportation improvements.

Vehicle Hours of Delay – Travel time spent on the highway due to congestion. Delay is estimated as the difference between vehicle hours traveled at a specified free-flow speed and vehicle hours traveled at a congested speed.

Vehicle Revenue Hours – The hours that a public transportation vehicle travels while in revenue service. Vehicle revenue hours include layover/recovery time, but exclude deadheading (vehicles not in service and driving without passengers), operator training, vehicle maintenance testing and school bus and charter services.

VHDD – Vehicle Hours of Daily Delay – Hours of delay attributed to congestion for vehicles each day.

Vision Zero Policy – A multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. The policy was started in Sweden and was approved by their parliament in 1997. Since then, various countries (including the United States) have adopted the policy.

VMT – Vehicle Miles Traveled – On roadways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. It is calculated by the number of vehicles times the miles traveled in a given area or on a given roadway during the time period. In transit, it is the number of vehicle miles operated on a given route or line or network during a specified time period.

VRM – Vehicle Revenue Miles – The miles that a public transportation vehicle actually travels while in revenue service. Vehicle revenue miles include layover/recovery time, but exclude deadheading, operator training, vehicle maintenance testing, and school bus and charter services.

Z

ZEV – Zero Emissions Vehicles – Vehicles that produce no tailpipe emissions of criteria pollutants. Generally, ZEVs feature electric powertrains. Technically, ZEVs are still responsible for some greenhouse gas emissions, as the GHG content from the electricity generation must be accounted for. ZEVs include battery electric vehicles (BEV), plug-in electric hybrids (PHEV) when powered by the electric engine and hydrogen fuel cell vehicles (FCV).

GUIDING LAWS

Connect SoCal is developed in alignment with federal and state requirements. Each Metropolitan Planning Organization (MPO) must follow laws related to transportation planning, air quality and performance management. In the State of California, MPOs must follow additional laws related to housing and sustainability planning. Key laws and requirements that drive Connect SoCal include:

Developing a Regional Transportation Plan (RTP) – SCAG is required by federal law to prepare and update a long-range RTP (23 U.S.C. Section 134 et seq.). The RTP must include, among other things: the identification of transportation facilities, such as major roadways, transit, intermodal facilities and connectors that function as an integrated metropolitan system over at least a 20-year forecast period; a financial plan demonstrating how the RTP can be implemented with “reasonably available” resources and additional financial approaches; strategies to improve existing facilities, relieve vehicular congestion, and maximize the safety and mobility of people and goods; and environmental mitigation activities. (23 U.S.C. Section 134 (i)(2)).

Keeping up with Clean Air Act Requirements – With respect to air quality, most areas within the SCAG region have been designated as nonattainment or maintenance areas for one or more transportation-related criteria pollutants. Pursuant to the federal Clean Air Act, SCAG’s 2024 RTP/SCS is required to meet all federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of transportation control measures and interagency consultation and public involvement (42 U.S.C. Section 7401 et seq.).

Monitoring System Performance – With the passage of the “Moving Ahead for Progress in the 21st Century” (MAP-21) federal transportation authorization legislation in 2012, transportation system performance planning and monitoring became a federal mandate. This commitment to a national transportation performance management and reporting system was further solidified with the passage of subsequent federal transportation authorization packages, including the “FAST Act” in 2015 and the Infrastructure Investment and Jobs Act (IIJA) in 2021. SCAG has been a pioneer in the development and use of performance metrics to evaluate progress toward achieving regional goals before MAP-21 established the national performance management program, a practice that has only gained momentum over recent years. Starting with the 1998 RTP, SCAG has been using quantitative performance measures to evaluate how well the RTP serves to facilitate achievement of the regional goals established in the Plan.

Developing a Sustainable Communities Strategy – California state law also imposes additional requirements. For example, state law specifies that, “The Plan shall be action-oriented and pragmatic, considering both the short-term and long-term future” (Government Code Section 65080(a)). California Senate Bill 375, codified in 2008 in Government Code Section 65080 (b)(2)(B), also requires that the RTP include a sustainable communities strategy, or SCS, which outlines growth strategies for land use and transportation and helps reduce the state’s greenhouse gas emissions from cars and light-duty trucks. The California Air Resources Board (CARB) has set greenhouse gas reduction targets for the SCAG region at eight percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035.

Assessing the Region's Housing Need – The Regional Housing Needs Assessment (RHNA) is mandated by state housing law as part of the periodic process of updating local housing elements of the General Plan. RHNA quantifies the need for housing within each jurisdiction during specified planning periods. This process occurs every eight years and is tied to the RTP/SCS process through Government Code Section 65080(b)(2)(B)(ii) and (iii). SCAG is required to identify areas within the region sufficient to house all of the population and areas within the region sufficient to house this eight-year projection of regional housing need.

SCAG is committed not only to meeting statutory requirements but also to ensuring that Connect SoCal, as with the agency's prior RTP/SCSs, remains a living document that is rooted in strong analysis and evolves with the region's demographics, priorities and economy change.

Plan Alignment

One aspect of performance based long-range planning is aligning with applicable state and federal plans and processes. Two of the critical touchpoints for Connect SoCal alignment are the federal planning factors and the California Transportation Plan 2050.

The federal planning factors are meant to be addressed by the MPO during the consideration and implementation of projects, strategies and services (23 U.S.C. Section 450.306). They are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The California Transportation Plan (CTP 2050) is a policy framework that provides a vision for the future of the statewide transportation system. The vision for CTP 2050 is “California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health.” The goals of the CTP 2050 are:

- **Safety:** Provide a safe and secure transportation system
- **Climate:** Achieve statewide GHG emission-reduction targets and increase resilience to climate change
- **Equity:** Eliminate transportation burdens for low-income communities, communities of color, people with disabilities and other disadvantaged groups
- **Accessibility:** Improve multimodal mobility and access to destinations for all users
- **Quality of Life and Public Health:** Enable vibrant, healthy communities
- **Environment:** Enhance environmental health and reduce negative transportation impacts
- **Economy:** Support a vibrant, resilient economy
- **Infrastructure:** Maintain a high-quality, resilient transportation system

Connect SoCal 2024 aligns with both the federal planning factors and the CTP 2050. There is significant overlap between the vision and goals of CTP 2050 and the Plan, with slight deviations to reflect the specific priorities for Southern California. For the federal planning factors, these factors were included in the development of goals, performance measures and guided the development of plan strategies and related analysis.

One additional area of alignment relates to the challenge of meeting health-based federal air quality standards, which has serious implications for the RTP/SCS, the Federal Transportation Improvement Program (FTIP), and transportation projects in the SCAG region. The South Coast Air Quality Management District's (SCAQMD) Contingency Measure Plan was developed jointly by the SCAQMD and CARB to meet the 1997 federal ozone standard in the South Coast Air Basin and subsequently submitted to the U.S. EPA. The Contingency Measure Plan highlights the critical need for federal regulatory actions and/or funding to address emission sources under federal jurisdiction including aircraft, ships, trains and out-of-state trucks in order to meet the air quality standard. This is in addition to regulatory actions, programs, and incentive funding SCAQMD and CARB have developed to achieve emission reductions. However, the U.S. Environmental Protection Agency (EPA) recently proposed action to disapprove SCAQMD's Contingency Measure Plan.

If the disapproval is finalized as proposed, a federal 24-month highway sanctions clock will be triggered which would lead to impositions of a federal highway sanction and a federal air plan if the underlying deficiency cannot be fully resolved within 24 months. Highway sanction is prohibition on federal approval or award of any federal grants to highway projects in the sanctioned area unless projects and/or project development activities are exempt. If imposed, highway sanctions have the potential to impact up to tens of billions of dollars of transportation investment in the South Coast, which covers the entire Orange County and the urbanized areas of Los Angeles, Riverside, and San Bernardino counties.

**LET'S GET TECHNICAL**

Learn more about this regional analysis in the Performance Monitoring Technical Report.

How the Plan was Developed

Connect SoCal 2024 was developed through a four-year planning process involving rigorous technical analysis, extensive stakeholder engagement and robust policy discussions with the local elected leaders who make up SCAG's policy committees and Regional Council. This process also included formal input processes for our Project List from County Transportation Commissions and land use and growth data from local jurisdictions. In spring 2023, SCAG engaged with thousands of people across the region to highlight the issues and policy choices in the region.

Development Timeline

The process for developing the Plan follows four main phases:

Foundations and Frameworks (2021–2022): During this phase, SCAG staff seeks direction from the Regional Council and Policy Committees on the priorities for the upcoming Plan. SCAG adopts its Subregional Sustainable Communities Strategy Framework and Guidelines. SCAG begins meets with a demographic panel of experts to prepare the regional growth forecast and begins engaging with stakeholders on updated Plan goals.

Data Collection and Policy Development (2022–2023): During this phase, SCAG staff collect data and update Plan inputs and assumptions. In June 2022, SCAG's Regional Council adopted the Policy Development Framework for Connect SoCal 2024 that confirmed the direction for the Plan and established three Special Subcommittees to support Plan policy development. This phase also included two input processes to solicit key information on the Plan: Projects and Land Use.

Outreach and Analysis (2023): During this phase, SCAG completes its statutorily required public workshops along with additional activities to share information about and collect input on the issues and policy choices facing the region. During this time, SCAG staff analyze the input provided by County Transportation Commissions and local jurisdictions and modeling these inputs along with other policies and assumptions.

Draft Plan and Plan Adoptions (2023-2024): During this phase, SCAG released a draft Plan for public review and comment. At the close of the public comment period, SCAG staff assessed and responded to the comments received and made any necessary updates to the Plan in order to prepare a final Plan to be considered for adoption by SCAG's Regional Council.



LET'S GET TECHNICAL

Review the Public Participation and Consultation Technical Report for the full details on SCAG's engagement and consultation process.

Project List

Connect SoCal includes \$750.1 billion of investment in our regional transportation system. SCAG collects projects submitted by County Transportation Commissions (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. Instead, SCAG assesses transportation performance at the system level (See Chapter 5: Measuring Our Progress for more details). The Connect SoCal project list includes both near-term and long-term investments. The Federal Transportation Improvement Program (FTIP) reflects near-term investments that 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 our goals and performance targets.

The projects submitted by each CTC reflect the needs and goals of each county. Many projects are the result of performance-based decisions at the county or district level, such as through the SHOPP program. Additionally, the CTCs provide performance details on projects that assist in SCAG's performance-monitoring process. As mentioned above, when SCAG evaluates performance of the Plan, it does so at the regional, or system, level to consider the impacts of strategies and policies that support planned investments. Based on feedback from FHWA and FTA at SCAG's 2022 Federal Recertification, SCAG will be improving its performance-based planning and programming process to better document how the region uses a regional, performance-based, uniform approach to prioritize and select projects.

Local Data Exchange

On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which is a local jurisdiction's opportunity to provide input related to land use and the future growth of employment and households to help the development of Connect SoCal 2024. The LDX process aims to gather the most up-to-date information from local jurisdictions to link and align local planning with a regional plan that can meet federal and state requirements and reflect a regional vision.

In advance of this process, SCAG produced a set of preliminary projections of household and employment growth and GIS maps for each jurisdiction to review. In addition, staff designed and provided an interactive portal and tool through the related Regional Data Platform (RDP) effort to modernize the input process and improve its connection to available technical assistance and Plan implementation.

The LDX also included a survey for local planners to help improve SCAG's understanding of the trends, existing conditions, local planning initiatives, opportunities and challenges to meeting growth objectives across Southern California's jurisdictions. We also ask about the implementation of prior regional plans.

Throughout 2022, SCAG's Local Information Services Team (LIST) formally met with 164 local jurisdictions to provide background on the data and available tools, and describe the input opportunity. Jurisdictions were asked to review total households and employment in 2019, 2035 and 2050. Input from jurisdictions became the locally reviewed forecasted regional development pattern. SCAG received data inputs from 142 jurisdictions by the December 2, 2022, deadline.

Growth Data and Sustainable Communities Strategy (SCS) Consistency

In order to assess the ability of Connect SoCal 2024 to meet federal air quality standards and achieve the state greenhouse gas reduction target, SCAG develops small-area growth projection data for households and employment, which are known as Transportation Analysis Zone (TAZ) data. Although the data reflects all edits provided by local jurisdiction staff during the Connect SoCal 2024 Local Data Exchange (LDX) process between May and December 2022, it represents a snapshot in time and does not reflect subsequently available information or any entitled and pending project information not provided to SCAG during the LDX process (except for follow-up adjustments requested by local jurisdictions, e.g., County of Los Angeles in 2023). Additionally, the TAZ data does not project the full build-out or realization of localities' general plans and may not fully reflect jurisdictions' most recent housing elements (see Demographics & Growth Forecast TR Section 4.6). As local plans and approvals continue to evolve (driven by market forces influencing potential timing, location, and type of development), the applicable jurisdiction(s) should be contacted for the most up-to-date data.

Projections at the jurisdiction level or smaller geographies, including TAZ, are utilized to conduct required modeling and generally illustrate how regional policies and strategies may be reflected at the neighborhood level. They are advisory and non-binding. No jurisdiction has an obligation to change or conform its land use policies, general plan, housing element, zoning, regulations, or approvals of projects or plans, or consider or require mitigation measures or alternatives based on any numbers within or aggregates of Connect SoCal 2024 projections at any geographic level.

The Forecasted Regional Development Pattern (FRDP) is not solely based on TAZ-level household and employment projections. It is utilized to estimate the overall effect of the many policies, goals, and strategies of Connect SoCal. While TAZ-level projections enable the modeling of future conditions in order to evaluate conformity with federal air quality standards and achievement of the state greenhouse gas emissions reduction target; they do not reflect the only set of growth assumptions

that may meet these standards and the target.

Therefore, insofar as housing and other laws or grants may require comparisons of projects or plans to Connect SoCal 2024, SCAG's projections that are illustrated in TAZ data and maps—along with any related documents or modeling outputs—may not be used to determine the inconsistency of any plan or project in the region with Connect SoCal 2024. Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project's or plan's consistency and/or alignment with Connect SoCal* (except where SCAG is required to make consistency or alignment finding for grant purposes).

For example, local jurisdictions' plans and approvals may be found to align with Connect SoCal 2024 if they directionally support a number of its objectives, such as by encouraging a mix of housing types that includes more affordable and multi-family housing rather than solely single-family, for-sale housing; providing for more housing located proximate to destinations or vice versa; or encouraging increased use of transit, ridesharing, biking, walking or micro-mobility, or hybrid and remote work to reduce commuting trips (See Chapter 3 for additional examples). Such considerations may constitute an appropriate basis for a local jurisdiction to determine that a plan or project is consistent with Connect SoCal. Connect SoCal 2024 includes dozens of policies, goals, objectives, and measurements, any number of which may not be individually applicable to any given plan, project, or development. Such determinations could be evaluated based on (i) the totality of the goals, policies, and objectives of Connect SoCal 2024 and its associated Program Environmental Impact Report (PEIR), and (ii) the attributes of the local project or plan in overall relation to Connect SoCal. Consistency with Connect SoCal 2024 should not be evaluated in a prescriptive manner by applying SCAG's TAZ-level data, any aggregate thereof, or any particular one or more goals, policies, or objectives of Connect SoCal 2024 and its associated PEIR.

*Note: Consistency and alignment are used interchangeably for the purpose of this document. Neither consistency nor alignment shall be understood to require the analysis of numbers within or aggregates of Connect SoCal 2024 projections at any geographic level.

Household or employment growth included in the Connect SoCal 2024 TAZ-level data and maps may assist in determining consistency with the SCS for purposes of determining a project's eligibility for CEQA streamlining under SB 375 (Cal. Govt. Code § 21155(a)). TAZ-level data and maps may not otherwise be used or applied prescriptively to determine that a project is inconsistent with Connect SoCal 2024 for any purpose, given that they do not reflect the only set of growth assumptions that would be consistent with the SCS. Specifically, the TAZ-level data and maps do not supersede or otherwise affect locally approved housing elements, including those adopted in compliance with the 6th Cycle of the Regional Housing Needs Assessment (RHNA).

SCAG Leadership

Regional Council: SCAG's 86-member governing board, the Regional Council, conducts the affairs of SCAG; implements the General Assembly's policy decisions; acts upon policy recommendations from SCAG policy committees and external agencies; appoints committees to study specific problems and programs; and amends, decreases or increases the proposed budget to be reported to the General Assembly

Policy Committees: SCAG's decision-making process is also guided by the work of the Executive/Administration Committee, Legislative/Communications and Membership Committee and three Policy Committees. Much of the discussion and debate on issues occurs in the Policy Committees, and all issues considered by the Regional Council must originate through one or more of the committees.

Special Connect SoCal 2024 Subcommittees: In June 2022, SCAG's Regional Council approved a Policy Development Framework for Connect SoCal 2024 that established three limited-term subcommittees to dive deeper into key areas for Connect SoCal: Next Generation Infrastructure, Resilience & Conservation, and Racial Equity & Regional Planning.

Stakeholder Involvement

Technical Advisory Committees and Working Groups: SCAG's Technical Advisory Committees and Working Groups meet on a regular, recurring basis. These groups convene stakeholders, subject matter experts and representatives or staff from other local, regional and state governments. These groups provide technical or professional expertise to SCAG and advise on program including, but not limited to, Connect SoCal 2024. These groups include:

- Aviation Technical Advisory Committee
- Modeling Task Force
- Regional Planning Working Groups
 - Safe and Active Streets
 - Sustainable and Resilient Communities
 - Equity
 - Natural and Farmlands Conservation
 - Housing
- Regional Transit Technical Advisory Committee
- Technical Working Group
- Transportation Conformity Working Group

Public Engagement: In spring 2023, SCAG conducted a number of outreach activities to solicit input on the key issues and policy choices in the region. Through the outreach activities, participants engaged with issues related to the Connect SoCal 2024 goal areas (Mobility, Economy, Community and Environment) with additional focus on the special topics of Equity and Resilience. Staff gathered input from residents primarily via a survey that provided contextual and educational information. The outreach activities included:

- Public workshops: 20 in-person and seven virtual
- Pop-up and street team engagements: 20 events
- Digital and traditional advertising: 100+ transit shelter ads, 15 billboards, ads in 10 print newspapers, radio ads, digital ads including on social media platforms
- The Connect SoCal Community Partnership Program: 16 community-based-organization partners
- Public survey: 3,600+ unique and completed survey forms
- Direct email outreach: 19,000+ contacts

Findings from this outreach process informed the Plan vision, goals and strategy development.

ACKNOWLEDGMENTS

The preparation of this plan was an agencywide effort, led by the Connect SoCal development team. Special thanks to the leadership and dedication of Frank Wen, Sarah Dominguez, Camille Guiriba and Leslie Cayton.

Charles T. Brown of Equitable Cities provided guidance on integrating equity within the main document and Technical Reports. The plan book was created by SCAG's Media & Public Affairs team with special thanks to BLOSS Studios for leading design and organization of the main book and Down the Street Designs for producing original illustrations.

EXECUTIVE OFFICE

Executive Director

Kome Ajise

Chief Operating Officer

Darin Chidsey

Sarah Miller | Jazmin Marin

HUMAN RESOURCES

Carmen Flores, Chief Human Resources Officer

Virginia Chow | Kayla Coleman | Naomi Marquez Delgado
Gissell Garcia | Nicole Katz | Shalina Khanna | Renee Lutz
James Ramirez | Evelyn Reyes | Wen Sasasuwan | Wendy Wu

INTERNAL AUDITOR

David James

OFFICE OF REGIONAL COUNCIL SUPPORT

Maggie Aguilar, Clerk of the Board

Jonna Hart | Cecilia Pulido

LEGAL SERVICES

Jeffery Elder, Chief Counsel

Richard Lam

PLANNING & PROGRAMS

Sarah Jepson, Chief Planning Officer

Elizabeth Carvajal, Deputy Director

Annie Nam, Deputy Director

HOUSING

Ma'Ayn Johnson, Manager

Grieg Asher | Ariella Amit | Edith Avila | Yesenia Becerra
Lennox Chaiveera | Zach Gardea | Sergio Heredia-Melchor
Lauren Huang | Alisha James | David Kyobe | Nashia Lalani
Kaitlin McCafferty | Jacob Noonan | Jessica Reyes-Juarez

INCLUSIVE ECONOMIC GROWTH

Victor Negrete, Manager

Lyndsey Nolan | Anna Van | Anikka Van Eyl

INTEGRATED PLANNING & PROGRAMMING

Warren Whiteaker, Manager

Agustin Barajas | Heidi Busslinger | Stephanie Chin | Pablo Gutierrez
Hiroshi Ishikawa | Jaimee Lederman | Nancy Lo | Jeremy Marks
Mariana Peterson | Evelyn Zhong

MOBILITY PLANNING & GOODS MOVEMENT

Philip Law, Manager

Courtney Aguirre | Hina Chanchlani | Prithvi Deore | Xioaling Fang
Priscilla Freduah-Agyemang | Marisa Laderach | Ryan Laws
Aurora Massari | Shannon McAlpine | Roland Ok | Rachel Om
Jonathan Raspa | Javier Silva | Xiomara Solis | Scott Strelecki | Krista Yost

OFFICE OF PLANNING ADMINISTRATION

Marco Anderson | Jeffrey Cranmer | Megan Dearing | Sean Eilenberg
Ed Rodriguez | Ingrid Villela

PARTNERSHIPS FOR INNOVATIVE DEPLOYMENT

Kate Kigongo, Manager

Salma Abd Allah | Erin Barry | Nolan Borgman | Isabelle Legare
Sirinya Matute | Nirvana Pacheco

PLANNING STRATEGY

Frank Wen, Manager

Anita Au | Ryan Banuelos | Pauline Bekkers | Alina Borja
Karen Calderon | Andrés Carrasquillo | Leslie Cayton
Nancy Delgado | Sarah Dominguez | Jasper Dwyer | Annaleigh Ekman
D'Ella Heschmeyer | Michael Gainor | Camille Guiriba | Brice Kennedy
Julia Lippe-Klein | Rongsheng Luo | Jeannie Ma | Natasha Mara Victa
Amanda McDaniel | Jasmin Munoz | Lijin Sun | Tom Vo

SUSTAINABLE & RESILIENT DEVELOPMENT

Ryan Wolfe, Manager

India Brookover | Kim Clark | Lyle Janicek | Kevin Kane
Sebastian Shetty | Aubrey Stark-Miller | Echo Zheng

MODELING & FORECASTING

Hsi-Hwa Hu, Manager

Javier Aguilar | Bayarmaa Aleksandr | Sunghi An | Hao Cheng
John Cho | Sungbin Cho | Hui Deng | Kihong Kim | Cheol Ho Lee
Ellen Jisu Lee | Mengdi Li | Cheryl Liesing | Jarling Liu
Sreedhar Nambisan | Sung Ho Ryu | Mana Sangkapichai
Jung H. Seo | JungA Uhm | Ping Wang | Yang Wang
Ying Zhou | Xuanye Zuo

GOVERNMENT & PUBLIC AFFAIRS

Javiera Cartagena, Chief Government & Public Affairs Officer
Emma Escobar

LEGISLATION

Kevin Gilhooley, Manager

Francisco Barajas | Eva Jussim | David Angel Maldonado
Melane Olmeda

MEDIA & PUBLIC AFFAIRS

Ana Vallianatos, Manager

James Brasuell | Ludlow Brown | Diana Chamberlain
Mel Rocha Cheng | Guy Copes | Daniela D'Elia | Joseph De La Riva
Margaret de Larios | Danielle Dunn | Perla Lopez | Stephanie McGrath
Alexandra Morales | Francesca Ramos | Jane Viera

GOVERNMENT AFFAIRS

Sarah Patterson, Manager

Ivette Macias | Erik Rodriguez | David Salgado | Rachel Wagner

INFORMATION TECHNOLOGY

Julie Shroyer, Chief Information Officer

APPLICATION DEVELOPMENT & SUPPORT

Jonathan Holt, Manager

Liudmyla Dvorska | Hamlet Garibyan | Leigh Guannu
Sunggon Hong | Gurpreet Kaur | ShuGuan Lin | Monish Pamuri
Dimitris Poulakidas | Abhishek Sharma | Jianhong Sun
Divya Sunkara | Sean Tucker

PROJECT MANAGEMENT

Sana Gautam, Lead IT Project Manager

Bianca Holmes | Madelyn Huy | Jonali Patgiri

INFRASTRUCTURE & OPERATIONS

Rohith Janumpally

FACILITIES

Tonia Reeves Jackson, Supervisor

Juan Arellano | Anthony Ford

OPERATIONS

David Milner, Supervisor

Jennifer Martinez | Edward Venegas

FINANCE

Cindy Giraldo, Chief Financial Officer

Erika Bustamante, Deputy Director

Carmen Summers

ACCOUNTING

Beatriz Valdez, Manager

Nathan Bang | Judith Kim | Tracey Kosasih | Fiona Ly | Carol Ng
Gerado Reyes | Trinidad Ruiz | Marion Russell | Kawalpreet Sachdeva
Walter Smith | Anthony Taylor | Roger Tu | Yichin Wu

BUDGET & GRANTS

Kana Sato-Nguyen, Manager

Najit Alam | Pontip Alferex | Timothy Hamlin | Andrew Mora
Natalie Rivera-Estrada | Stephanie Sanchez | Derrick Womble

CONTRACTS

Laura Aguilar | Ana Bello | Marisa Blancarte | Ted Dorjee
Sloane Hewitt | Roslyn Lewis | Lanita Perez | Lori Tapp

WITH APPRECIATION TO FORMER STAFF

In memory of John Asuncion

Jay Bates | Debbie Dillon | Mariana Estrada | Emmanuel Figueroa
Stephen Fox | Rodrigo Gomez | Scott Johnson | Mike Jones
Gigi Moreno | Leyton Morgan | Diego Mosquera | Norma Ortega
Yahaira Ortiz | Benjamin Reaves | Stephen Yoon

RESOLUTION NO. 24-664-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (1) APPROVE CONNECT SOCIAL 2024 FOR TRANSPORTATION CONFORMITY PURPOSES; (2) APPROVE CONNECT SOCIAL 2024 FOR SB 375 PURPOSES; AND (3) ADOPT THE CONSISTENCY AMENDMENT NO. 23-26 TO THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to California Government Code (Government Code) Section 6502 et seq.;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, pursuant to Title 23, United States Code (U.S.C.) Section 134(d) et seq.;

WHEREAS, SCAG is responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which involves the preparation and update every four years of a Regional Transportation Plan (RTP) pursuant to Title 23, U.S.C Section 134 et seq., Title 49, USC Section 5303 et seq., and Title 23, Code of Federal Regulations (C.F.R.) Section 450 et seq.;

WHEREAS, SCAG is the multi-county designated transportation planning agency under state law, and as such is responsible for preparing, adopting and updating every four years the RTP and Sustainable Communities Strategy (SCS) pursuant to Government Code Section 65080 et seq.;

WHEREAS, pursuant to Senate Bill 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq., SCAG prepared an SCS as a component of the RTP document that demonstrates how the region will meet its greenhouse gas (GHG) reduction targets as determined by the California Air Resources Board;

WHEREAS, CARB set the per capita GHG emission reduction targets from automobiles and light trucks for the SCAG region at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035;

WHEREAS, pursuant to Government Code Section 65080(b)(2) (B), the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of the Government Code Sections 65080.01; (6) consider the state housing goals specified in Government Code Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region, which when integrated with the transportation network, and other transportation measures and policies, will reduce the emission of GHGs from automobiles and light trucks to achieve, if there is a feasible way to do so, the GHG emission reduction targets, and (8) allow the RTP to comply with transportation conformity requirements under Section 176 of the federal Clean Air Act;

WHEREAS, through the continuing, comprehensive and coordinated transportation planning process in conformance with all applicable federal and state requirements, SCAG developed and prepared the 2024-2050 RTP/SCS (Connect SoCal 2024 or Plan);

WHEREAS, Connect SoCal 2024 sets forth the long-range regional plans, policies, goals and strategies for transportation improvements and regional growth throughout the SCAG region through the horizon year of 2050;

WHEREAS, Connect SoCal 2024 includes a regional growth forecast that was developed by working with local jurisdictions using the most recent land use plans and policies and planning assumptions;

WHEREAS, Connect SoCal 2024 includes a financial plan identifying the revenues committed, available or reasonably available to support the SCAG region's surface transportation investments. The financial plan was developed following basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed;

WHEREAS, Connect SoCal 2024 includes a financially-constrained plan in terms of transportation revenues and expenditures. It reflects long-term investments and contains a financially constrained set of transportation projects above and beyond the Federal Transportation Improvement Program (FTIP), including projects submitted from the CTCs and additional Regional Strategic Investments needed to achieve the Plan's goals and performance targets;

WHEREAS, Connect SoCal 2024 includes the SCS which sets forth 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), which, when integrated with the transportation network and other transportation measures and policies will reduce the GHG emissions from automobiles and light trucks to achieve the regional GHG targets set by CARB for the SCAG region;

WHEREAS, Connect SoCal 2024 must be consistent with all applicable provisions of federal and state law including:

- (1) The Moving Ahead for Progress in the 21st Century Act (MAP-21, PL 112-141) and the metropolitan planning regulations at Title 23, United States Code Section 134 et seq., as amended by the Fixing America's Surface Transportation Act (P.L. 114-94, December 4, 2015) and the Infrastructure Investment and Jobs Act (P.L. 117-58, November 15, 2021);
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) Government Code Section 65080 et seq.; Public Utilities Code Section 130058 and 130059; and Public Utilities Code Section 44243.5;
- (4) Sections 174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. Sections 7504 and 7506(c) and (d)] and Environmental Protection Agency (EPA) Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

(5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to Title 23, U.S.C Section 324;

(6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;

(7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. Section 12101 et seq.) and its accompanying regulations (49 C.F.R. Sections 27, 37, and 38); and

(8) Senate Bill 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq.;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Section 21000 et seq.) and CEQA Guidelines (Cal. Code Regs., Tit. 14, Section 15000 et seq.), SCAG as the Lead Agency prepared the Final Program Environmental Impact Report for Connect SoCal 2024;

WHEREAS, SCAG has also prepared and adopted a Mitigation Monitoring and Reporting Program in compliance with Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA), must make a transportation conformity determination on any updated or amended RTP in accordance with the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement;

WHEREAS, on May 7, 2020, the SCAG Regional Council found the 2020 RTP to be in conformity with the SIP for air quality, pursuant to the federal Clean Air Act and the EPA Transportation Conformity Rule. Thereafter, FHWA and FTA made a conformity determination on the 2020 RTP with said determination to expire on June 5, 2024;

WHEREAS, on October 6, 2022, in accordance with federal and state requirements, the SCAG Regional Council approved the 2022/23 – 2027/28 FTIP (2023 FTIP), which was federally approved on December 16, 2022. The 2023 FTIP represents a staged, multi-year, intermodal program of transportation projects which covers six fiscal years and includes a priority list of projects to be carried out in the first four fiscal years;

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. Section 450.316(b)(1)(iv), SCAG must prepare the RTP/SCS by providing adequate public notice of public involvement activities and time for public review. On April 7, 2022, SCAG approved and adopted a Public Participation Plan, to serve as a guide for SCAG's public involvement process, including the public involvement process to be used for Connect SoCal 2024, and included an enhanced outreach program that incorporates the public participation requirements of SB 375 and adds strategies to better serve the underrepresented segments of the region;

WHEREAS, pursuant to Government Code Section 65080(b)(2)(F)(iii), during the spring of 2023, SCAG held a series of RTP/SCS public workshops throughout the region, including residents, elected officials, representatives of public agencies, community organizations, and environmental, housing and business stakeholders;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. Section 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, extensive discussions of and status updates on the Draft Transportation Conformity Analysis and the Draft Transportation Conformity Analysis Technical Report before the Transportation Conformity Working Group (a primary forum for implementing the interagency consultation requirements for all matters related to both regional and project-level transportation conformity) throughout the 2024 update process;

WHEREAS, the Transportation Conformity Analysis Technical Report contained in the Final Connect SoCal 2024 makes a positive transportation conformity determination. The regional emissions analysis used the EPA-approved EMFAC2021 and the CARB-developed interim off-road adjustment factors for EMFAC2021. Furthermore, the regional emissions analysis for all applicable transportation-related criteria pollutants and precursors meets all applicable motor vehicle emissions budgets released by ARB and found to be adequate or approved by EPA or interim emissions in absence of the applicable motor vehicle emissions budgets for all milestone, attainment, and planning horizon years in all nonattainment and maintenance areas. This transportation conformity determination is based upon staff's analysis that the Final Connect SoCal 2024 passes all four transportation conformity tests: (1) regional emissions analysis; (2) fiscal constraint; (3) timely implementation of transportation control measures; and (4) interagency consultation and public involvement;

WHEREAS, each project or project phase included in the FTIP must be consistent with the approved RTP, pursuant to 23 C.F.R. Section 450.324(g). Amendment No. 23–26 to the 2023 FTIP has been prepared to ensure consistency with the Final Connect SoCal 2024;

WHEREAS, conformity of Amendment No. 23–26 to the 2023 FTIP has been determined simultaneously with the Final Connect SoCal 2024 in order to address the consistency requirement of federal law;

WHEREAS, on September 7, 2023, SCAG Joint Policy Committees (comprising the Community, Economic and Human Development Committee; the Energy and Environment Committee; and the Transportation Committee) recommended that the Regional Council authorize release of the Draft PEIR, the Draft Connect SoCal 2024, and the associated Draft Amendment No. 23–26 to the 2023 FTIP for a public review and comment period;

WHEREAS, SCAG released the Draft Connect SoCal 2024, the associated Draft Consistency Amendment No. 23–26 to the 2023 FTIP, and the associated draft transportation conformity analysis for a 71-day public review and comment period that began on November 2, 2023 and ended on January 12, 2024;

WHEREAS, SCAG followed the provisions of its adopted Public Participation Plan regarding public involvement activities for the Draft Connect SoCal 2024. Public outreach efforts included publication of the Draft Connect SoCal 2024 on SCAG’s website, distribution of public information materials, held three duly-noticed public hearings (public hearings were video-conferenced to 5 regional offices in different counties and available via Zoom), and 15 elected official briefings within the SCAG region to allow stakeholders, elected officials and the public to comment on the Draft Connect SoCal 2024;

WHEREAS, during the public review and comment period, SCAG received letters or submissions from 53 agencies or organizations and from 28 individuals on the Draft Connect SoCal 2024;

WHEREAS, on March 7, 2024, SCAG’s three Policy Committees held a public, special joint meeting where SCAG staff presented an overview of the comments received on the Draft Connect SoCal 2024, and a proposed approach to the responses. At the conclusion of the meeting the Policy Committees adopted a recommendation to the Regional Council to approve the proposed Final Connect SoCal 2024;

WHEREAS, comment letters on the Draft Connect SoCal 2024 as well as staff responses were posted on the SCAG website on March 28, 2024, and included as part of the Final Connect SoCal 2024, Public Participation and Consultation Technical Report, Appendix 3. SCAG also notified all commenters of the availability of the comments and responses;

WHEREAS, on March 7, 2024, SCAG’s three Policy Committees held a public, special joint meeting to consider a recommendation to the Regional Council to approve and the proposed Final Connect SoCal 2024, including the associated proposed final transportation conformity analysis;

WHEREAS, on March 28, 2024 SCAG posted the proposed final Connect SoCal 2024, including the associated proposed final transportation conformity analysis technical report on its website;

WHEREAS, prior to the adoption of this resolution the Regional Council certified the final PEIR prepared for the 2024 RTP/SCS to be in compliance with CEQA;

WHEREAS, the Regional Council has had the opportunity to review the proposed final Connect SoCal 2024 and its related technical reports as well as the staff report related to the proposed Final Connect SoCal 2024, and consideration of the Final Connect SoCal 2024 was made by the Regional Council as part of a public meeting held on April 4, 2024;

WHEREAS, all legal prerequisites to the adoption of this Resolution has occurred.

NOW THEREFORE, BE IT RESOLVED that the Regional Council of the Southern California Association of Governments hereby approves and adopts the Final Connect SoCal 2024.

BE IT FURTHER RESOLVED by the Regional Council that:

1. In adopting the Final Connect SoCal 2024, the Regional Council finds as follows:

- a. The Final PEIR for Connect SoCal 2024 has been completed in compliance with CEQA;
- b. The Final Connect SoCal 2024 complies with all applicable federal and state requirements, including the metropolitan planning provisions as identified in the C.F.R. Title 23 Part 450 and Title 49, Part 613, and the SCS and other State RTP requirements as identified in Government Code Section 65080. Specifically, the Final Connect SoCal 2024 fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in Title 23, C.F.R. Section 450.322 et seq., including issues relating to: identification of transportation facilities that function as an integrated metropolitan transportation system; operational and management strategies; safety and security; performance measures; environmental mitigation; the need for a financially constrained plan; consultation and public participation; and transportation conformity;

c. The Final Connect SoCal 2024 complies with the emission reduction targets established by CARB and meets the requirements of SB 375 (Steinberg, 2008) as codified in Government Code Section 65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 8% by 2020 and 19% by 2035;

d. The Final Connect SoCal 2024 Forecasted Regional Development Pattern is hereby adopted. Projections at the jurisdiction level or smaller geographies, including TAZ, are advisory and non-binding.

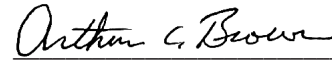
2. The Final Connect SoCal 2024 and Amendment No. 23–26 to the 2023 FTIP pass all four required transportation conformity tests namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement and demonstrate positive transportation conformity;

3. The Regional Council hereby approves and adopts Amendment No. 23–26 to the 2023 FTIP, and finds that it is consistent with Connect SoCal 2024;

4. The foregoing recitals are true and correct and incorporated herein by his reference.

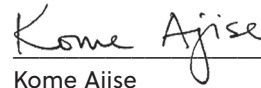
5. SCAG's Executive Director or his designee is authorized to make minor modifications and finalize and transmit Connect SoCal 2024 and its transportation conformity analysis and determination to the FTA and the FHWA to make the final transportation conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Regulations, 40 C.F.R. Parts 51 and 93.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2024.




Art Brown
President, SCAG
City of Buena Park

Attested by:



Kome Ajise
Executive Director

Approved as to Form:



Jeffery Elder
Chief Counsel

LEGAL DISCLAIMER

The use of the content contained herein shall be at the user's sole risk. In no event shall SCAG be responsible or liable for any direct or indirect damages arising from or in connection with the use of or reliance on any information or content of this publication.