



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

TECHNICAL
WORKING GROUP

Thursday, September 21, 2023
10:00 a.m. – 12:00 p.m.

SCAG OFFICES
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Kane at (213) 236-1828 or via email at kane@scag.ca.gov. Agendas & Minutes for the Technical Working Group are also available at: <https://scag.ca.gov/technical-working-group>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

- 1. Connect SoCal 2024 Development Update**
Sarah Dominguez
30 minutes
[Packet Page 6](#)

- 2. Connect SoCal 2024 PEIR Status Update**
Ryan Banuelos
20 Minutes
[Packet Page 40](#)

- 3. Socioeconomic Forecast Data Distribution**
Kevin Kane
30 minutes
[Packet Page 48](#)

- 4. SoCal Greenprint TAC update**
Kimberly Clark
5 Minutes
[Verbal update only](#)

- 5. 2022 American Community Survey data release**
Echo Zheng
15 minutes
[Packet Page 50](#)



TECHNICAL WORKING GROUP

Meeting Minutes (Abridged)

July 20, 2023

10 a.m. – 12 p.m.

The meeting was held via Zoom teleconferencing.

Membership Attendance

LAND USE AUTHORITIES

Chantarangsu, David	City of Murrieta	Lauffer, Amanda	City of Anaheim
Chung, Chris	City of Garden Grove	Lin, Tiffany	City of Irvine
Hogan, Larissa	City of Culver City	Morrell, Wayne	City of Santa Fe Springs
Katigbak, Steven	City of Los Angeles	Shiomoto-Lohr, Gail	City of Mission Viejo
Kornblau, Rolland	City of San Bernardino	Taylor, Matthew	City of Riverside

REGIONAL PARTNERS

Equina, Justin	OCCOG / City of Irvine	Kent, Andrew	VCTC
Garfio, Angel	OCTA	Koblasz, Ginger	SBCTA
Guizado, Jillian	RCTC	Smith, Steve	SBCTA

REGULATORY & COORDINATING AGENCIES

Miranda, Jude	Caltrans – D12
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FIELD EXPERTS

Diep, Deborah	CDR/CSUF
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ALTERNATES & PUBLIC ATTENDEES

Aranguri, Cesar	Indigenous Ark Urban Technologies
Lee, Sang-Mi	--



TECHNICAL WORKING GROUP

Meeting Summary

1. CONNECT SOCAL 2024 DEVELOPMENT GENERAL UPDATE

Sarah Dominguez presented a general update on the development of Connect SoCal 2024 which included a summary of the spring outreach efforts conducted earlier this year and key findings, highlights from the updated Policy Framework adoption earlier in the month, and next steps in the development process. Gail Shiimoto-Lohr (City of Mission Viejo) and Steve Smith (SBCTA) participated in discussion.

2. MODEL PEER REVIEW RECAP

Bayarmaa Aleksandr presented a recap and highlights from the peer review procedure of SCAG's regional demand model (SCAG ABM). The peer review panel comprised of expert representatives from the federal and state levels, other MPOs, and academia and professional practitioners. The peer review covered various aspects of the SCAG ABM including model framework and performance. TWG attendees offered no questions or comments.

3. CONNECT SOCAL 2024 PERFORMANCE MEASURES

Mike Gainor presented on the Connect SoCal 2024 Draft Performance Measures, including on-going regional monitoring measures. Deborah Diep (CDR/CSUF) and Gail Shiimoto-Lohr participated in discussion.

4. CONNECT SOCAL 2024 EQUITY ANALYSIS UPDATE

Annaleigh Ekman presented an update on the Equity Analysis used for Connect SoCal 2024, with equity-focused findings from the Plan outreach conducted this past spring and related equity performance measures such as bike and pedestrian collisions, neighborhood change and displacement, and mileage-based used fee impacts. TWG participants had no questions or comments.

5. CONNECT SOCAL 2024 WORK FROM HOME ASSUMPTION

Kevin Kane, PhD, presented on the draft work-from-home assumptions used for Connect SoCal 2024, supported by American Community Survey (ACS) data on "fully remote work," and U.S. Survey of Working Arrangements and Attitudes (SWAA) on remote and hybrid work, and next steps. The presentation included additional work-from-home considerations such as the rebound effect, equity, and resilience. Steve Smith and Gail Shiimoto-Lohr participated in discussion.

6. CONNECT SOCAL 2024 PEIR: STATUS UPDATE ON ADDITIONAL STAKEHOLDER OUTREACH & PRELIMINARY OUTLINE OF DRAFT CONTENTS

Karen Calderon provided a verbal update on the Connect SoCal 2024 PEIR since last presenting to the TWG last March, including a staff report from the March 2023 Joint Policy Committee. The 2024 PEIR will be released shortly after the Plan. TWG participants provided no comments or questions.



TECHNICAL WORKING GROUP

7. SOCIAL GREENPRINT TAC UPDATE

Kimberly Clark shared a verbal update on the Greenprint Technical Advisory Committee (TAC), including the TAC's purpose, schedule and deliverables to the Energy and Environment Committee (EEC). Gail Shiomoto-Lohr provided a quick comment in the chat.

8. OPEN DISCUSSION

Deborah Diep, Steve Smith, and Gail Shiomoto-Lohr participated in open discussion with SCAG staff.

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



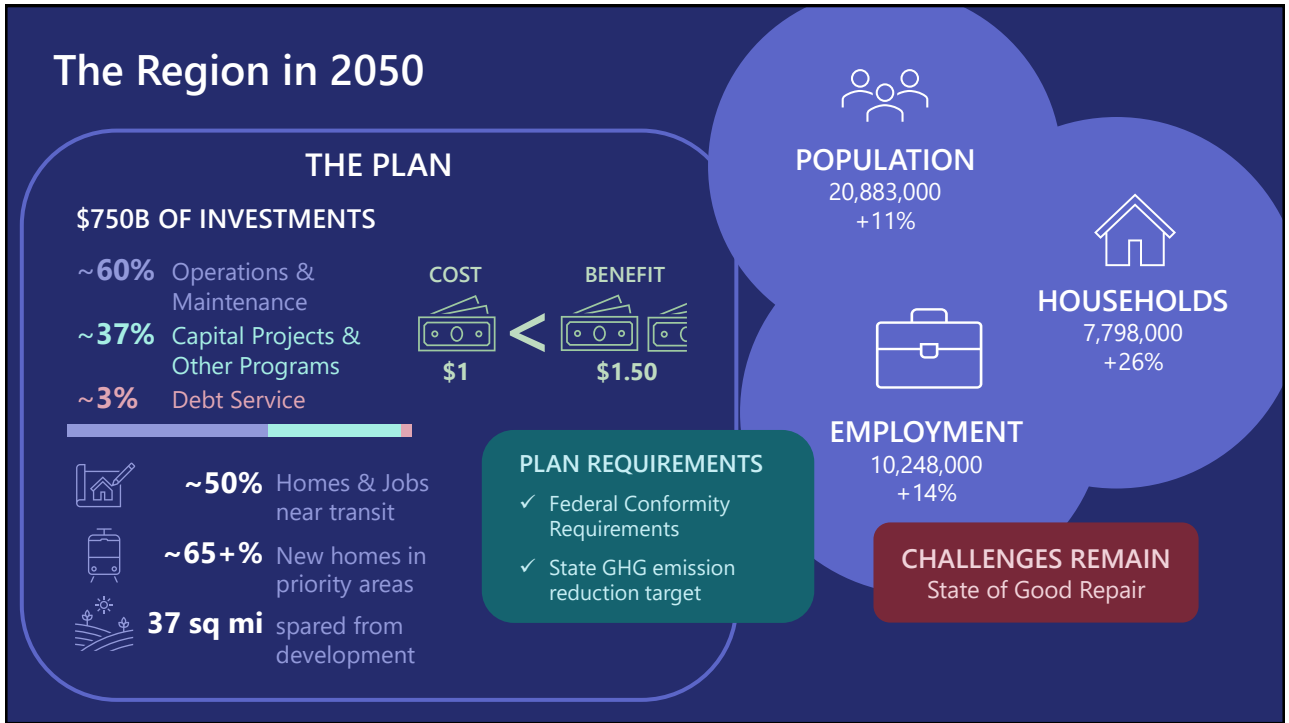
Sarah Dominguez
Technical Working Group
September 21, 2023

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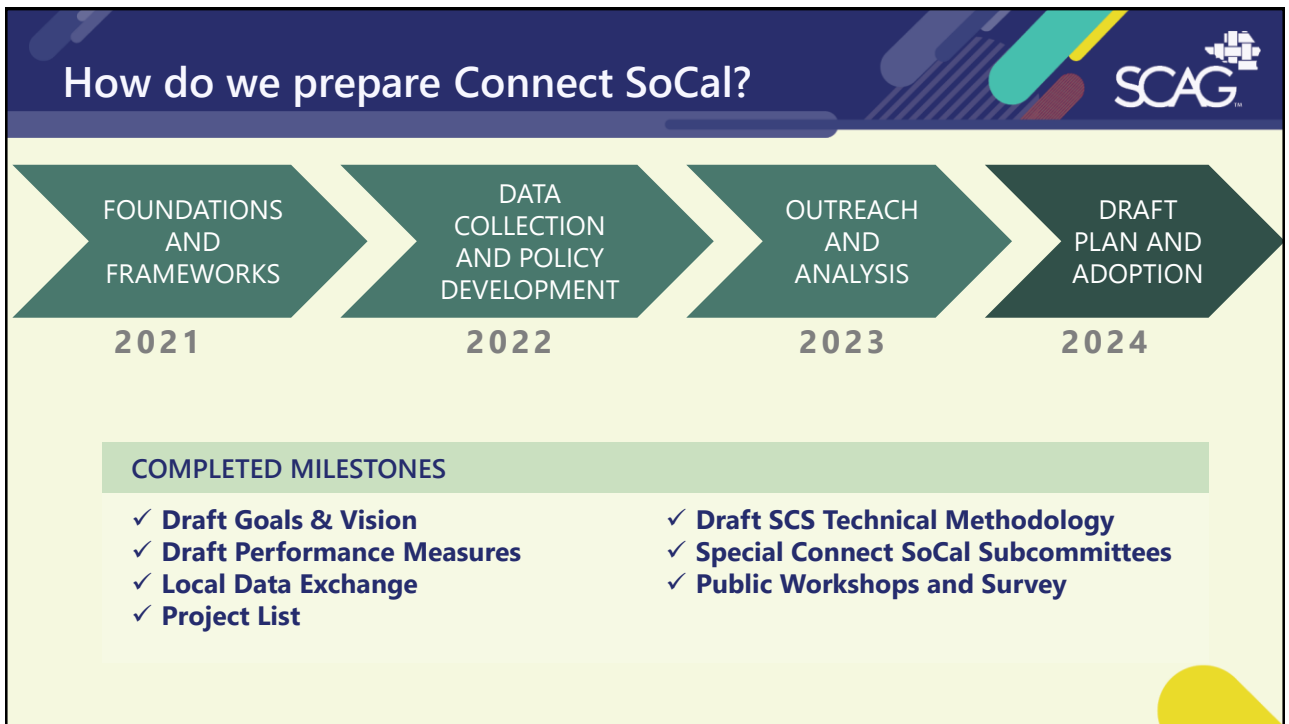


Plan Overview

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Leadership, Consultation and Engagement



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

3 Special Subcommittees:
Racial Equity and Regional Planning, Resilience & Conservation, Next Generation Infrastructure

164 meetings with local jurisdictions on land use data and forecast

3,600 surveys completed by members of the public

27 Public Workshops
16 Community Based Organization Partners

90+ Working Group and Technical Advisory Committee Meetings



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What is in the Plan?

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Draft Connect SoCal Preview



Chapter 1: Executive Summary

- Overview of the Plan.

Chapter 2: Our Region Today

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

Chapter 3: Our Plan

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

Chapter 4: Financial Summary

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

Chapter 5: Measuring Our Progress

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

Chapter 6: Supplemental

- Additional references documents including Glossary and Requirements.

Technical Reports

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

7

Setting a Vision for 2050



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

PLAN GOALS



Build and maintain a robust transportation network.



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



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



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

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It Starts with Data Collection and Research



Local Plans

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

Thanks to progress by local jurisdictions

Regional Trends and Research

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

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

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Shaping the Plan Elements



Vision and Goals

*Including Requirements and Targets

Connect SoCal 2024 Plan Elements

Local Plans

Regional Trends and Research

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Framework for Collaboration



Vision and Goals

*Including Requirements and Targets

Regional Planning Policies

provides guidance for integrating land use and transportation

Project List

details plan investments

Forecasted Regional Development Pattern

demonstrates where the region can sustainably accommodate needed housing

Regional Strategic Investments

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

Implementation Strategies

areas where SCAG will lead, partner or support plan implementation

Local Plans

Regional Trends and Research

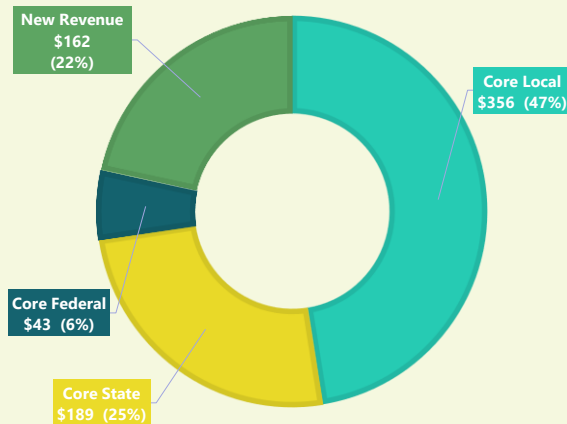
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Draft Connect SoCal 2024 Investments



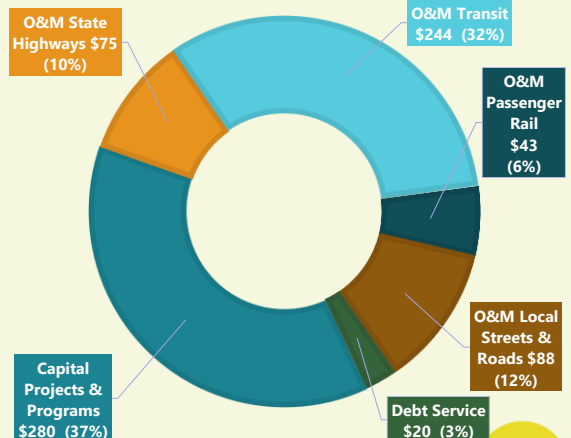
Revenues

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



Expenditures

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



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Draft Connect SoCal 2024 Investments



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

Expenditures FY2025 - FY2050 (in Nominal Dollars, Billions)

\$750 Billion

Note: Numbers may not sum to total due to rounding

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

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

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Draft Connect SoCal 2024 Regional Strategic Investments



Mobility

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

Transportation System Management

Transit and Multimodal Integration: Regional Enhancements and Improvements

Complete Streets: Planning for All Users

\$105 Billion

Communities

Housing the Region

\$3 Billion

Environment

Clean Transportation

Natural and Agricultural Lands Preservation

\$2 Billion

Economy

Goods Movement

Universal Basic Mobility (Mobility Equity Fund)

Tourism: Access to Recreational Trails and Scenic Byways

\$21 Billion

Planned investments in nominal dollars

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

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Accelerated Household Growth



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

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

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

The 6th cycle RHNA and supportive state and local policies = optimistic household projections

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The State's Clean Energy Transition

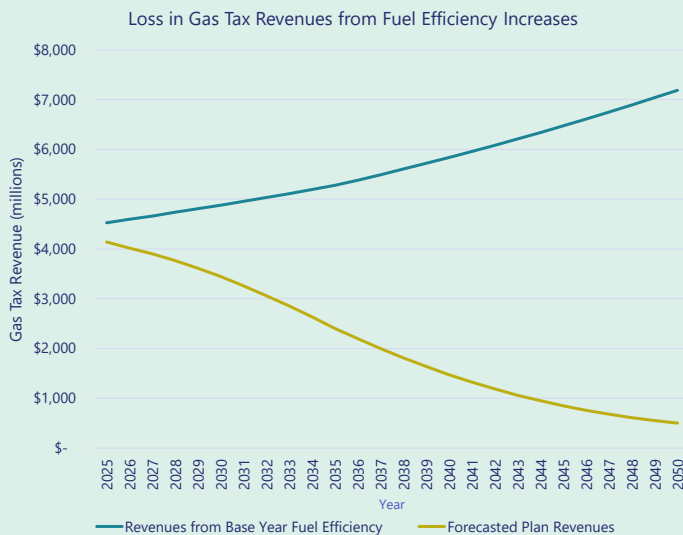


- By 2035, all new vehicles sales in California are required to be ZEVs
- Zero-emission vehicles make up **19 percent of new vehicles sold**, compared to one percent in 2012
- Other recent state regulations include Innovative Clean Transit and Advanced Clean Fleets



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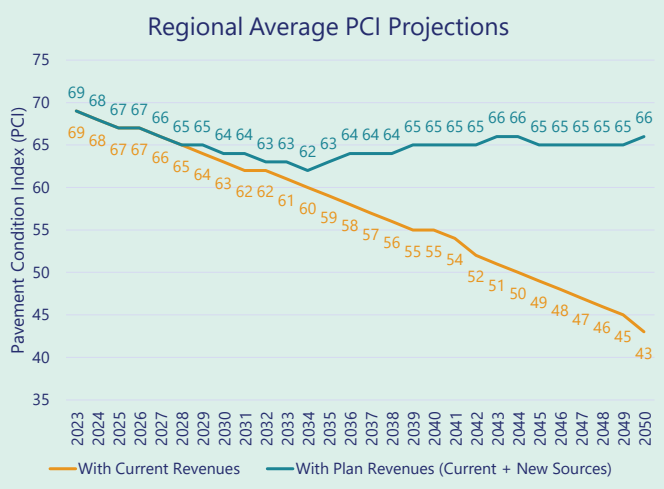
Loss in Gas Tax Revenue from Fuel Efficiency Increase – Loss of up to \$93 Billion



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

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



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

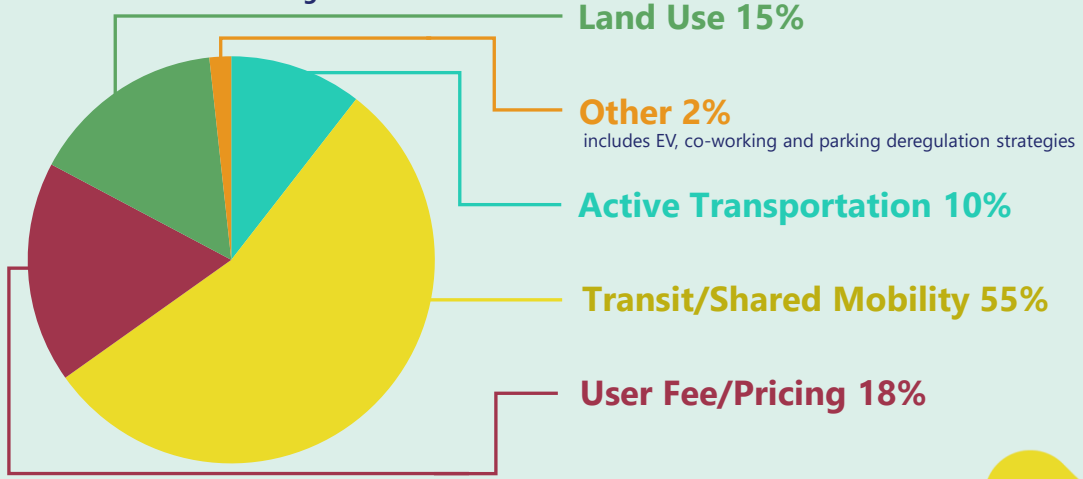


* Pending final analysis to be updated in the Draft Connect SoCal 2024. Anticipating improvement with updated analysis.

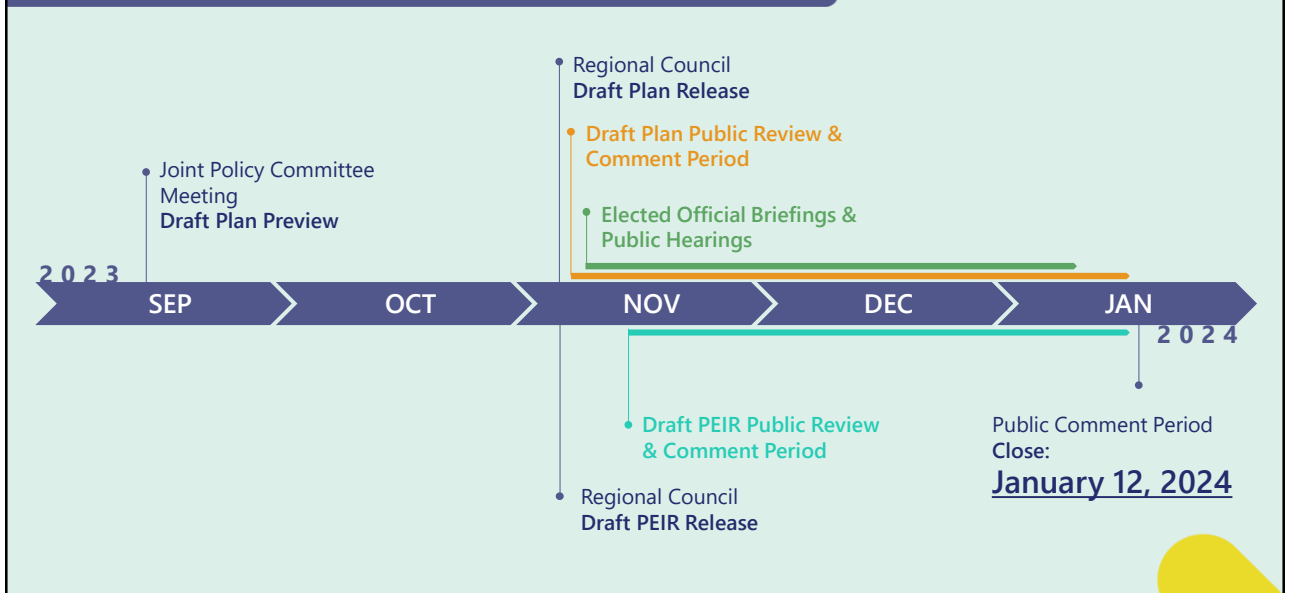
Connect SoCal GHG Reduction Strategies



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



Next Steps



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Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT
SCAG.CA.GOV/CONNECT-SOCAL



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Draft Connect SoCal 2024: Plan Elements Summary

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

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

1. Regional Planning Policies

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

Mobility

System Preservation and Resilience

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

Complete Streets

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

Transit and Multimodal Integration

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

Transportation System Management

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

Transportation Demand Management

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

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

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

Technology Integration

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

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

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

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

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

Safety

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

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

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

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

Funding the System/User Fees

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

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

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

Communities

Priority Development Areas

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

Housing the Region

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

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

15-Minute Communities

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

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

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

Equitable Engagement and Decision-Making

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

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

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

Environment

Sustainable Development

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

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

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

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

Air Quality

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

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

Clean Transportation

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

Natural and Agricultural Lands Preservation

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

Climate Resilience

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

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

Economy

Goods Movement

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

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

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

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

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

Broadband

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

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

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

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

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

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

Universal Basic Mobility

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

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

Workforce Development

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

Tourism

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

2. Project List

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

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

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

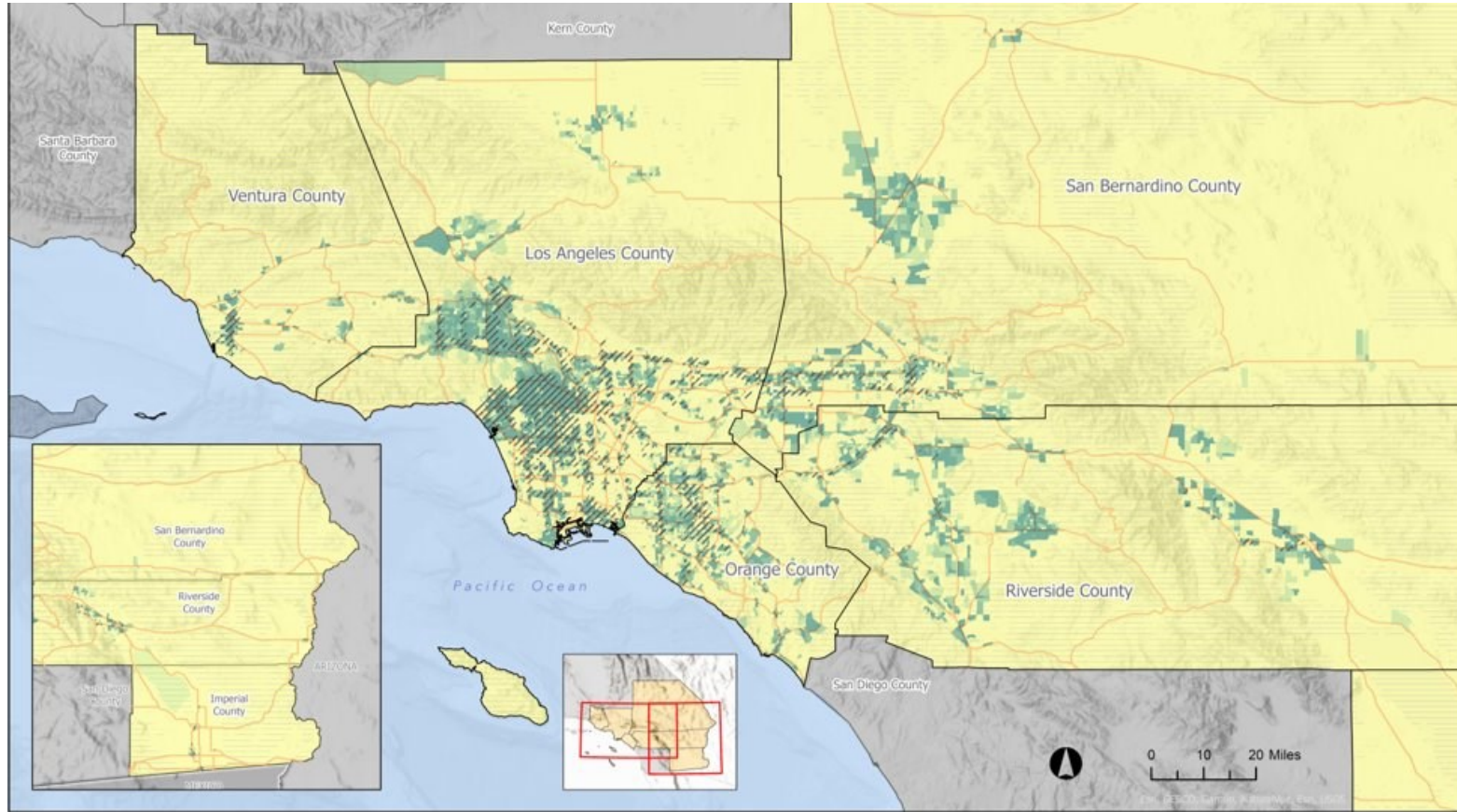
Note: Numbers may not sum to total due to rounding

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

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

3. Forecasted Regional Development Pattern

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



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

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

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

4. Regional Strategic Investments

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

Mobility: \$105 Billion

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

Communities: \$3 Billion

- Housing the Region

Environment: \$2 Billion

- Clean Transportation
- Natural and Agricultural Lands Preservation

Economy: \$21 Billion

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

5. Implementation Strategies

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

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

Mobility

System Preservation and Resilience

Strategy	SCAG Role	Other Responsible Parties
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans.	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs

Complete Streets

Strategy	SCAG Role	Other Responsible Parties
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a

Transit and Multimodal Integration

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

Transportation System Management

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

Transportation Demand Management

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

Technology Integration

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

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

Safety

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

Funding the System/User Pricing

Strategy	SCAG Role	Other Responsible Parties
*Coordinate with local, regional, state and national partners to support transition to a mileage-based user fee	Support	Lead: Caltrans, FHWA Support: CTCs

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

Communities

Priority Development Areas		
Strategy	SCAG Role	Other Responsible Parties
Support local jurisdictions and implementing agencies' strategies to promote plans and projects within PDAs by providing awards, grants and technical assistance	Support	Partner: Local jurisdictions, private developers, SGC, partner agencies
Develop housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency	Partner	Partner: Local jurisdictions
Housing the Region		
Strategy	SCAG Role	Other Responsible Parties
Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	Partner	Partner: Local jurisdictions
Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	Partner	Partner: Local jurisdictions, partner agencies, and infrastructure providers, such as utilities

Research and explore innovative homeownership models that can reduce costs and increase housing production in the region. Explore strategies to engage households of color and communities that are underrepresented as homeowners	Support	Partner: Local jurisdictions, partner agencies
Research community stabilization (anti-displacement) resources that can be utilized to address displacement pressures, such as preservation and tenant protections for communities across the region and Affirmatively Further Fair Housing	Support	Partner: Local jurisdictions, partner agencies

15-minute Communities

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

Equitable Engagement and Decision-Making

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

Align with appropriate state and federal partners to identify and utilize equity-centered measures to track outcomes, progress and lessons learned from Connect SoCal implementation	Partner	Partner: State and federal agencies
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Environment

Sustainable Development		
Strategy	SCAG Role	Other Responsible Parties
Monitor and pursue funding opportunities that can foster sustainable and equitable land use and development across the SCAG region. Explore the feasibility of creating a pilot grant program to support local planning and/or implementation	Lead	Partner: Local jurisdictions
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	Lead	n/a
Air Quality		
Strategy	SCAG Role	Other Responsible Parties
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	Partner	Partner: Partner: Air districts, CARB, U.S. EPA, CTCs, local jurisdictions
Support local and regional partners by identifying funding opportunities that will help achieve greenhouse gas emission reduction and provide technical assistance and resources, when available	Support	Lead: Local jurisdictions, CBOs, regional partners
Clean Transportation		
Strategy	SCAG Role	Other Responsible Parties
Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy	Lead	Partner: CTCs, private sector companies
Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure	Lead	Partner: Local jurisdictions, transit/rail agencies , CTCs

Investigate how zero-emission vehicles can strengthen our resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources	Lead	n/a
Investigate opportunities to install charging stations that can be used by multi-unit dwellers that don't have the same opportunities for charging as single-family homeowner.	Lead	Lead: Local jurisdictions
Facilitate development of EV charging infrastructure through public-private partnerships	Support	Lead: Local jurisdictions
*Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles	Lead	Partner and Support: Local jurisdictions, CTCs federal and state agencies
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions

Natural and Agricultural Lands Preservation

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

Natural and Agricultural Lands Preservation

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

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

Economy

Goods Movement

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

Broadband

Strategy	SCAG Role	Other Responsible Parties
Implement “Dig-Once Dig-Smart” policies to install broadband, EV charging stations and Smart Cities related infrastructure whenever highway/roadway improvements occur	Support	Lead: Local jurisdictions, CTCs/Caltrans
Promote the use of a regional or statewide universal permit, ordinance and fee for expedited broadband, EV charging and Smart Cities infrastructure deployment	Lead	Support: CTCs, Caltrans, local jurisdictions
Secure grant funding for underserved local jurisdictions for broadband infrastructure development	Lead	Support: Local jurisdictions, regional broadband consortiums, state agencies

Universal Basic Mobility

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

Workforce Development

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

Tourism

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

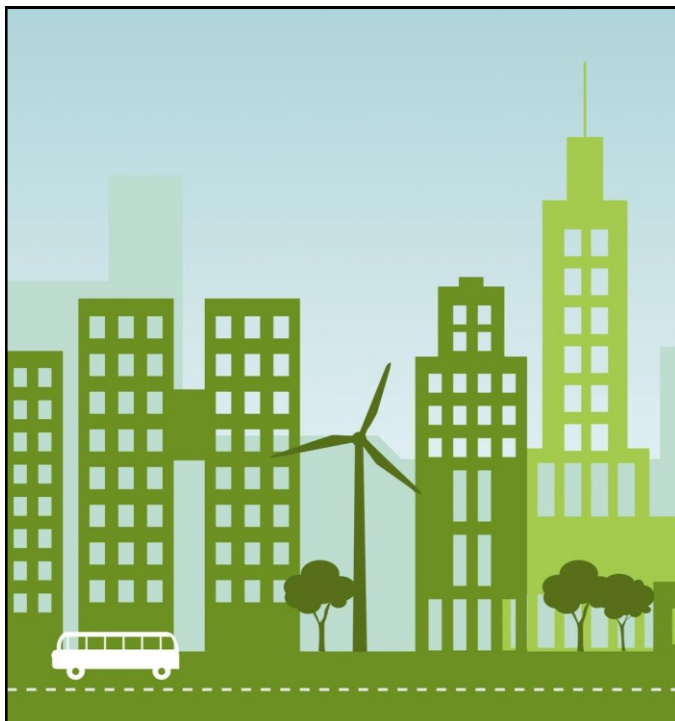


Connect SoCal 2024 Program Environmental Impact Report (PEIR) Status Update

Technical Working Group
September 21, 2023

WWW.SCAG.CA.GOV

1



Presentation Agenda

- 1 Objective & Introduction
- 2 Major Outreach Efforts
- 3 PEIR Outline
- 4 Next Steps

2

Presentation Objective

Provide an overview of the PEIR outline and draft contents in advance of Draft PEIR release (anticipated November 2023)

Connect SoCal 2024 PEIR and SCAG's Role

- SCAG is the CEQA Lead Agency for Connect SoCal 2024 (the Plan)
- PEIR is the appropriate type of CEQA document for a regional plan
- The PEIR includes a region-wide, first-tier, programmatic level environmental assessment



Major Outreach Efforts to Date

CEQA Noticing Requirements (October 17, 2022) ✓

Tribal Outreach Pursuant to AB 52 (December 22, 2022) ✓

2 Public Scoping Meetings

64 Tribal Consultation Initiation Letters

15 Presentations at SCAG's Existing Forums

7 Meetings with Targeted Stakeholders



PEIR OUTLINE

PEIR Outline & Contents

- Executive Summary
- Chapter 1.0 – Introduction
- Chapter 2.0 – Project Description
- Chapter 3.0 – Environmental Setting, Impacts, and Mitigation Measures
- Chapter 4.0 – Alternatives
- Chapter 5.0 – Other CEQA Considerations
- Chapter 6.0 – List of PEIR Preparers
- Chapter 7.0 - Glossary

Chapter 1.0 – Introduction

- Background information on CEQA process
- SCAG's roles and responsibilities
- Summarize the scoping process and describes the PEIR as programmatic environmental document

Chapter 2.0 – Project Description (the Plan)

- General information about the Plan (CEQA Guidelines Section 15124)
- Major changes since the 2020 Plan
- This chapter will capture major elements of the Plan such as Regional Planning Policies and Implementation Strategies



Chapter 3.0 – Environmental Impacts Analyses by Topics

- Structure and topics consistent with Appendix G of the CEQA Guidelines
- Incorporated recent regulatory changes and CEQA case law since the 2020 PEIR
- Enhancements to key topic areas (e.g., AQ, Bio)
- No major changes to significance determinations

Environmental Topics Covered in the 2024 Draft PEIR		
Aesthetics	Agriculture & Forestry Resources	Air Quality
Biological Resources	Cultural Resources	Energy
Geology and Soils	Greenhouse Gas Emissions	Hazards and Hazardous Materials
Hydrology & Water Quality	Land Use & Planning	Mineral Resources
Noise	Population and Housing	Public Services
Recreation	Transportation	Tribal Cultural Resources
Utilities & Service Systems	Wildfire	

Environmental Setting (Part of Chapter 3.0)

- CEQA requirements
 - Typically, date of NOP release
 - CEQA allows Lead Agency discretion
- Selected 2019 as baseline year
 - Consistent with Plan base year
- Baseline may vary depending on resource topic

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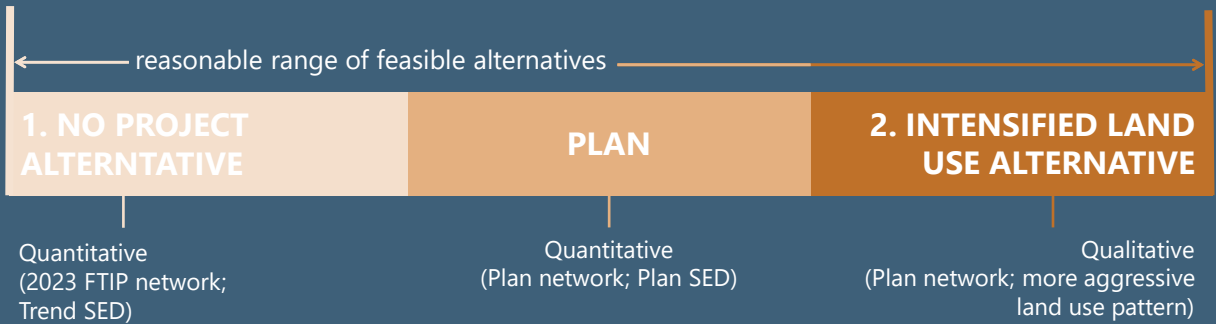
Mitigation Measures (Part of Chapter 3.0)

- **Bifurcated approach** given SCAG's lack of authority to require or implement project-level mitigation
- **SCAG Mitigation Measures**
 - Focus on SCAG's role as a convening agency (information/data sharing, etc.)
 - Remove CEQA mitigation included as Implementation Strategies
- **Project-Level Mitigation Measures**
 - Implemented by local agencies or developers, as applicable
 - Removed mitigation covered by existing regulations

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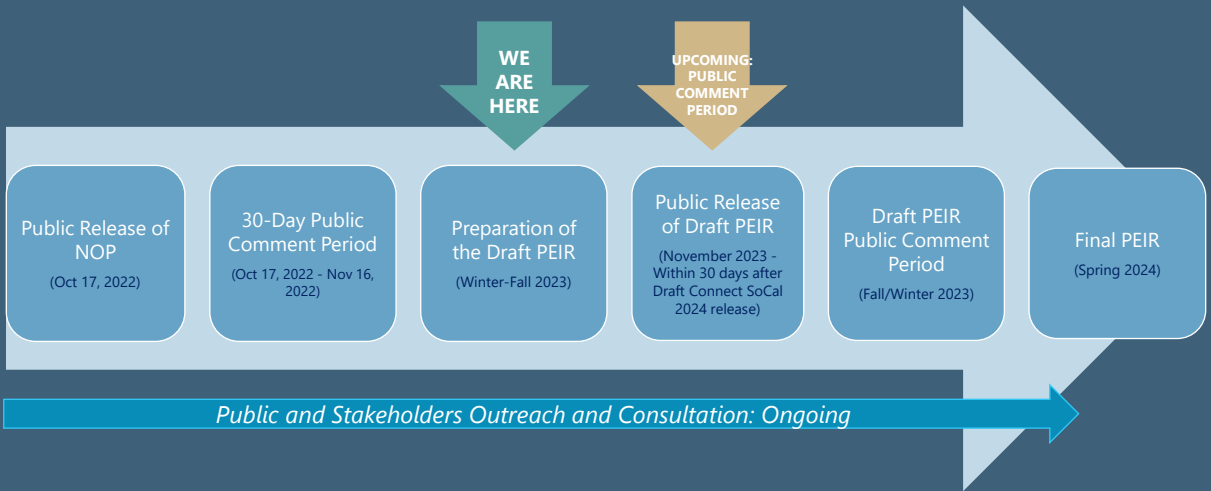
Chapter 4.0 – Alternatives



Chapter 6.0 and Chapter 7.0

- Chapter 6.0 – List of PEIR Preparers
 - Lists contributors involved in preparation of the PEIR
- Chapter 7.0 – Glossary
 - Acronyms used in the PEIR

Next Steps



THANK YOU!

For more information, please visit: <https://scag.ca.gov/peir>

Growth Forecast Data Availability Discussion, draft Connect SoCal 2024

Presented to the Technical Working Group (TWG) by Kevin Kane, PhD, Sept. 21, 2023

In past plan cycles, SCAG has developed protocols for sharing Transportation Analysis Zone (TAZ)-level growth forecast information from Connect SoCal. In order to increase the transparency of the data development process and increase the ability for the Plan's development pattern to demonstrate achievement of statutory targets, in Spring 2023 the TWG reviewed TAZ-level forecast data which had been reviewed by local jurisdictions.

On the eve of draft Plan release, and subsequent plan adoption, staff propose that data availability remain similar as during plan development. The below document outlines the disclaimers and/or disavowal language which would accompany Connect SoCal 2024 growth projection data, and considerations for additional data requests. Staff proposes that this or similar language accompany any posting or distribution of projection data associated with the draft, and subsequently, final Plans.

Differences between this and the earlier discussion of data availability during plan development include:

- Possible inclusion of Jurisdictional and TAZ-level total population data with additional caveats
- Availability of these data on a web mapping application, in addition to Excel format
- Clarify process for requests and availability of more detailed projection data, including components required to conduct travel demand modeling

Connect SoCal 2024 Growth Forecast Data Availability (Draft Plan; November 2023)

The draft Connect SoCal 2024 growth projection reflects SCAG's preliminary, expert-informed growth projection and integrates all edits made by local jurisdictions to total households and total employment in 2019, 2035, and 2050 as part of the Local Data Exchange (LDX) process. These data reflect final TAZ (Transportation Analysis Zone)-level input from jurisdictions which provided input or were granted an extension prior to the December 2, 2022 deadline. As such these plan data represent a snapshot in time and may not reflect subsequently available information. Please contact local jurisdictions directly to ensure the most up-to-date planning, development, and construction information.

TAZ-level growth projection data are a tool to understand how regional policies and strategies may be reflected at the neighborhood level. They reflect one set of future growth assumptions that would be consistent with the Sustainable Communities Strategy (SCS); however, there are other development assumptions and growth patterns that would also be consistent with the SCS. As such they may not be used to show project inconsistency with Connect SoCal 2024. TAZ-level growth projection data are advisory and non-binding and there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with them.

Table 1: Data associated with Connect SoCal 2024 growth projection development

Spatial Scale	Count	Data Outputs	Nomenclature
Region	1	<ul style="list-style-type: none"> - Total population, households, and employment - 5-year intervals from 2019-2050 - Select demographic detail (see Demographics & Growth Forecast Technical Report) - Industries by 2-digit NAICS code 	SCAG Regional Growth Forecast
County	6	<ul style="list-style-type: none"> - Total population, households, and employment - 5-year intervals from 2019-2050. 	SCAG Regional Growth Forecast
Jurisdiction*	197	<ul style="list-style-type: none"> - Total households and total employment - 2019, 2035, and 2050 only 	Connect SoCal Forecasted Regional Development Pattern
City/Split Tier2 TAZ*	13,062	<ul style="list-style-type: none"> - Total households and total employment - 2019, 2035, and 2050 only 	Connect SoCal Forecasted Regional Development Pattern

Table 1 lists data associated with the development of Connect SoCal 2024 which has been available to local jurisdictions and publicly at various stages of plan development. Additional projection data which is required for modeling purposes including total population, subpopulations and demographic detail (e.g. by age, sex, race/ethnicity, labor force and group quarters status), intermediate years, housing unit and job type data, and at any spatial scale not listed above were developed by SCAG based on the information solicited from jurisdictions as described above.

*Note that jurisdiction and TAZ-level total population for 2019, 2035, and 2050 are commonly requested and are made publicly available; however, these data are not part of any draft or adopted Connect SoCal 2024 document and have not been reviewed by local jurisdictions.

Other projection data which is not part of any draft or adopted Connect SoCal 2024 document may be available in the interest of serving local jurisdictions and regional stakeholders’ needs and as required by the California Public Records Act. In order to streamline data preparation and delivery of other projection data or other model data, SCAG may request the use of a Model and Forecast Data Request Form. Data availability may depend on whether requested data are extant or “off-the-shelf.”

Neither SCAG nor any local jurisdiction shall incur any responsibility or liability as to the accuracy, completeness, or reliability of additional, requested information. Users assume the entire risk related to use of such data. The data are provided “as is” with no guarantees or warranties expressed or implied in any way for quality, performance, merchantability, and/or fitness for a particular purpose arising out of the use, or inability to use the data contained herein.

AMERICAN COMMUNITY SURVEY 2022 1-YEAR ESTIMATES

SHIFTS & CONSTANTS IN POST-COVID
SOUTHERN CALIFORNIA

SEPTEMBER 20, 2023

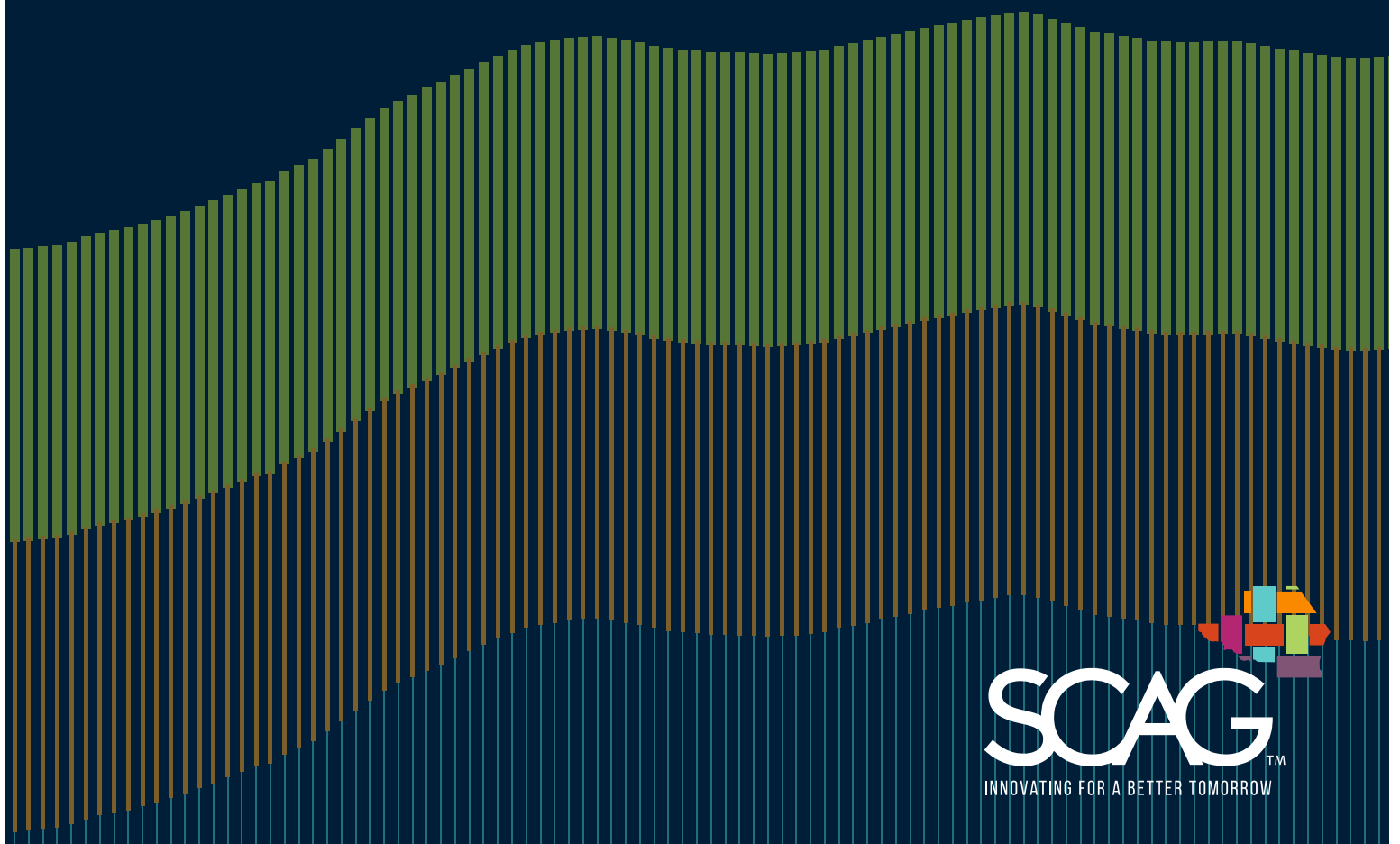


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American Community Survey 2022 1-Year Estimates: Shifts and Constants in Post-COVID Southern California

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The extent of the changes brought on by the COVID-19 pandemic are still becoming clear. This report examines new data from the American Community Survey (ACS) to provide insights into how demographic, economic and housing trends in Southern California have changed between 2019 and 2022 – and what has stayed the same.

This report compares several topics in demographic, economic, and housing conditions across the United States, California, the SCAG region, and each of its six counties. The topics include:

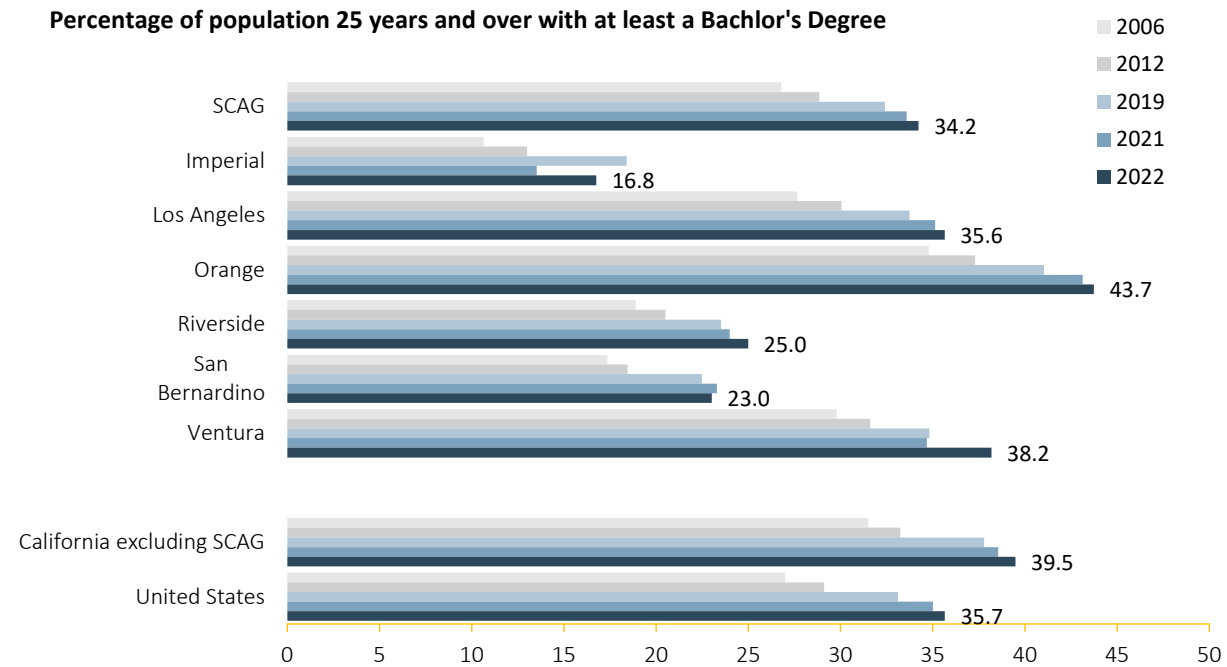
- Demographic and socioeconomic characteristics
- Labor force participation and self-employment
- Commute mode, including work-from-home
- Geographic mobility
- Housing cost burden, tenure, and crowding
- Healthcare coverage and broadband access

The American Community Survey (ACS) is the nation’s most current and accessible data source for local statistics on critical planning topics. The ACS one-year estimates provide consistent measures across time and space and have been released annually since 2006 (with the exception of 2020, due to sampling challenges caused by the COVID-19 pandemic). ACS one-year estimates are available for geographies of 65,000+ population, which includes all Southern California counties.

This report compares the newest available data, from 2022, against both 2021 and pre-pandemic levels; it also includes 2006 and 2012 to assess longer-term change.

College Education Rates

College education rates have continued to gradually increase, though San Bernardino County remains a unique outlier.



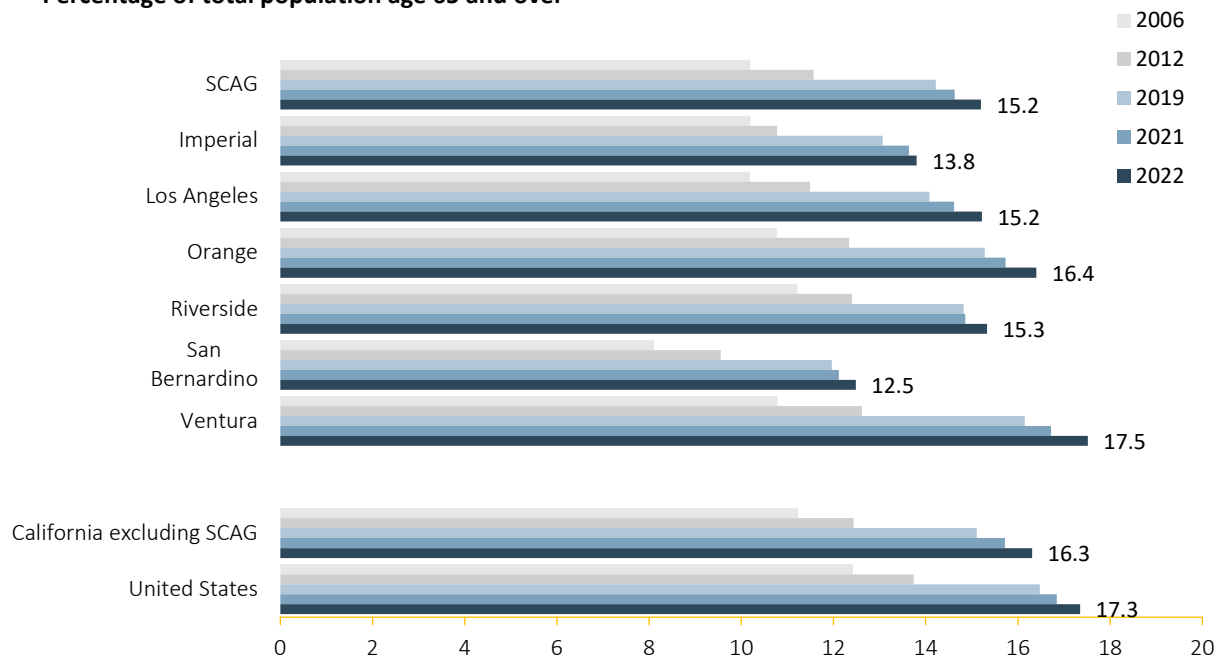
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table C15002

College education rates continued to increase in Southern California in the past year. In the SCAG region, 34.2 percent of the residents age 25 and over had at least a bachelor’s degree in 2022. The region faces notable disparities in educational attainment. College education rates have been considerably higher in the coastal counties of Orange (43.7 percent), Ventura (38.2 percent), and Los Angeles (35.6 percent) than the rest of the region. San Bernardino County not only had the lowest college education rate in 2022 (23.0 percent), but it is also the only place where college education rates declined in the past year – a trend unmatched by any other large county in this data. In 2022, Southern California’s college education rate lagged the nation by 1.5 percentage points and the rest of the state by more than 5 percentage points.

Population Age 65 and Over

Southern California’s population continued to age in all areas, with an acceleration in the population crossing the traditional threshold of senior citizenship.

Percentage of total population age 65 and over



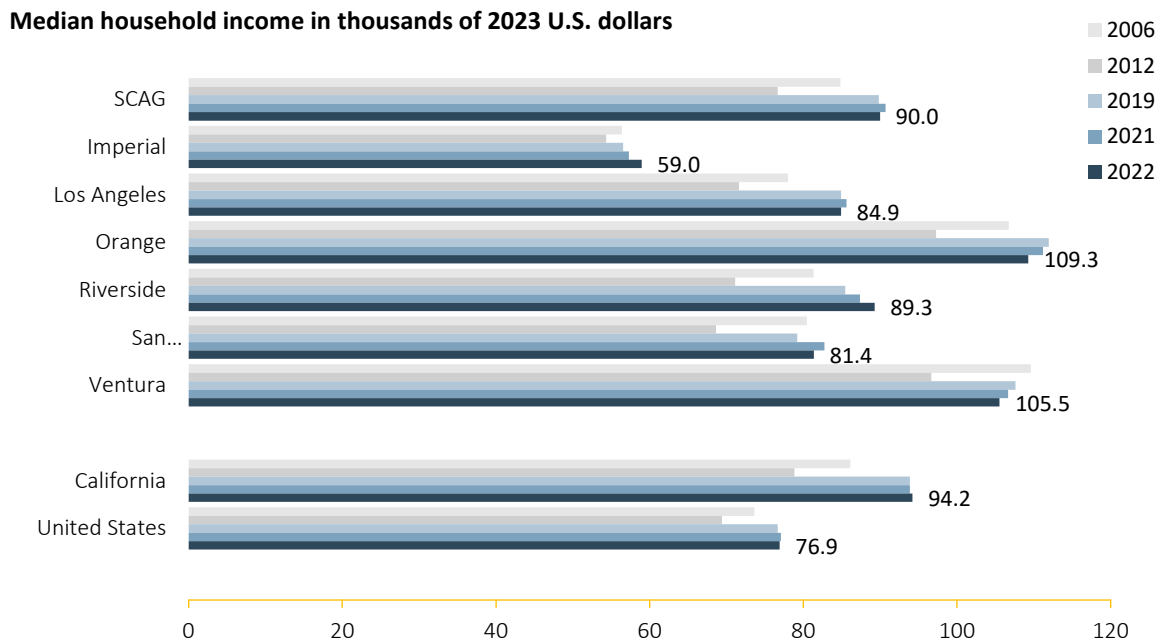
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B01001

Southern California continued to experience an aging population trend but remained slightly younger than the U.S. and the rest of the state. This is not surprising, as the majority of the large baby boomer generation has now crossed the traditional threshold for retirement age. The share of the population age 65 and over in the SCAG region was 15.2 percent in 2022. This is 0.6 percentage points higher than 2021 and 1.0 percentage points higher than 2019, suggesting an acceleration of senior citizen population share. However, senior citizen population share in the SCAG region is more than 2 percentage points lower than in the U.S. and 1 percentage point below the rest of California.

The coastal counties of Ventura and Orange continued to have higher shares of senior population, with 17.5 percent and 16.4 percent of the population age 65 and older, respectively. San Bernardino County had the smallest share of population age 65 and over (12.5 percent). Nonetheless, with the large and growing aging population, Southern California would need to address challenges related to healthcare access and affordable housing for senior residents.

Median Household Income

Real median incomes decreased in Southern California and nationally, suggesting that inflation outpaced income growth.



Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B19013

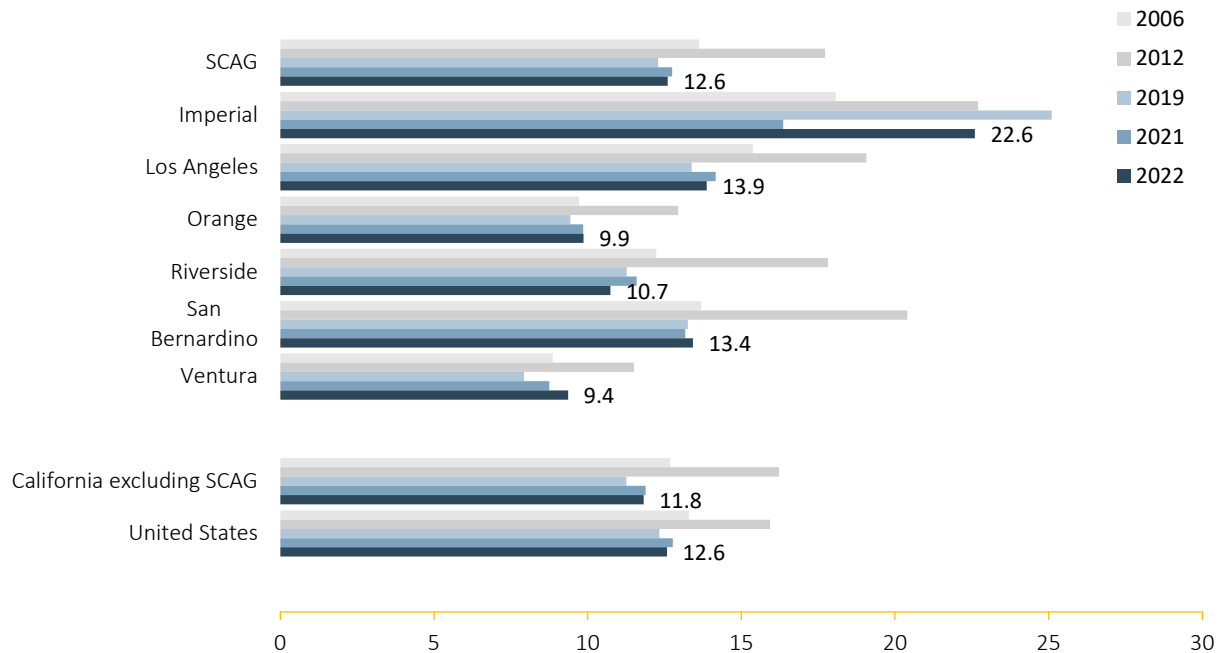
Real median household incomes decreased in most Southern California counties, region-wide, and nationally between 2021 and 2022. This suggests that inflation outpaced income growth in most places. The region’s real median household income in constant 2023 dollars (\$89,990) was slightly lower than in 2021 (\$90,686). The nationwide real median household income of \$76,925 also dropped slightly in the past year (from \$77,083); however, California’s real median household income exceeded inflation modestly, rising from \$93,878 to \$94,209. Within the SCAG region, only Imperial and Riverside Counties saw increases in real median incomes in the past year.

When adjusting for inflation, the region’s median household income increased by only 6.1 percent (\$5,175) in the 16 years since the ACS began collecting data in 2006. This increase is smaller than the long-run increase of 9.4 percent statewide, but greater than the 4.5 percent increase nationwide.

Poverty Rate

Poverty rates changed little in the SCAG region, statewide and nationally.

Percentage of people with income below poverty level

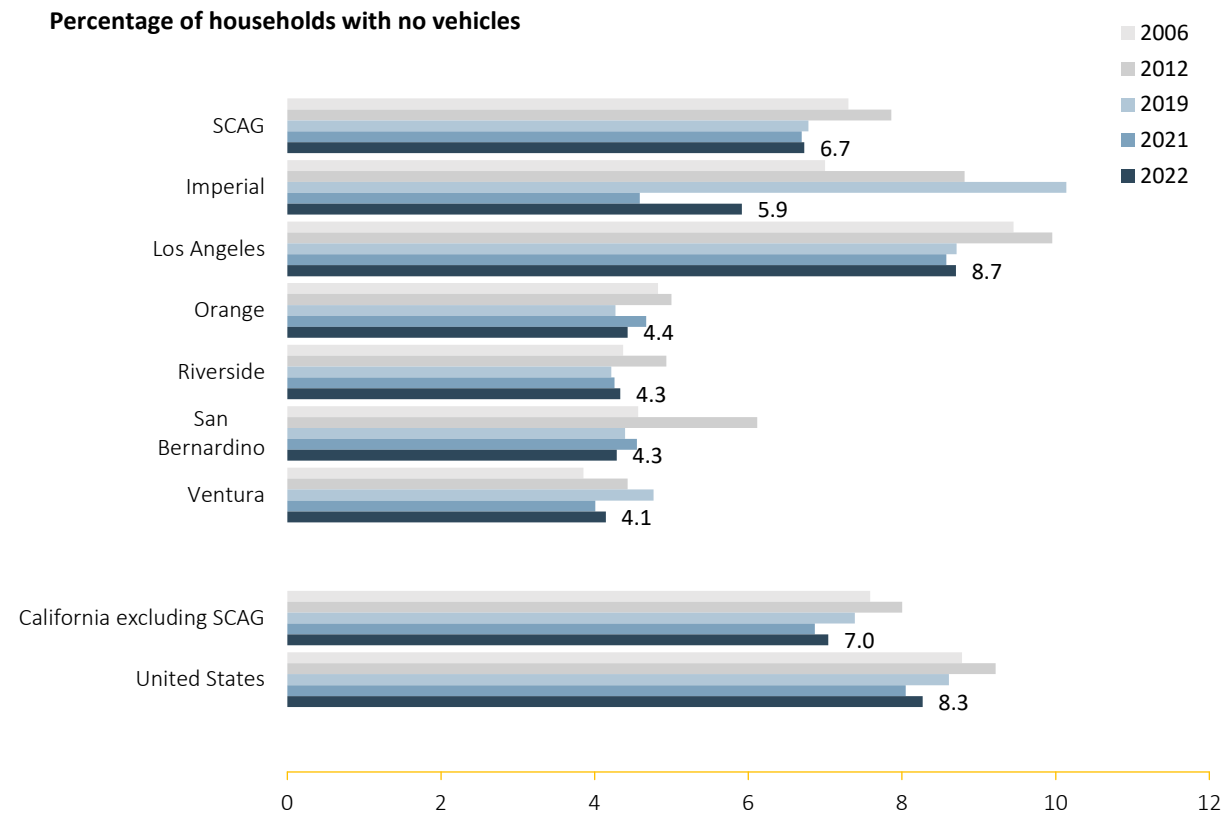


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table S1701

Poverty rate is a key indicator of economic well-being. Between 2021 and 2022, poverty rates changed little regionwide, statewide, and nationally. This may be in part due to the fact that the calculation of poverty rate only takes into account cash income and does not reflect noncash governmental aid, including some of the safety net programs during the pandemic. Poverty rates were at 12.6 percent in the SCAG region and nationally, slightly above the non-SCAG portion of California (11.8 percent). The most drastic change in poverty rate occurred in Imperial County, up from 16.4 percent in 2021 to 22.6 percent in 2022. The rise in poverty rate in Imperial County, coupled with the increases in household incomes, suggest that income inequality may be an increasing concern.

Households with No Vehicles

The share of households with no vehicles remained stable in the SCAG region, but saw a modest increase nationally.



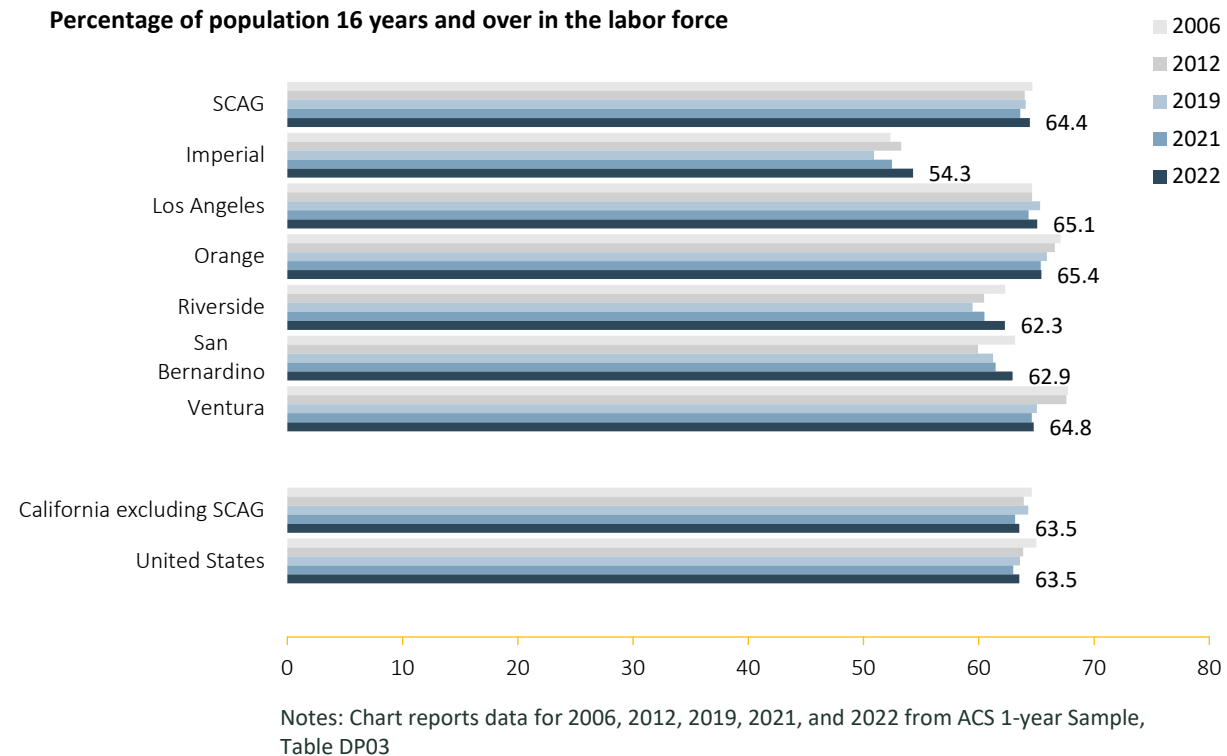
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table DP04

The share of households not owning a vehicle is influenced by various factors such as transit infrastructure, economic conditions, and lifestyle preferences. Households with no vehicles accounted for 6.7 percent of all households in the SCAG region. This compares to 7.0 percent in the rest of California and 8.3 percent nationwide.

Within the SCAG region, the share of households with no vehicles was highest in Los Angeles County, at 8.7 percent in 2022, but below 5 percent in the counties of Orange, Riverside, San Bernardino, and Ventura.

Labor Force Participation

Despite the aging population, labor force participation increased in all areas in the past year.



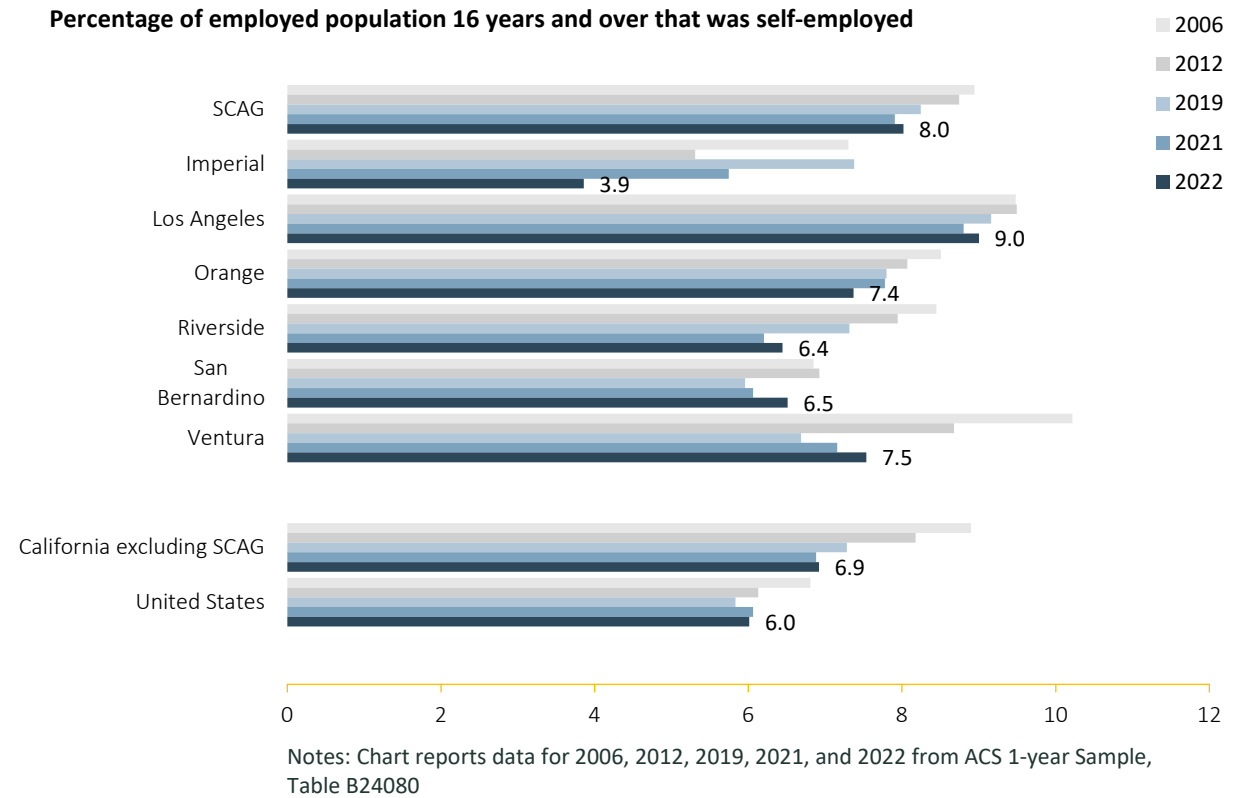
Southern California’s unemployment rate returned to its pre-COVID watermark of below 5 percent during early 2022. Many businesses reported difficulty finding workers and wages rose in general, leading to a hypothesis that this may be due to a decrease in labor force participation.

While labor force participation rates were modestly lower in 2021 than before the pandemic in 2019, they rose universally across the region, statewide, and nationally between 2021 and 2022, with the rate in the SCAG region increasing from 63.6 percent to 64.4 percent. This increase is more noteworthy considering that the share of the population age 65 and over in the region, which is included in the labor force calculation, is a full percentage point higher than it was in 2019.

Southern California’s labor force participation rate remains nearly a full percent higher than in the rest of the state and nation (both 63.5 percent). While rates are slightly higher in coastal counties (a high of 65.42 percent in Orange County), the biggest increases in labor force participation in the last year occurred in inland counties (Riverside County increased from 60.5 to 62.3 percent).

Self-Employment

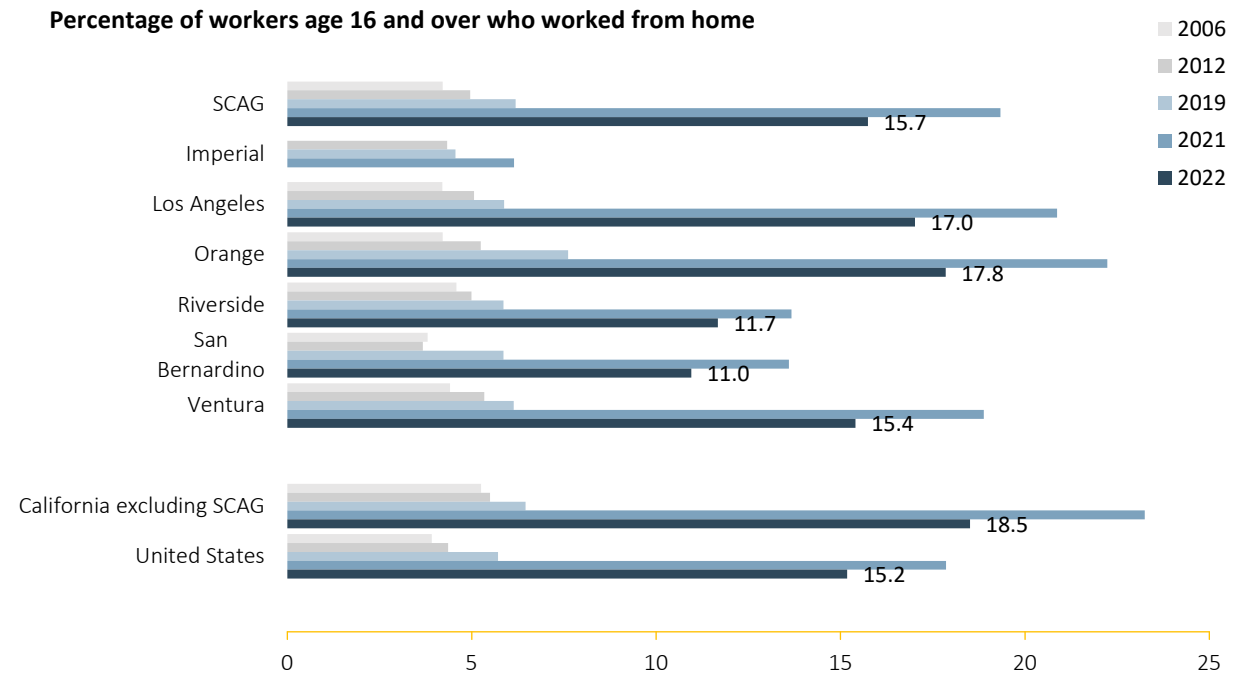
Self-employment rates increased slightly across California, but dropped nationally.



SCAG region’s self-employment rate increased slightly from 7.9 percent in 2021 to 8.0 percent in 2022. Self-employment remained a larger share of employment in the SCAG region than the rest of the state and nation (6.9 and 6.0 percent, respectively). Trends in self-employment between 2019 and 2022 varied widely across the SCAG counties. Self-employment rates have increased gradually in the counties of San Bernardino and Ventura but decreased in Imperial and Orange Counties. In Los Angeles and Riverside Counties, self-employment rates took a dip in 2021 and slightly recovered in 2022, though still lower than their pre-pandemic levels. These trends are reflective of the different industry compositions across the region and the varying degree of resilience to economic challenges brought by the COVID-19 pandemic. Nationally, the self-employment rate slightly declined in the past year but remained above its 2019 level of 5.8 percent.

Work from Home

Work-from-home shares declined substantially in the past year, but were still more than double pre-pandemic levels.



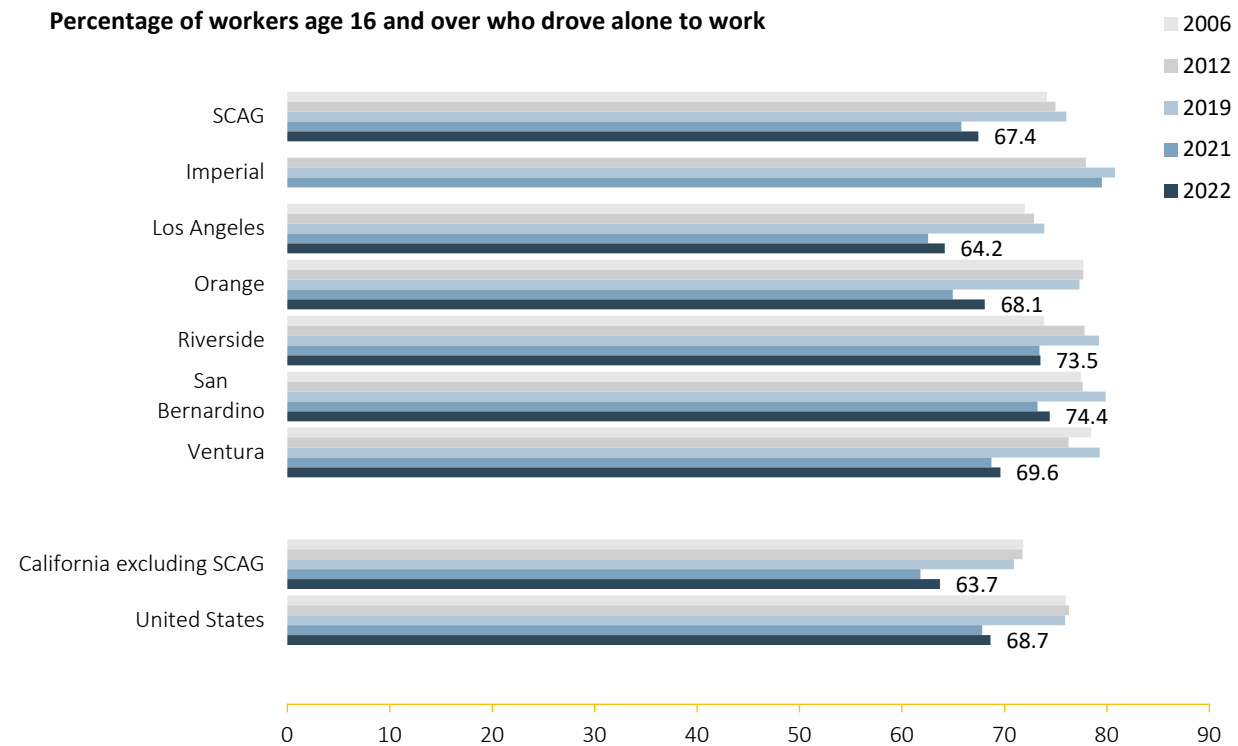
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B08006. Data for Imperial County are from the 5-year sample, if available.

The share of workers who report their commute mode as “working from home” declined from 19.3 percent to 15.7 percent between 2021 and 2022 in the SCAG region. The region’s work-from-home share remains lower than in the rest of the state, though the difference is shrinking (3.9 percentage points lower in 2021 and 2.8 percentage points lower in 2022). The sharp decline in the region’s work-from-home share is expected as people have begun returning to the office or shifting from fully remote work to hybrid work arrangements, which are not adequately captured by the current ACS questionnaire.

Despite the decline, the work-from-home share in 2022 was more than double the pre-pandemic level in most Southern California counties, statewide, and nationally (in 2019, the SCAG region work-from-home share was 6.2 percent). Work-from-home shares vary widely across the region, with rates of 11.7 percent to 11.0 percent in Riverside and San Bernardino Counties, and rates of 17.0 percent and 17.8 percent in Los Angeles and Orange Counties, respectively, reflecting differences in the composition of industries and occupations across the region.

Drive Alone to Work

Single-occupant vehicle commuting increased in all places as telework declined, but remained well below pre-pandemic levels.



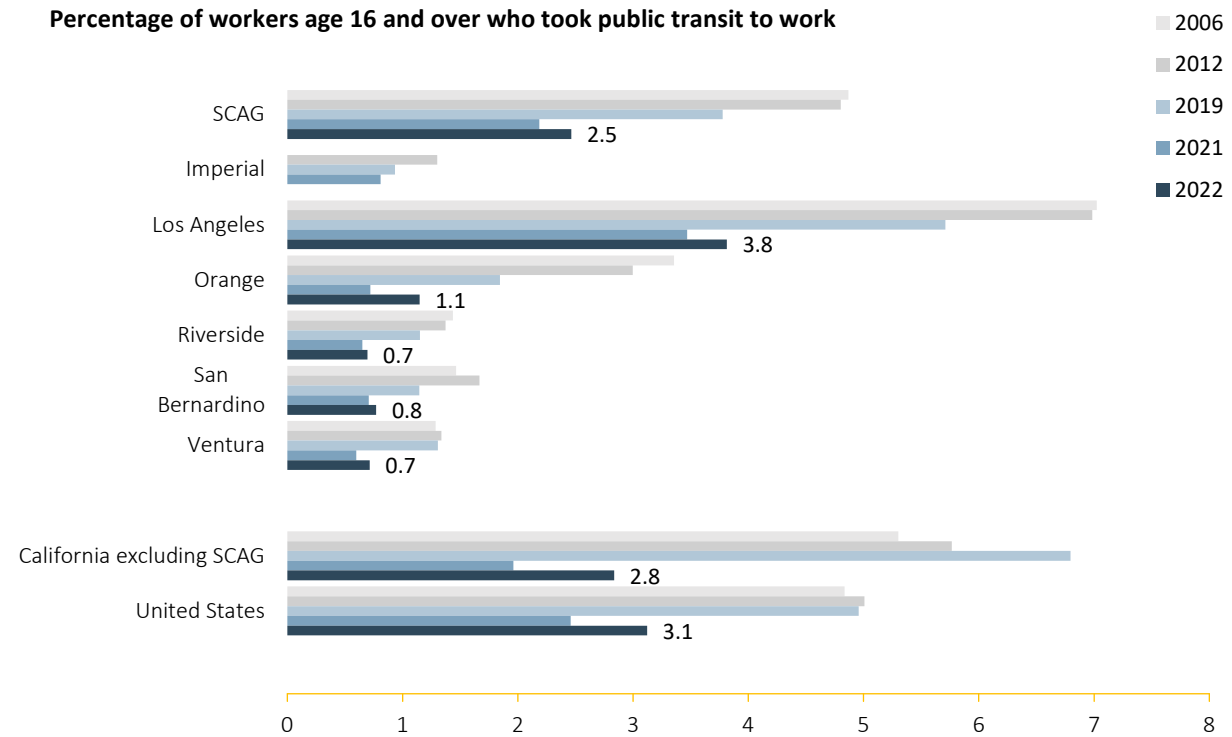
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B08006. Data for Imperial County are from the 5-year sample, if available.

After dropping from 76.0 percent in 2019 to 65.8 percent in 2021, the share of workers in Southern California who drove alone to work increased slightly to 67.4 percent in 2022. Within the SCAG region, driving alone shares were highest in the counties of San Bernardino (74.4 percent) and Riverside (73.5 percent), but increased the most in Orange and Los Angeles Counties.

The share of workers driving alone to work in the SCAG region was higher than the rest of California (63.7 percent) but slightly lower than the nation (68.7 percent). The ACS questionnaire does not include information about non-work travel patterns, thus this data does not inform on single-occupant vehicle use for all trip types.

Transit Commuting

Commuting via transit increased in all places as telework declined, but remained well below pre-pandemic levels.



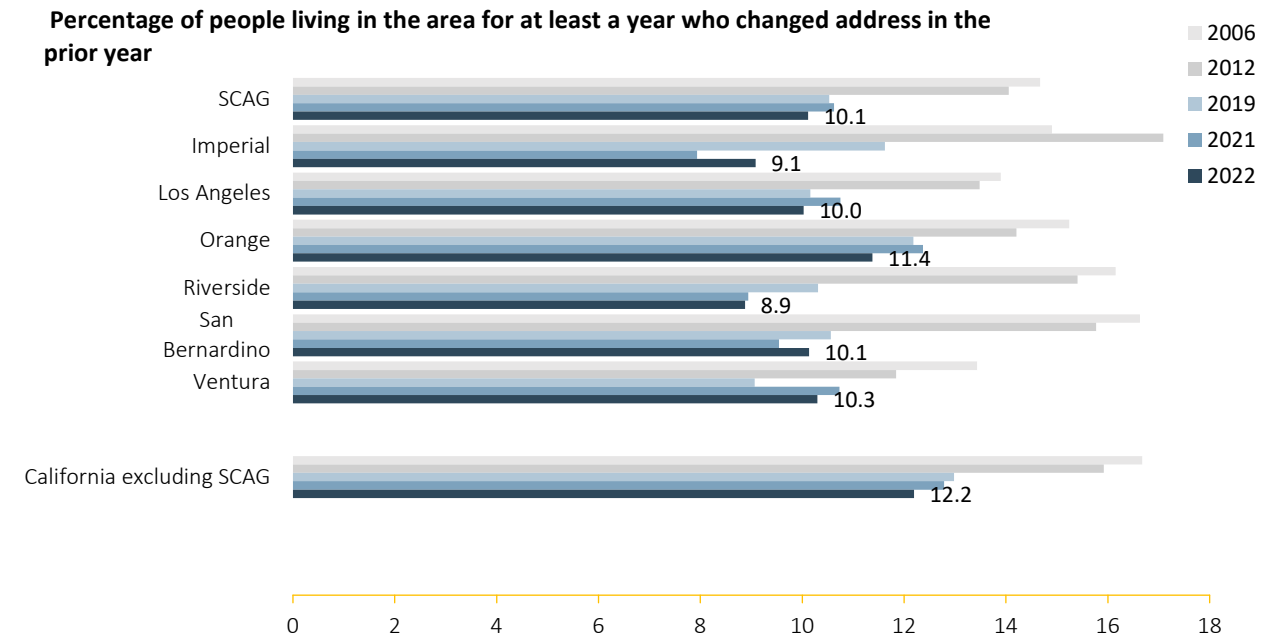
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B08006. Data for Imperial County are from the 5-year sample, if available.

After dropping from 4.8 percent in 2012 to 3.8 percent in 2019 and 2.2 percent in 2021, the share of workers commuting to work via transit in the region increased modestly to 2.5 percent in 2022. However, the rest of California and the U.S. saw a larger increase in the share of transit commute in the past year (0.9 and 0.7 percentage points, respectively).

Within the SCAG region, transit mode share remained below 1 percent in Riverside, San Bernardino, and Ventura Counties in 2022. The share of workers using transit to commute was highest in Los Angeles County (3.8 percent) but was still well below its 2019 level (5.7 percent).

Overall Geographic Mobility

Geographic mobility continued its longstanding decline in most of Southern California and statewide, and a pandemic-affected trend of increasing mobility in coastal counties has subsided.

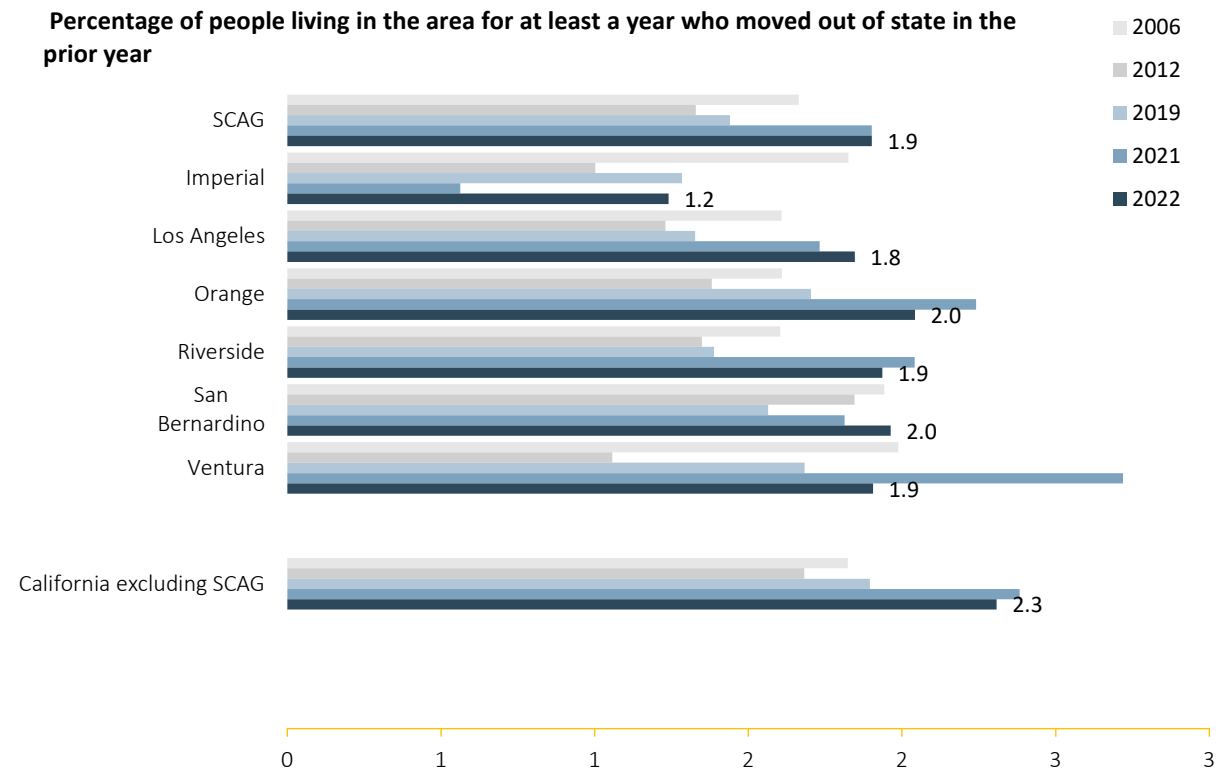


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B07403

Residential mobility dropped over the period of 2006-2019 in most places. Between 2019 and 2021, mobility increased slightly in the coastal counties Los Angeles, Orange, and Ventura while decreasing in the three inland counties. Between 2021 and 2022 the trends were reversed again, with mobility decreasing in coastal counties and increasing in inland counties, suggesting a rebound back from a temporary effect of the pandemic. In 2022, 10.1 percent of Southern Californians changed addresses. This compares to 14.7 percent in 2006 and 10.6 percent in 2021, reflecting a continuation of the longstanding decline. The rest of California has been on a similar long-run trajectory; in 2022 the share of movers in the rest of the state was 2.1 percentage points higher than the SCAG region.

Out-of-State Moves

The share of Southern Californians leaving the state rose substantially in 2021, but stayed the same in 2022.

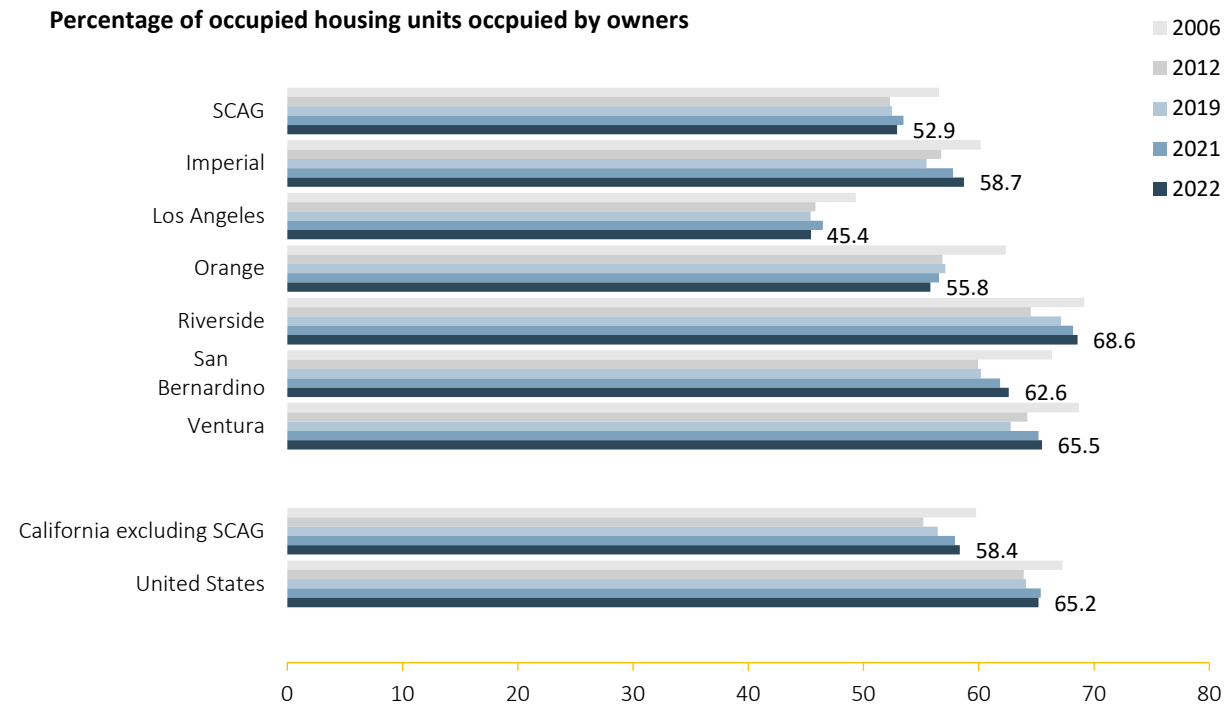


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B07403

The share of Southern California residents who left the region for another state in the prior year went up during the pandemic, from 1.4 percent in 2019 to 1.9 percent in 2021. This increase was seen in all SCAG counties except Imperial County. Residents of the rest of California also left the state in higher numbers in 2021 than 2019. Out-of-state moves in 2022 are very similar to 2021, with 1.9 percent of SCAG region residents leaving the state and all other areas (except Imperial County) remaining at an elevated level compared to pre-pandemic.

Homeownership

Homeownership went down slightly region-wide and nationally but increased in the rest of California.

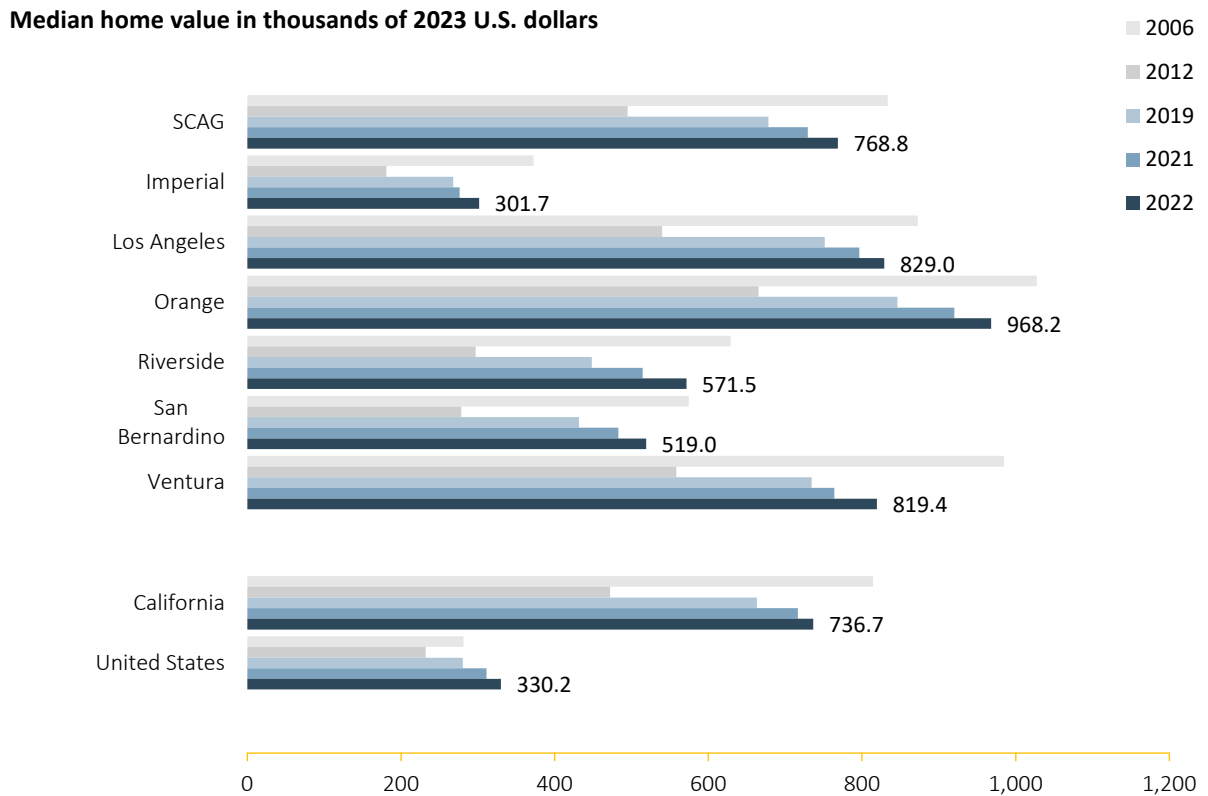


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B25014

The homeownership rate in the SCAG region decreased slightly from 53.5 percent in 2021 to 52.9 percent in 2022 and remained well below the nation (65.2 percent) and the rest of the state (58.4 percent). Within the SCAG region, homeownership varied widely, ranging from 45.4 percent in Los Angeles County to 68.6 percent in Riverside County. The slight drop in region-wide homeownership reflects the drop in the larger counties of Los Angeles and Orange (1.0 and 0.7 percentage points, respectively) despite modest increases elsewhere in the region. The homeownership rate also increased modestly in the rest of California and decreased modestly nationwide. Homeownership in all places was still well below 2006 levels, during which time 56.5 percent of the SCAG region’s households were homeowners.

Median Home Value

Real median home values increased at varying rates across the SCAG counties.

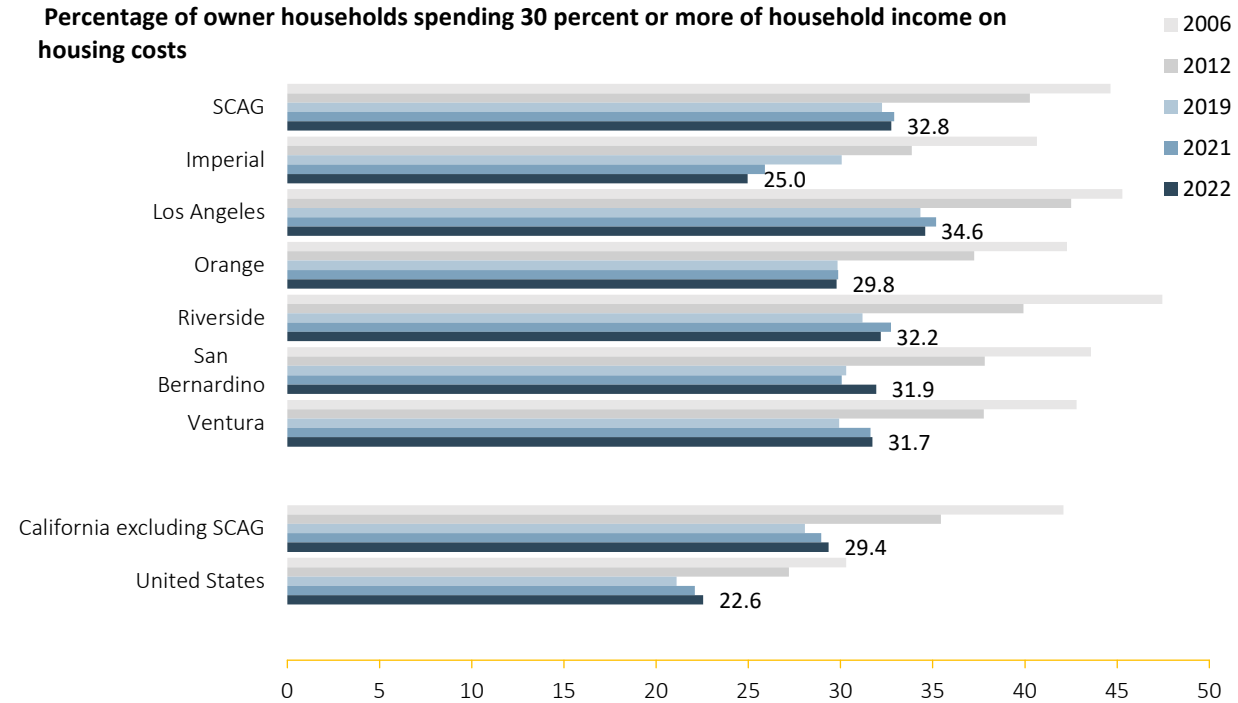


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B25077

Inflation-adjusted median home value in the SCAG region increased by 5.4 percent to \$768,790 between 2021 and 2022. This is slightly below the 6.1 percent increase nationally but well above the 2.8 percent increase statewide. Within the SCAG region, real home values increased most drastically in the counties of Riverside (+11.1 percent), Imperial (+9.2 percent), and San Bernardino (+7.5 percent). This suggests that the relatively low-cost inland counties are becoming less affordable. Changes in real median home values were uneven within the coastal counties, ranging from a 7.3 percent increase in Ventura County to a 4.1 percent increase in Los Angeles County.

Housing Cost Burden – Homeowners

Cost burden rates among homeowners remained stable in most of Southern California.



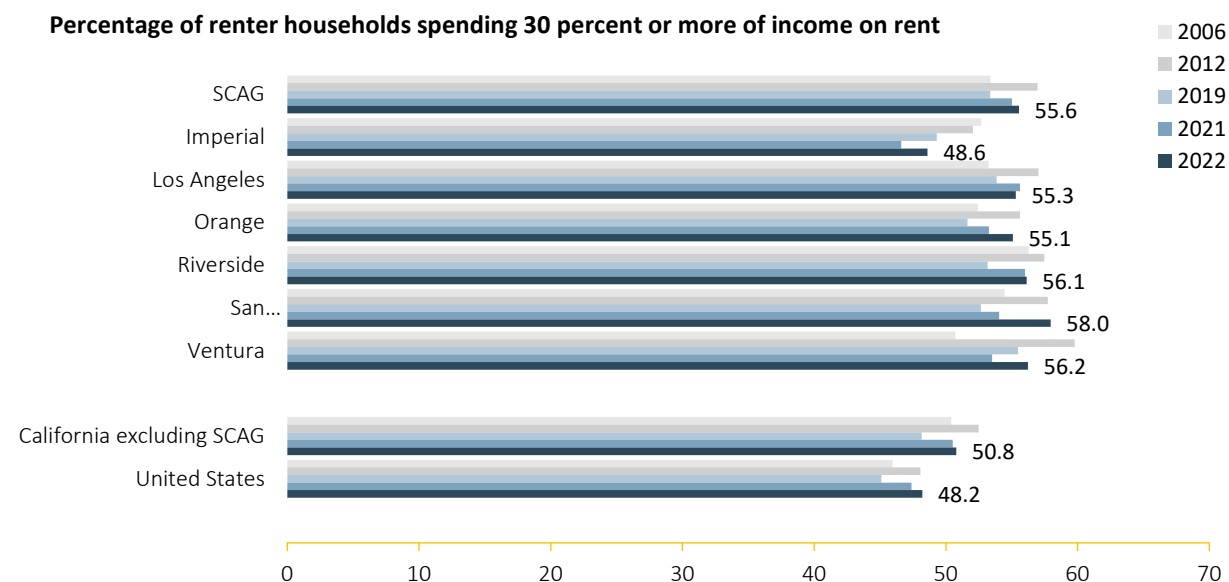
Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B25106

High housing cost burdens reflect tradeoffs that households make between housing and non-housing consumptions and could contribute to a larger sense of precarity particularly for lower-income households. The share of homeowners that were cost-burdened in the SCAG region have decreased substantially since 2012 but remained stable over the period of 2019-2022. Most Southern California counties saw little change in the cost burden rate among homeowners between 2021 and 2022. San Bernardino County’s cost burden share of homeowners increased the most, from 30.1 percent to 31.9 percent. SCAG region housing cost burden among homeowners (32.8 percent) continues to exceed the rest of the state and nation by a wide margin (29.4 and 22.6 percent, respectively).

Cost-burdened homeowners are defined as owner households spending 30 percent or more of household income on housing costs.

Housing Cost Burden – Renters

Housing cost burden among renters continued to increase in Southern California – more than half of the region’s renter households were cost-burdened in 2022.



Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B25070

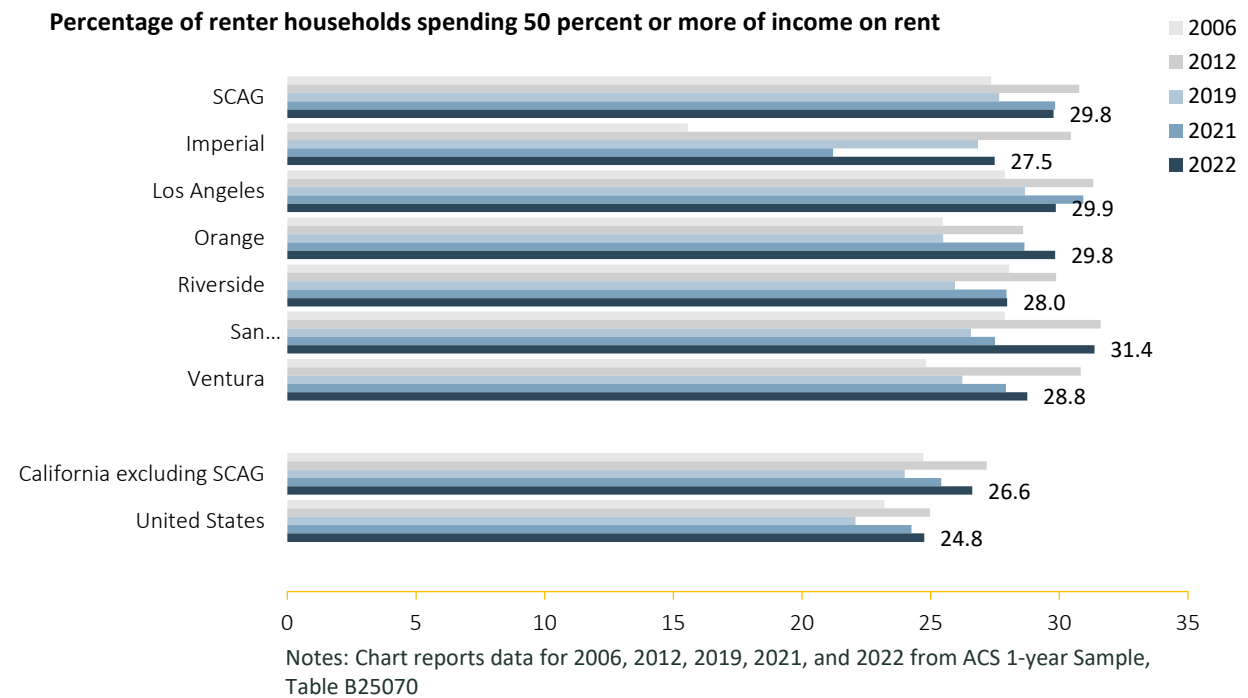
While the share of owner households that were cost-burdened changed little, renter cost burden has increased since 2019 in most of Southern California. While the recent increase in interest rates appears to have had little effect on existing homeowners’ cost burden, it could keep more households in the rental market and affect renter cost burden.

The share of renter households that were cost-burdened remained stable in Los Angeles County but increased by more than 2 percentage points in the counties of Imperial, San Bernardino, and Ventura between 2021 and 2022. Renter cost-burden rates in San Bernardino County were both the highest in 2022 (58.0 percent) and increased the most in the past year (by 3.9 percentage points). The SCAG region’s renter cost burden rate, while just up slightly at 55.6 percent in 2022, was well above the rates in the rest of California (50.8 percent) and nationwide (48.2 percent). In all counties in the SCAG region except Imperial County, more than half of the households were cost burdened in 2022.

Cost-burdened renters are defined as renter households spending 30 percent or more of household income on gross rents.

Severe Housing Cost Burden – Renters

Severe cost burden among renters was higher in Southern California than the rest of the state and nationally; increased in most places except Los Angeles County.

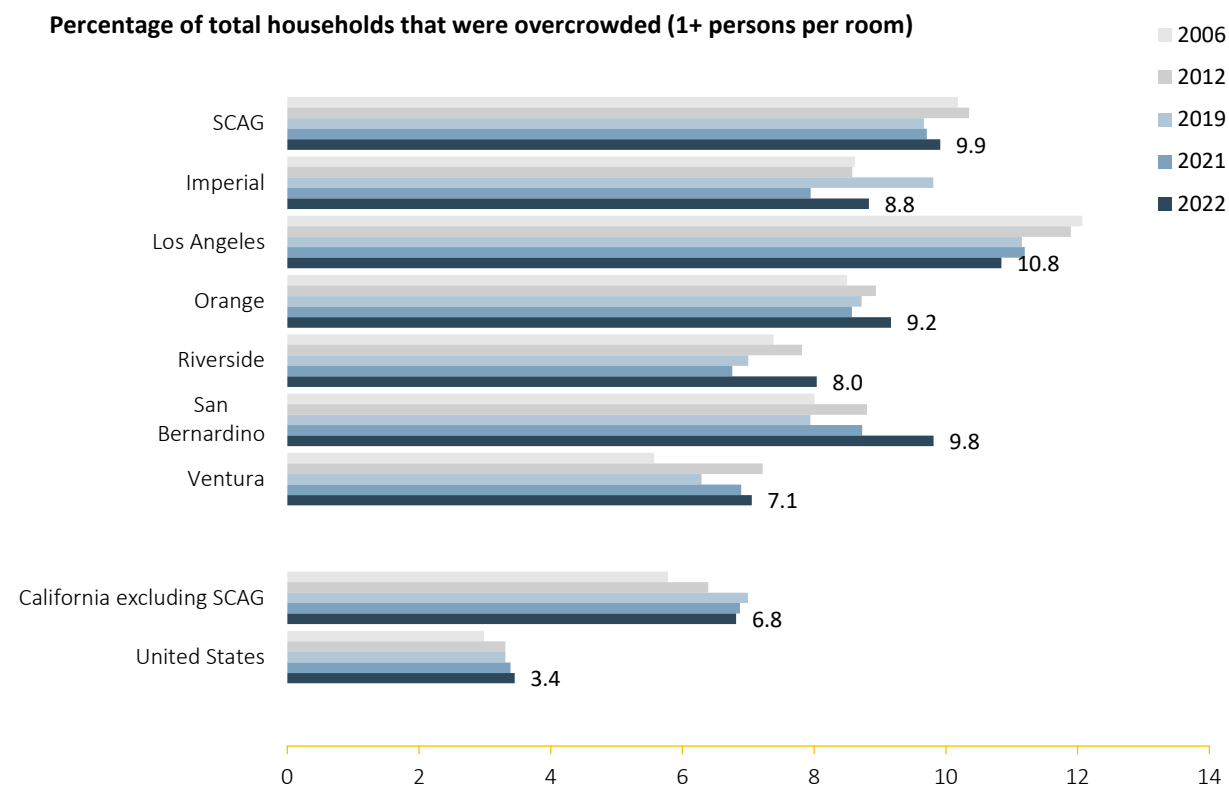


The ACS also tracks renters that are severely cost-burdened (defined as those spending 50 percent or more of their household income on rent). Severely cost-burdened renters are particularly susceptible to the risk of displacement and other kinds of housing stress. The region’s severe cost burden rate among renters changed little between 2021 and 2022 but remained 2 percentage points higher than the pre-pandemic level. The share of renters that were severely cost-burdened increased most substantially in Imperial and San Bernardino Counties, up by over 6 percentage points and 3 percentage points, respectively. Contrasting the rest of the SCAG region, Los Angeles County saw a full percentage point decrease in renter severe cost burden rate. This decline could reflect the relocation of severely cost-burdened renters out of the county, which could put upward pressure on rents in other parts of the region.

The SCAG region’s severe cost burden rate among renters was at 29.8 percent in 2022, considerably higher than the rest of the state (26.6 percent) and the nation (24.8 percent).

Household Crowding – Total

Southern California households’ overcrowding increased slightly and continued to exceed the state and nation by a wide margin.

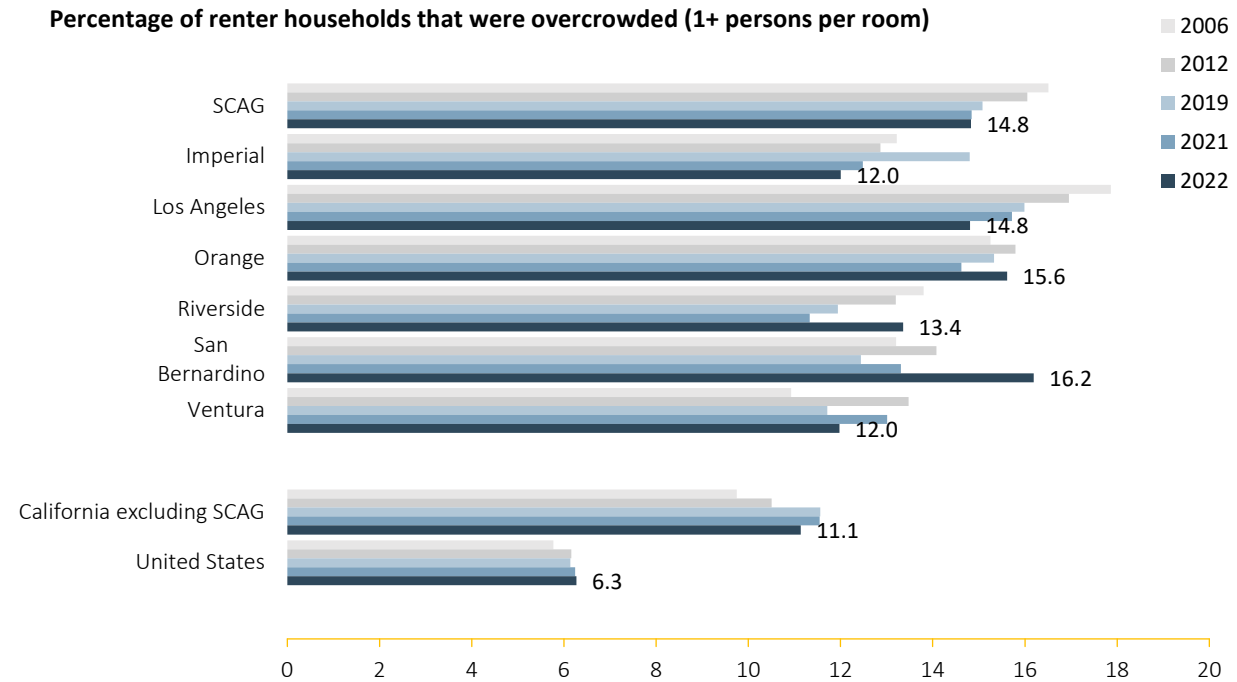


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B25014

Addressing overcrowding, which is defined as occupied housing units with 1 or more persons per room, is essential for ensuring housing stability and reducing homelessness. During the 2010s the SCAG region’s overcrowding rate dropped modestly to a low of 9.7 percent in 2019; however, it has increased slightly over the past two years, reaching 9.9 percent in 2022. Los Angeles County has the region’s highest overcrowding rate at 10.8 percent but also its largest decrease in the past year (having declined from 11.2 percent in 2021). However, this decline in the region’s largest county was smaller than the increases seen in the region’s other five counties. Both Riverside and San Bernardino Counties had increases in overcrowding above 1 percentage point in the past year. SCAG region household overcrowding continues to exceed the rest of the state (6.8 percent) and nation (3.4 percent) by a wide margin.

Household Crowding – Renters

Renter overcrowding remained stable in Southern California but dropped modestly in the rest of the state.

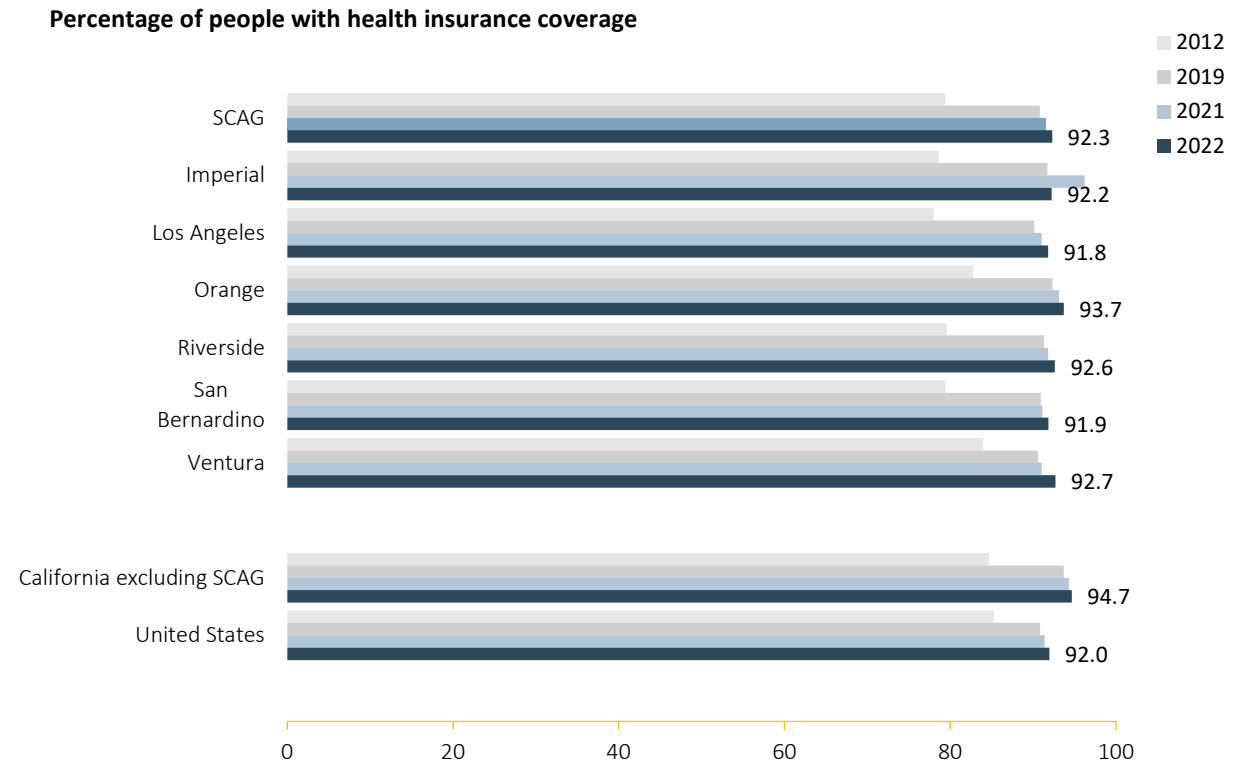


Notes: Chart reports data for 2006, 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B25014

The share of renter households in the SCAG region that were overcrowded – defined as occupied housing units with 1 or more persons per room – was at 14.8 percent in 2022. This compares to 11.1 percent in the rest of the state and 6.3 percent nationwide. Within the SCAG region, renter overcrowding increased by more than 2 percentage points in the inland counties of Riverside and San Bernardino between 2021 and 2022. This contrasts a roughly 1 percentage point decrease in Los Angeles and Ventura Counties. Despite a persistent decline regionally since 2006, renter overcrowding in San Bernardino County was 2.9 percentage points higher than its 2006 level.

Health Insurance Coverage

Health insurance coverage continued to increase in most areas.

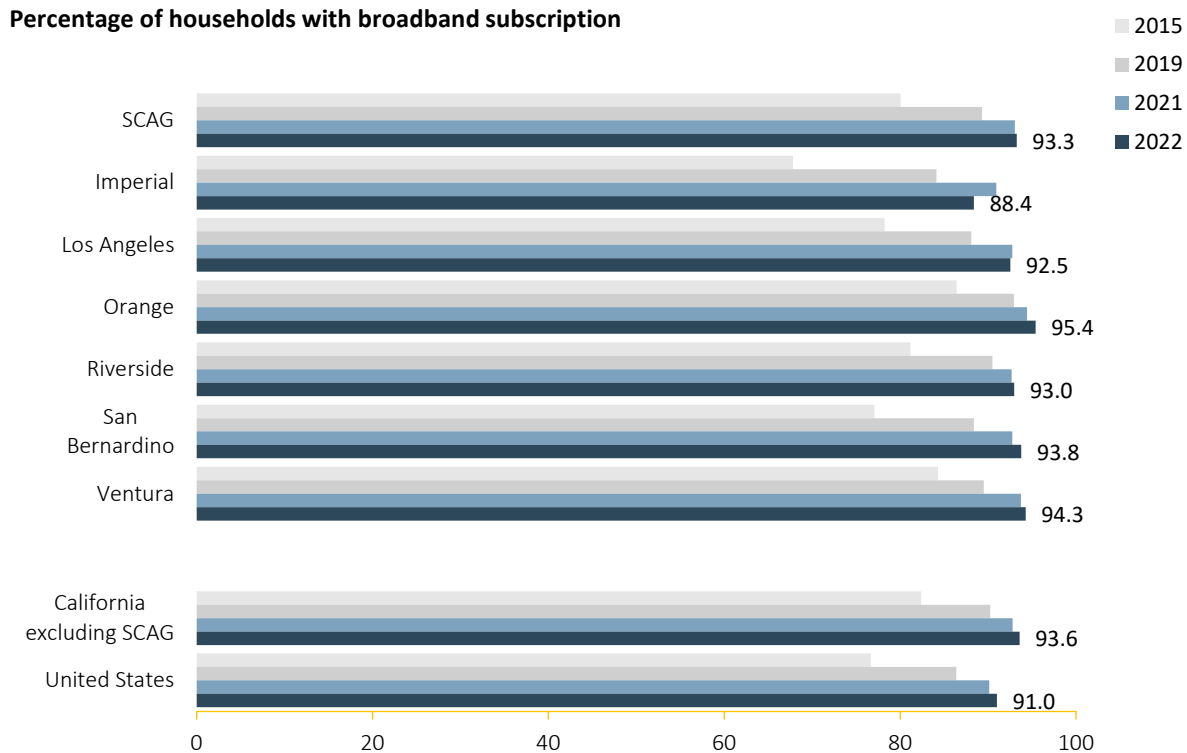


Notes: Chart reports data for 2012, 2019, 2021, and 2022 from ACS 1-year Sample, Table B18135

Health insurance coverage rates in all places have increased since 2019. This follows a substantial increase in coverage rates from 2012 as the Affordable Care Act expanded affordable health insurance options and Medicaid coverage in early 2010s. Health coverage rate was highest in Imperial County in 2021 (96.2 percent) but dropped to 92.2 percent in 2022. Other SCAG counties saw slight increases between 2021 and 2022. The region’s health insurance coverage increased from 91.6 percent in 2021 to 92.3 percent in 2022, which was over 2 percentage points lower than the rest of California (94.7 percent) but slightly higher than the nation (92.0 percent).

Broadband Access

Broadband access continued to increase in nearly all places.



Notes: Chart reports data for 2015, 2019, 2021, and 2022 from ACS 1-year Sample, Table S2801

Broadband is essential infrastructure for the 21st century, offering people significant time savings and a digital avenue for economic prosperity, largely through the ability to telework. In 2022, broadband access in the SCAG region (93.2 percent of households) was comparable with the rest of the state (93.6 percent) and slightly higher than the nation (91.0 percent). Broadband access rates have steadily risen since 2015 – the first year of data available – when 80.0 percent of the region’s households had access. All areas except Imperial County saw continued marginal increases in broadband access between 2021 and 2022.



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