Summary of Connect SoCal

The plan...

• Is a transportation infrastructure investment strategy that will impact Southern California, and beyond.

• Invests over $638 billion on transportation improvement projects.

• Encourages locating housing, jobs, and transit closer together in priority growth areas while preserving natural lands and open spaces.

• Links the built environment and transportation system with policies, projects, and programs that strengthen and enhance each other beyond what each would accomplish in isolation.

• Delivers significant benefits to the region with respect to mobility, safety, health outcomes, travel time reliability, air quality, economic productivity, environmental justice, and transportation assets.

• Generates approximately 432,900 jobs annually.
Connect SoCal is a...

- **COMPASS**: NOT A ROADMAP
- **VISION**: NOT A GUARANTEE
- **PLATFORM**: FOR REGIONAL COLLABORATION AND PARTNERSHIPS

In May, the Regional Council adopted Connect SoCal for federal transportation conformity purposes only and directed staff to complete a number of tasks before returning for full adoption.

**120-Day Work Plan**

- **May to July’s 60-Day Progress Report**
  - COVID-19 Impact Outreach
  - Virtual Townhall, Economic Recovery
  - Identify and Restore Entitlements; Conduct General Plan Analysis

- **July to September**
  - 2024 Emerging Issues Report
  - Implementation Strategy
  - Technical Refinements & Modeling
What did we learn?

• Top noted impacts:
  • Lack of income to pay rent/mortgage
  • Increased vehicle speeds on local roads

• Long-term concern
  • Government funding for services and programs.
  • Persistent unaddressed inequities

88% of respondents believe Connect SoCal goals still important or more important in light of COVID-19.

COVID-19 Research

Potential Economic Impacts of COVID-19 in the SCAG Region
May 14, 2020

Snapshot of COVID-19 Transportation Impacts in the SCAG Region
August 2020

IN DEVELOPMENT
HOUSING PRODUCTION STUDY

SHORT-TERM
LONG-TERM
EFFECTS OF COVID-19
BEST PRACTICES
## 2024 Connect SoCal Emerging Issues Outlook

### Data & Trends
- Demographics & Growth
- Transportation
  - Finance
- Congestion/Mode Share
- Goods Movement
- Aviation
- Housing Production

### Emerging Issues
- Digital Divide
- Tele-everything
- E-commerce
- Repurposing Land Uses
- Housing
- Public Spaces/Short Trips

## Connect SoCal Implementation Strategy

- **Equity & Engagement**
- **Local Capacity Building**
- **Resilience**
- **Local Technical Assistance Resources**
- **Regional Studies & Programs**
- **Transportation Funding & Programming**
- **Inclusive Economic Recovery**
- **Public Health**
- **Transportation Safety**
Data Refinements

- Modeling data updated to capture growth from entitled projects as conveyed by local jurisdictions.
- Refinements not regionally significant:
  - .08% of region’s 7.6M households
  - .33% of region’s 10M jobs (in 2045)
- Jurisdictional level growth totals were held constant with the May 7, 2020 Connect SoCal.

Outcomes

- Achieves federal air quality standards and meets state GHG reduction targets.
- No change in the per capita GHG from adopted Plan.
- Over 75% of the modeling results remain unchanged.
- Most performance areas impacted show improvement from the May 2020 modeling results.

Clarifications

- Plan does not supersede local authority on land use.
- Forecasted Regional Development Pattern reflects regional policies and strategies.
- Growth Forecast policies emphasize the non-binding, advisory nature of the TAZ-level data, and clarify the limits of SCAG’s authority with respect to the use of the data.
### Connect SoCal Policy Areas

<table>
<thead>
<tr>
<th>Priority Growth Areas</th>
<th>Anticipated Growth (2016–2045)</th>
<th>Connect SoCal (September 2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households</td>
<td></td>
<td>64%</td>
</tr>
<tr>
<td>Employment</td>
<td></td>
<td>74%</td>
</tr>
</tbody>
</table>

| Absolute Constrained Areas                |                                 |                                |
| Households                                |                                 | 10%                            |
| Employment                                |                                 | 9%                             |

| Variable Constrained Areas                |                                 |                                |
| Households                                |                                 | 47%                            |
| Employment                                |                                 | 43%                            |

### Benefits of Plan Implementation

#### Reduced Daily Vehicle Miles Traveled (per capita)

<table>
<thead>
<tr>
<th></th>
<th>2016 BASE YEAR</th>
<th>2045 BASELINE</th>
<th>2045 PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miles</td>
<td>23.2 MILES</td>
<td>21.8 MILES</td>
<td>20.7 MILES</td>
</tr>
</tbody>
</table>

Baseline to Plan Comparison: -5.0%
Base Year to Plan Comparison: -10.8%

#### Reduced Daily Minutes of Delay (per capita)

<table>
<thead>
<tr>
<th></th>
<th>2016 BASE YEAR</th>
<th>2045 BASELINE</th>
<th>2045 PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minutes</td>
<td>10.5 MINUTES</td>
<td>11.3 MINUTES</td>
<td>8.4 MINUTES</td>
</tr>
</tbody>
</table>

Baseline to Plan Comparison: -25.7%
Base Year to Plan Comparison: -20.0%
Benefits of Plan Implementation

• SCAG prepared a PEIR Addendum based on technical refinements and responses to comment letters received from the Center of Biological Diversity (CBD).
• Addendum determined that the technical refinements, clarification and addition of information requested by CBD does not affect the analyses in the Final PEIR.
• Mitigation measures were refined, and staff prepared a Revised Mitigation Monitoring and Reporting Program (MMRP).
• As there are no new impacts, SCAG determined that a subsequent or supplemental PEIR would not be required.
• SCAG has listened closely to stakeholder concerns, conducting extra rounds of stakeholder outreach and incorporating technical refinements.
• Further delay threatens economic recovery by making the region ineligible for state transportation funds, including ~$1.4 billion in current funding requests.
• Connect SoCal has been approved by the FHWA and FTA and it fully achieves state greenhouse gas reduction targets.
• Connect SoCal adoption allows the RHNA process to move forward and supports local compliance.
• Centering plan implementation on equity, inclusive economic recovery, public health, transportation safety, resilience, and local capacity building provides opportunities to address short- and long-term impacts of the COVID-19 pandemic.
• Connect SoCal is a living document, subject to amendment and updated every four years, ready to evolve to address the needs of a constantly changing world.

Questions? Comments?

Read the plan at www.connectsocal.org
**Joint Policy Committees:** Recommend that the Regional Council adopt Resolution No. 20-624-1 to (1) adopt the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal or Plan) Program Environmental Impact Report (PEIR) Addendum and Revised Mitigation Monitoring and Reporting Program; (2) approve Connect SoCal in its entirety; and (3) submit Connect SoCal to the California Air Resources Board (ARB) for confirmation that the Plan meets greenhouse gas (GHG) reduction targets.

**Regional Council:** Adopt Resolution No. 20-624-1 to (1) adopt the Connect SoCal PEIR Addendum and Revised Mitigation Monitoring and Reporting Program; (2) approve Connect SoCal in its entirety; and (3) submit Connect SoCal to ARB for confirmation that the Plan meets GHG reduction targets.