



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President

Clint Lorimore, Eastvale

First Vice President

**Jan C. Harnik, Riverside County
Transportation Commission**

Second Vice President

Carmen Ramirez, County of Ventura

Immediate Past President

Rex Richardson, Long Beach

COMMITTEE CHAIRS

Executive/Administration

Clint Lorimore, Eastvale

Community, Economic &
Human Development

Jorge Marquez, Covina

Energy & Environment

David Pollock, Moorpark

Transportation

Sean Ashton, Downey

MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, January 20, 2022
10:00 a.m. – 12:00 p.m.

JOIN ZOOM MEETING

[HTTPS://SCAG.ZOOM.US/J/142774637](https://scag.zoom.us/j/142774637)

OR

DIAL BY YOUR LOCATION

+1 669 900 6833 US TOLL

+1 346 248 7799 US TOLL

MEETING ID: 142 774 637

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 kane@scag.ca.gov. Agendas 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.

Agenda

1. 2022 Update on the Racial Equity Baseline Conditions Report
Anita Au
15 minutes
Packet page 6
2. Recap of Greenhouse Gas Reductions from Connect SoCal 2020
Sarah Dominguez
15 minutes
Packet page 25
3. Greenprint status update
Kimberly Clark
10 minutes
4. Regional Data Platform (RDP) status update
Tom Vo
10 minutes
5. Connect SoCal 2024 Preliminary Regional and County Growth Projections
Kevin Kane & Gigi Moreno
15 Minutes
Packet page 26
6. Local Data Exchange: Preliminary Data/Map Book and Work Plan
Kevin Kane
30 minutes
Packet page 64

SCAG TECHNICAL WORKING GROUP MEETING SUMMARY

November 18, 2021

10:00 a.m. – 12:00 p.m.

Kevin Kane welcomed the participants to the session.

1. REGIONAL & COUNTY GROWTH FORECAST UPDATE

Kevin Kane presented an update on the regional- and county-level growth forecast. Pending completion of the preliminary county-level growth projections, an email update will be sent to TWG members mid-December with those completed numbers. Discussion participants included Deborah Diep (CDR/CSUF), Gail Shiimoto-Lohr (City of Mission Viejo), and Josh Lee (SBCTA). Questions and comments covered whether double-jobbing and cross-county telework were accounted for in the projection numbers and the review timeline.

2. LOCAL DATA EXCHANGE & FORECASTED REGIONAL DEVELOPMENT PATTERN PRINCIPLES DISCUSSION

To start, Kevin Kane provided an update to TWG on the Local Data Exchange (LDX) timeline, the preliminary Small Area Growth Forecast, and opened the floor for TWG members to comment on the interim years for the growth trajectory. Josh Lee (SBCTA) and Deborah Diep (CDR/CSUF) provided comments and questions regarding the updated LDX process and projection interim years.

Kevin Kane then provided an overview on the Forecasted Regional Development Pattern and posed discussion questions for TWG members on the language of jurisdiction-level adoption, achieving plan targets, and the 6th Cycle Housing Element Updates. Discussion participants included Deborah Diep (CDR/CSUF), Warren Whiteaker (OCTA), Jennifer Savage (City of San Clemente), Josh Lee (SBCTA), Gail Shiimoto-Lohr (City of Mission Viejo), Marika Poynter (City of Irvine), and Nate Farnsworth (City of Irvine).

3. LOCAL DATA EXCHANGE: DATA/MAP BOOK

Jung Seo presented on the updated Data/Map Book to be used for the LDX, including current progress and overview of the draft data layers. Gail Shiimoto-Lohr (City of Mission Viejo) and Deborah Diep (CDR/CSUF) provided comments and questions regarding overlay zoning and the review of the draft Data/Map Book framework.

4. NEIGHBORHOOD MOBILITY AREAS: DRAFT AND DISCUSSION

Lyle Janicek presented on Priority Develop Areas (PDA) for Connect SoCal 2024, with an in-depth look at Neighborhood Mobility Areas (NMA), the methodology behind NMA development, and a visual map tool view draft NMA data. Discussion questions posed for TWG members included how to further refine NMA assessment. Gail Shiimoto-Lohr (City of Mission Viejo), Steve Smith, Deborah Diep (CDR/CSUF),

Warren Whiteaker (OCTA), and Rubina Ghazarian (LADOT) provided comments and questions. Comments and questions included consideration of transportation analysis zone (TAZ) topography and other pedestrian and cyclist considerations, county-level Z-score averages, self-contained trips within a TAZ, and other factors for NMA assessment.

5. REGIONAL DATA PLATFORM: TIMELINE UPDATE & DATA GOVERNANCE DISCUSSION

Tom Vo, along with Caitlin Smith, Witt Mathot, and Maddie Haynes from ESRI, presented an update on the Regional Data Platform (RDP), a demo of the LDX Website and associated tools, and an overview of the Data/Tools Governance Plan. Gail Shiimoto-Lohr (City of Mission Viejo) provided initial feedback.

6. SOCAL GREENPRINT: STATUS UPDATE

India Brookover presented an update on the status of the SoCal Greenprint, including the Regional Advance Mitigation Planning (RAMP) Advisory Task Group and data layer feedback. Gail Shiimoto-Lohr (City of Mission Viejo) provided questions for staff to follow up.

NOVEMBER 18, 2021: MEMBERSHIP ATTENDANCE

LAND USE AUTHORITIES

Champion, Siri	Senior Planner	City of Rialto
Chung, Chris	Urban Planner	City of Garden Grove
Eastman, Jay	Planning Manager	City of Corona
Espinoza, Marco	Senior Planner	City of San Dimas
Gable, Emily	City Planner	City of Los Angeles
Hill, Levi	Principal Planner	City of Ventura
Mallory, Kathleen	Planning & Sustainability Manager	City of Oxnard
McCann, Melanie	Principal Planner	City of Santa Ana
Thai, Minh	Executive Director, PBA	City of Santa Ana
Pallini-Tipton, Conni	Senior City Planner	City of Los Angeles
Phung, Kenneth	Director of Development Services	City of Perris
Poynter, Marika	Principal Planner	City of Irvine
Savage, Jennifer	Assistant to the City Manager	City of San Clemente
Shimoto-Lohr, Gail	Regional Planning Consultant	City of Mission Viejo
Wikstrom, Xander	Transportation Planning Associate II	LADOT

REGIONAL PARTNERS

Adamson, Heather	Director of Planning	AMBAG
Huddleston, Lori	Transportation Planning Manager	LA Metro
Kin, Nina	Tech Lead	LA Metro
Lee, Josh	Chief of Planning	SBCTA
Logasa, Brianne	Management Analyst	SGVCOG
Pacheco Bell, Jonathan	Regional Planner	SBCCOG
Simpson, James	Planning and Programming Manager	RCTC
Whiteaker, Warren	Principal Transportation Analyst	OCTA

REGULATORY & COORDINATING AGENCIES

San, Tina	Associate Transportation Planner	Caltrans
-----------	----------------------------------	----------

FIELD EXPERTS

Diep, Deborah	Director	CDR/CSUF
---------------	----------	----------

ALTERNATES, SELF-IDENTIFIED NON-MEMBERS & PUBLIC ATTENDEES

Davis, Martha	Executive Manager of Policy	Inland Empire Utilities Agency
Equina, Justin	Associate Planner	City of Irvine
Gackstetter, Ryan	Senior Planner	City of Chino Hills
Ghazarian, Rubina	Transportation Planner	LADOT
Guevera, Jerry	Associate Planner	City of Santa Ana
Guiam, Charles	Planner	City of Anaheim
Koblasz, Ginger	Senior Planner	SBCTA
Silber, Ryan	Program Manager	CA Governor's OPR
Smith, Steve	Director of Planning	SBCTA

2022 Racial Equity Baseline Conditions Update

Technical Working Group Meeting
January 20, 2022

www.scag.ca.gov

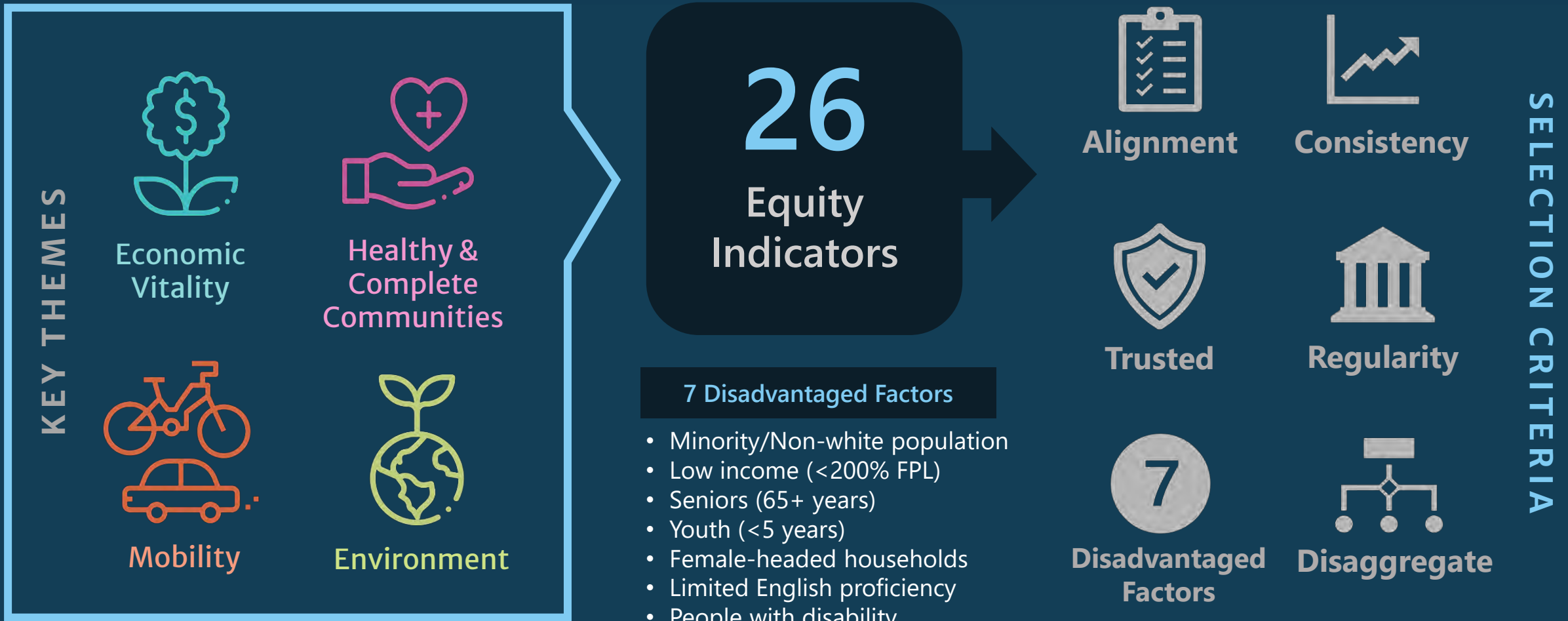


Racial Equity Baseline Conditions Report – March 2021

- Released in March 2021
- Highlights past transportation and housing policies
- Provides a preliminary baseline assessment of racial equity in region
- Can inform future planning



Equity Indicator Selection



Equity Indicators – March 2021



Economic Vitality

Economic Vitality

- \$15 / Hour
- Median Hourly Wage
- Poverty
- Working Poor
- Unemployment

Connectedness

- High Poverty Neighborhoods

Healthy + Complete Communities

Affordability

- Home Ownership
- Housing Burden

Housing Quality

- Kitchen Facilities
- Overcrowding

Essential Services

- Plumbing Facilities
- Broadband Access

Public Health

- Health Insurance
- SNAP
- Life Expectancy

Household

- Median Household Income

Mobility

Accessibility

- Access to Employment
- Access to Open Space & Parks
- Commute Time
- Households without a vehicle
- Transportation System Share

Safety

- Bike + Pedestrian Collisions

Environment

Climate Vulnerability

- Flood Hazard areas
- Wildfire risk

Environmental Health

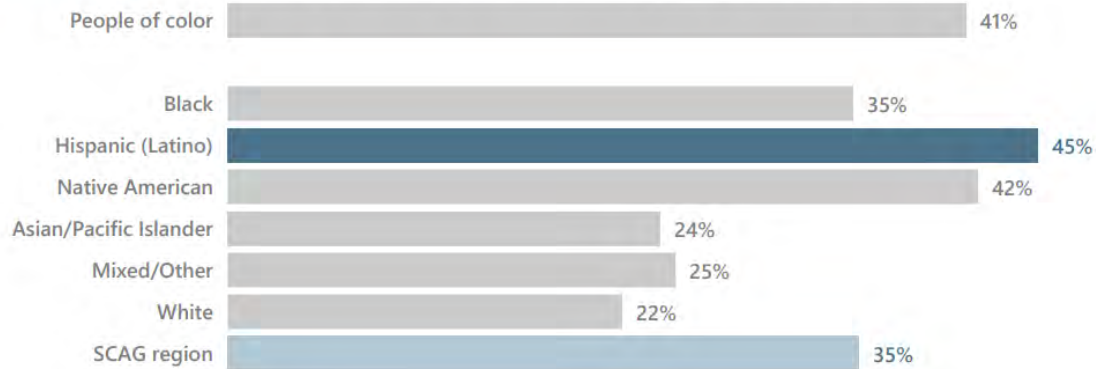
- CalEnviroScreen3.0*

Public Health

- Air pollution index

Baseline Conditions Report Findings

Nearly half of Hispanic (Latino) households lived below 200 percent of the poverty line in 2018, the highest among all race/ethnicity groups in the region.

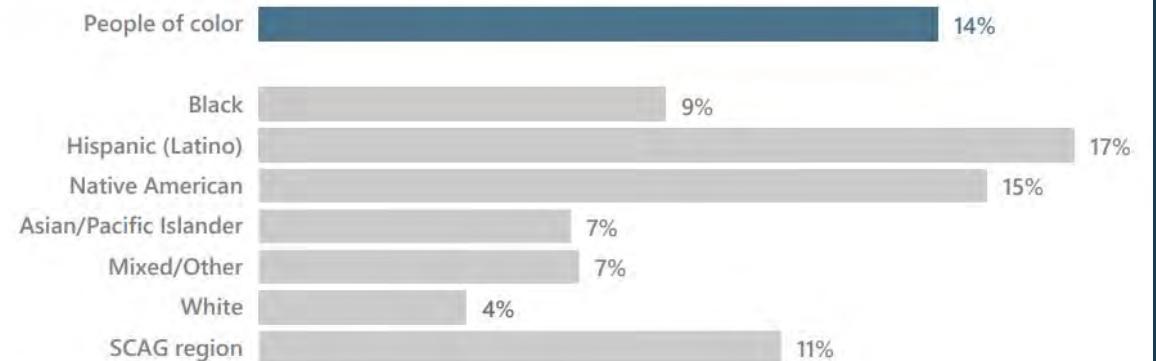


Source: IPUMS USA, National Equity Atlas

Black, Hispanic (Latino), and Indigenous residents are nearly **two times** more likely to live in poverty than white residents.

Full-time workers of color were **three times** more likely than their white counterparts to live in poverty in the region.

Full-time workers of color were three times more likely than their white counterparts to live in poverty in the region.

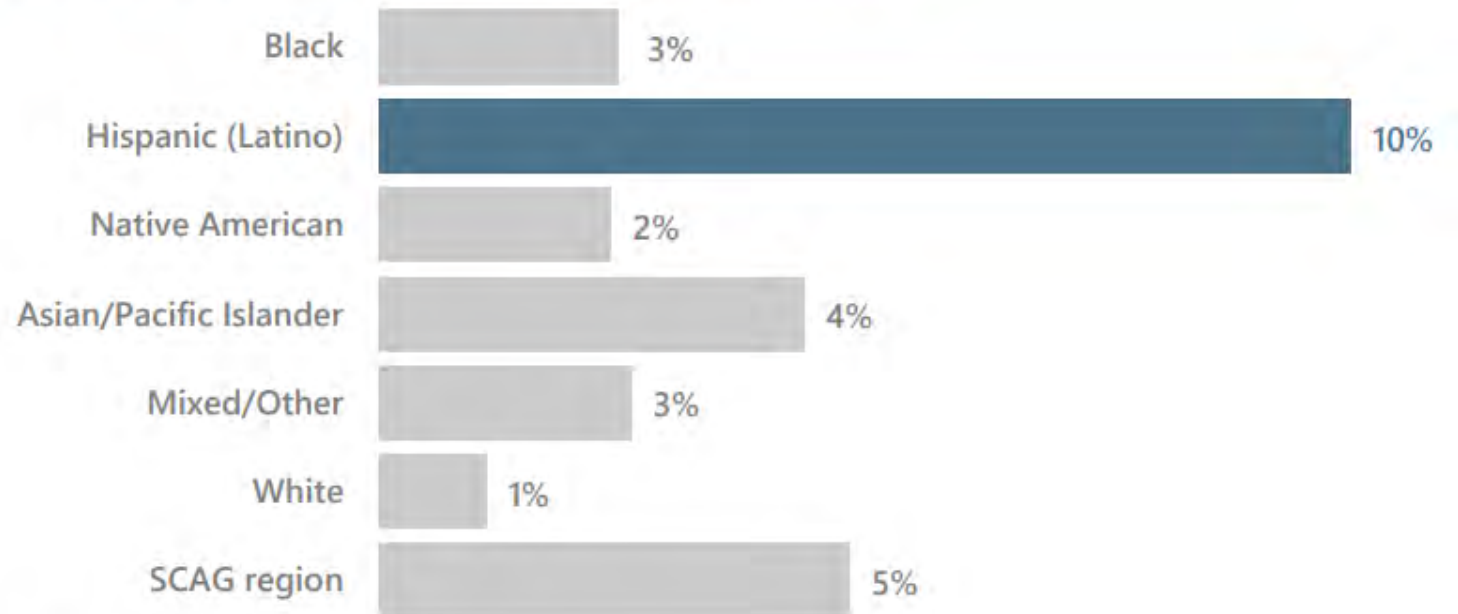


Source: IPUMS USA, National Equity Atlas

Baseline Conditions Report Findings

Hispanic (Latino) individuals are also **ten times** more likely of being in overcrowded housing than white individuals.

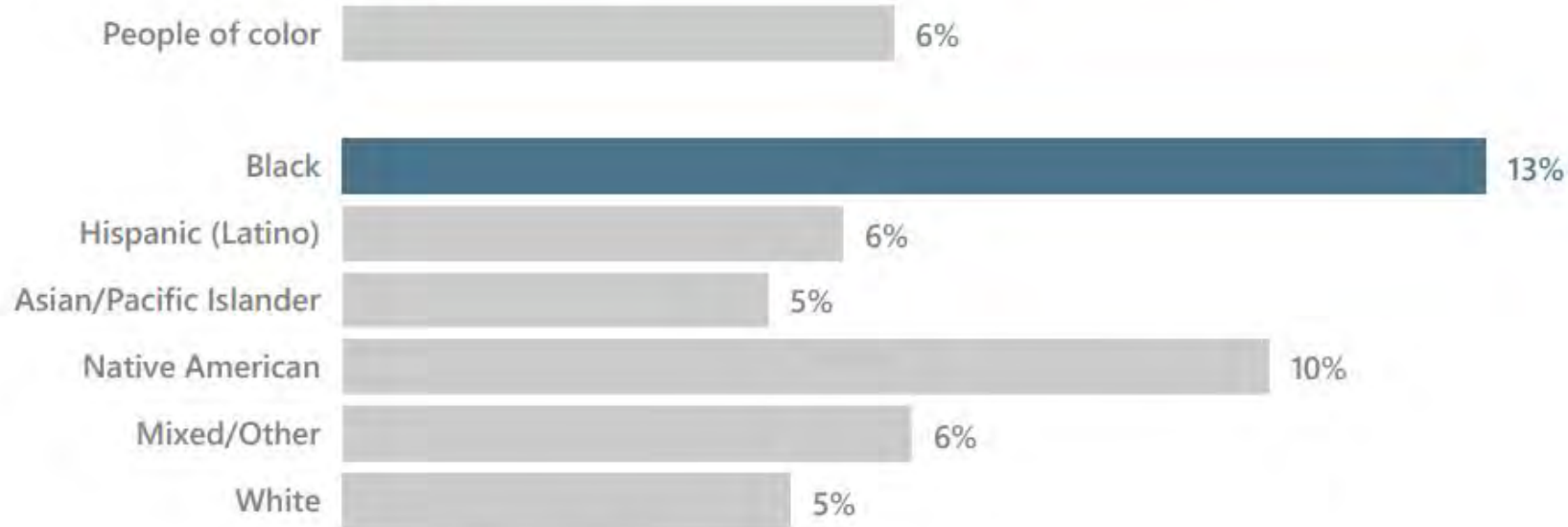
1 in 10 Hispanic (Latino) households are overcrowded.



Source: 2018 5-Year American Community Survey

Baseline Conditions Report Findings

Regionally, 1 in 8 Black residents do not own a car, the highest of any other race/ethnic groups.

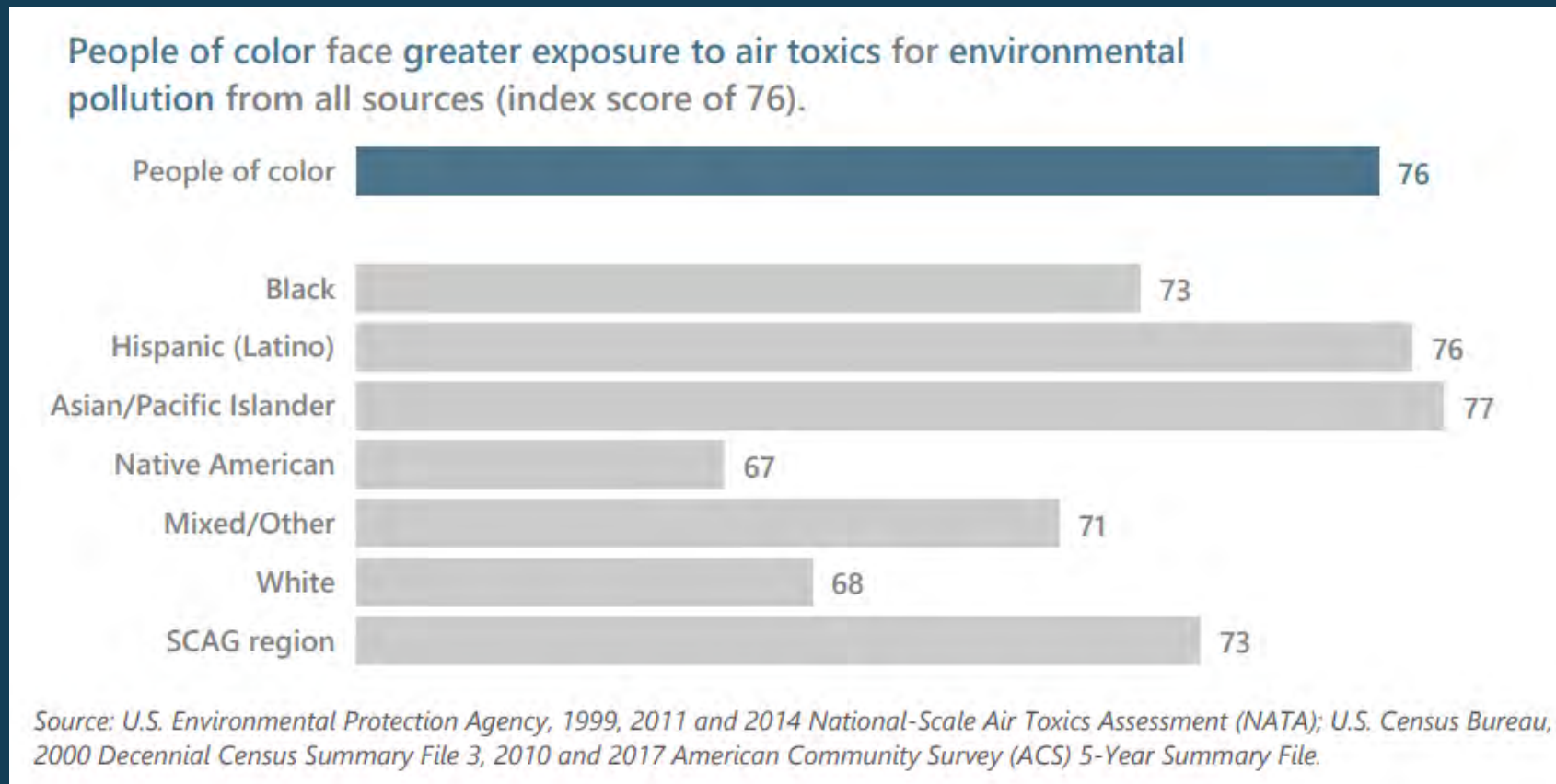


Source: National Equity Atlas, American Community Survey PUMS

Black residents are **two times** more likely of not own a car than white residents.

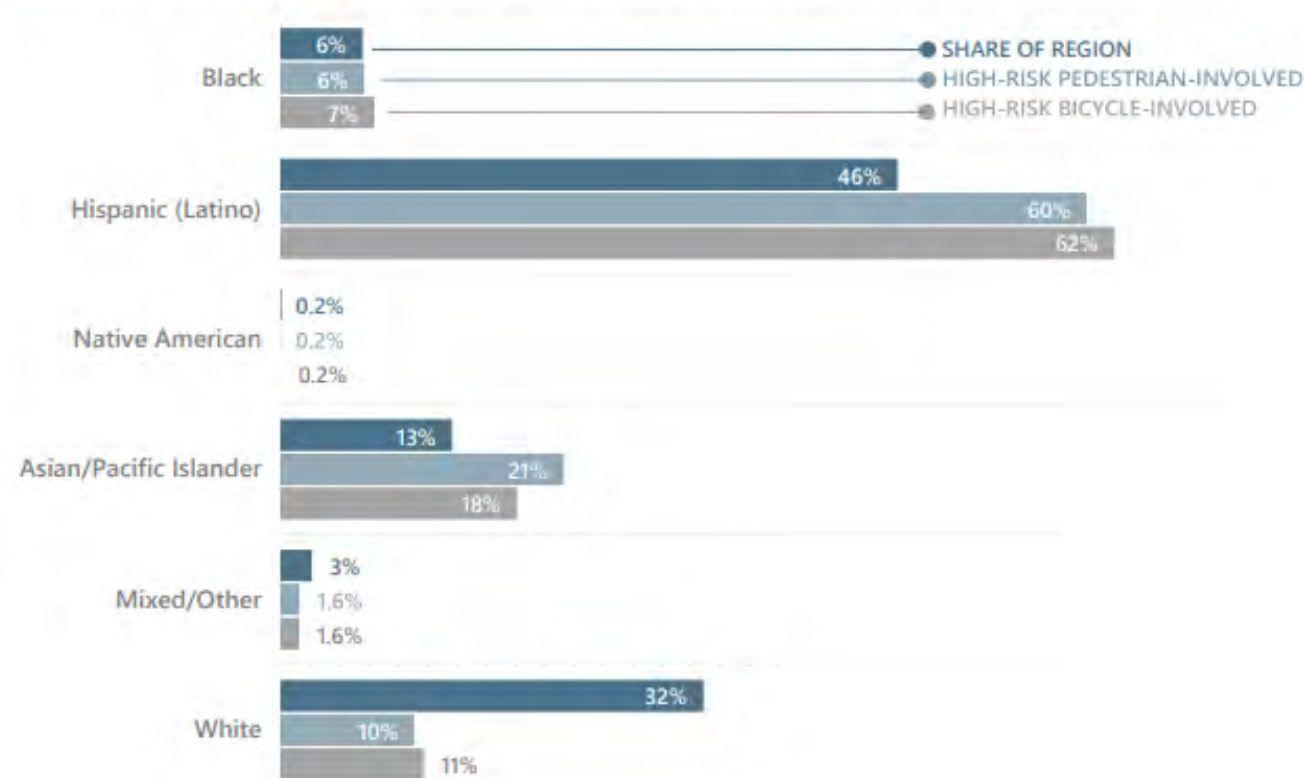
Baseline Conditions Report Findings

People of color face a **significantly higher** exposure to air toxics for environmental pollution from all sources than white residents.



Challenges and Limitations

Hispanic (Latino) residents are the most likely to live in high-risk areas for a pedestrian-involved (60%) or bike-involved (62%) collisions as compared to other demographic groups.



Source: SCAG, SWITRS, TIMS, 2016

Example of race/ethnicity categories and scale for mobility indicator, Bicycle and Pedestrian Collisions.

SCAG Technical Working Group 1/20/2022 - REVISED 1/27/2022

- **Defining indicators**
 - Race/ethnicity categories
 - Access to parks, employment, shopping
- **Data feasibility or availability**
 - Income inequality, Business ownership
 - Chronic disease rates, Hospitalizations
 - Access to grocery stores
- **Disaggregated data**
 - Race/ethnicity
 - Disadvantaged factors
 - Geographic scale

Overview of 2022 Update

**Update list
of indicators**

Update data

- 1-year 2020 data
- 10-year trend data
- County-level AND Regional data

**Overlap with
EJ Technical
Report
indicators**

Proposed Equity Indicators – 2022



Economic Vitality

Connectedness

- Neighborhood Poverty*

Economic Vitality

• \$15 / Hour

- Median Hourly Wage
- Median Household Income*
- Poverty
- Unemployment
- Working Poor

Opportunity

- Educational Attainment

Healthy + Complete Communities

Affordability

• Median Household Income

- Home Ownership
- Housing Burden
- Median Rent

Housing Quality

- Housing Quality*
- Overcrowding

Essential Services

- Broadband Access

Public Health

- Health Insurance
- SNAP
- Life Expectancy

Mobility

Accessibility

- Access to Employment
- Access to Open Space & Parks
- Access to Transit
- Active Commuting
- Commute Time
- Households without a Vehicle
- Transportation System Share

Safety

- Pedestrian & Bicyclist Collisions*

Environment

Air Quality

- Air Pollution Index

Climate Vulnerability

- Extreme Heat
- Flood Hazard areas
- Wildfire Risk

Environmental Health

- CalEnviroScreen4.0*
- Tree Canopy

*Updated, renamed, or moved



Economic Vitality

- [Educational Attainment](#)
- Median Hourly Wage
- Median Household Income*
- Neighborhood Poverty
- Poverty
- Unemployment
- Working poor
- [\\$15 / hour](#)

*Updated, renamed, or moved to page 12 - REVISED 1/27/2022

Healthy & Complete Communities

- Broadband Access
- Health Insurance
- Homeownership
- Housing Burden
- Housing Quality*
- Life Expectancy
- **Median Rent**
- **SNAP**

*Updated, renamed, or moved topic areas 2 - REVISED 1/27/2022

Mobility

- Access to Employment
- Access to Open Space and Parks
- **Access to Transit**
- **Active Commuting**
- Bicyclist and Pedestrian Collisions
- Commute Time
- Households without a Vehicle
- Transportation System Share

*Updated, renamed, or moved topic areas - REVISED 1/27/2022





Environment

- Air pollution Index
- CalEnviroScreen 4.0*
- **Extreme Heat**
- Flood Hazard Areas
- **Tree Canopy**
- Wildfire Risk

*Updated, renamed, or moved topic areas

SCAG Technical Working Group 1/20/2022 - REVISED 1/27/2022

Packet Page 20

Thank you

Questions?

www.scag.ca.gov





SCAG's Racial Equity Baseline Conditions Report

Proposed 2022 Equity Indicators

Category	Indicator	Description	2021 Indicators	2022 *Potential NEW Indicators
Demographics	Age Distribution (Youth, Older Adults)	The length of time in completed years that a person has lived. For the most recent decennial census, age was the length of time in completed years that a person had lived as of Census Day--April 1, 2010. The Census Bureau's national surveys compute age as of the interview date. (U.S. Census Bureau)	X	
	Female-Headed Households	A female maintaining a household with no husband of the householder present. (U.S. Census Bureau)	X	
	Linguistic Isolation	Defined by the U.S. Census Bureau as person above the age of 5 years, who does not speak English at least "well" as their primary language or has a limited ability to read, speak, write, or understand English at least "well" (Limited English Proficiency from S1601: Language Spoken at Home)	X	Potentially renamed to Limited English Proficiency
	National Origin	Nation of which a person originates.		NEW
	People with Disabilities	Defined by the U.S. Census Bureau as person with one or more of six types of difficulties (hearing, vision, cognitive, ambulatory, self-care, and independent living)	X	
	Race/Ethnicity Distribution	Black; Hispanic (Latino); Asian/Pacific Islander; Native American; Mixed/Other; White. People of color refers to people who do not identify as non-Hispanic white, inclusive of the following categories: Black, Hispanic (Latino), Native American, Asian/Pacific Islander, and Mixed/Other.	X	
	Total Population	Total number of people residing in the SCAG region	X	
Economic Vitality	Educational Attainment	The highest level of education completed in terms of the highest degree or the highest level of schooling completed for the population ages 25+. This is distinct from the level of schooling that an individual is attending. (U.S. Census Bureau) <u>Categories:</u> Less than a high school diploma; High school diploma or GED; Some college; Associate's degree; Bachelor's degree; Master's or higher degree		NEW
	Median Hourly Wage	The estimated 50th percentile of the distribution of wages based on data collected from employers in all industries; 50 percent of workers in an occupation earn less than the median wage, and 50 percent earn more than the median wage. (Bureau of Labor Statistics)	X	
	Median Household Income	Median refers to the midpoint of a set of data (not to be confused with the average). The sum of the income of all people 15 years and older living in the household. A household includes related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household. (U.S. Census Bureau)	X	
	Neighborhood poverty	Percentage of the population living in high-poverty neighborhoods, defined as census tracts with a poverty rate of 30 percent or higher. This definition is consistent with that used by the National Equity Atlas.	X	
	Poverty	Percentage of people living below the 200 percent Federal Poverty Level (FPL). In California, the 200 percent FPL was \$52,400 for a family of four (PolicyLink, USC Equity Research Institute n.d.) (Covered California, Medi-Cal 2021).	X	
	Unemployment	The number of unemployed people as a percentage of the labor force (the labor force is the sum of the employed and unemployed). (Bureau of Labor Statistics)	X	
	Working poor	The percentage of people who spent at least 27 weeks in the labor force (that is, working or looking for work) but whose incomes still fell below the official poverty level. (Bureau of Labor Statistics)	X	
Healthy and Complete Communities	Broadband Access	The percentage of individuals living in housing units with access to broadband (high speed) Internet service such as cable, fiber optic, or DSL service installed in the household. (American Community Survey)	X	



SCAG's Racial Equity Baseline Conditions Report

Proposed 2022 Equity Indicators

Category	Indicator	Description	2021 Indicators	2022 *Potential NEW Indicators
	Health Insurance	Comprehensive coverage at (private or public insurance) any time during the calendar year for the civilian, noninstitutionalized population of the United States. Comprehensive health insurance covers basic health care needs. This definition excludes single service plans such as accident, disability, dental, vision, or prescription medicine plans (<i>Current Population Survey Annual Social and Economic Supplement (CPS ASEC); American Community Survey</i>)	X	
	Homeownership rate	Percentage of housing units occupied by property owners; computed by dividing the number of owner-occupied housing units by the number of occupied housing units or households. (<i>American Community Survey</i>)	X	
	Housing Burden	Those spending upwards of 30 percent of their household income housing- and rent-related costs and severely burdened by housing costs (paying greater than 50 percent of their income for housing costs). (<i>U.S. Census Bureau</i>)	X	
	Housing Quality	Percentage of households without kitchen and plumbing facilities; Age of housing will be considered (data gathered from CalEnviroScreen 4.0).	X	COMBINED
	Life Expectancy	The average number of years of life a person who has attained a given age can expect to live. (National Center for Health Statistics; Centers for Disease Control)	X	
	Median Rent	Median refers to the midpoint of a set of data (not to be confused with the average). Rent refers to funds spend on housing that is not owned.		NEW
	Overcrowding	Percentage of housing that is considered overcrowded. The U.S. Census Bureau defines an overcrowded unit as one occupied by 1.01 persons or more per room (excluding bathrooms and kitchens). Units with more than 1.5 persons per room are considered severely overcrowded.	X	
Mobility	Access to Employment	Share of regional employment and shopping destinations reachable between work and home or between retail stores and home within 30 minutes by automobile, 45 minutes by transit, and 45 minutes by local bus during evening peak periods (5 - 7 p.m.) (SCAG Regional Demand Model)	X	
	Access to Open Space and Parks	Share of park acreage reachable within 30 minutes by automobile, 45 minutes by transit, or 45 minutes by local bus during the midday period (9 a.m. - 3 p.m.) (relative access to parks). (SCAG Regional Demand Model)	X	
	Access to Transit	Percentage of residents within one mile of transit (e.g., high frequency transit, High Quality Transit Area), transit cost effectiveness (relative access to transit).		NEW
	Active Commuting	Percentage of workers (16 years and older) commuting by walking, bicycling, or transit (excluding working from home).		NEW
	Bike + Pedestrian Collisions	Share of residents in areas designated as highest concentrations of bike and pedestrian collisions (Transportation Injury Mapping System)	X	
	Commute Time	Average travel time to work (minutes) via different travel modes (bike, walk or other; bus, rail, taxi or ferry; car or motorcycle; any form of transportation)	X	
	Households without a Vehicle	Percentage of households without access to an automobile.	X	
	Transportation System Mode Share	Share of transportation system usage broken down by mode- auto, bus, commuter rail, urban rail, non-motorized, and other.	X	
Environment	Air Pollution Exposure Index	Index of exposure to air toxics for cancer and non-cancer risk (combined and separately; values range from 1 (lowest risk) to 100 (highest risk) on a national scale based on the distribution across census tracts nationwide. (National-Scale Air Toxics Assessment)	X	



SCAG's Racial Equity Baseline Conditions Report

Proposed 2022 Equity Indicators

Category	Indicator	Description	2021 Indicators	2022 *Potential NEW Indicators
	CalEnviroScreen 4.0 Score	CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores.	X	
	Extreme Heat (Climate Vulnerability)	The term "extreme heat" refers to the weather being hotter than 98% of historic temperatures at a given location. Percentage of population living in conditions of extreme heat.		NEW
	Flood Hazard Area (Climate Vulnerability)	Percentage of regional population and population living in 100-year Flood Hazard Zone. According to the Federal Emergency Management Agency, a 1-percent annual chance flood is also referred to as the base flood or 100-year flood.	X	
	Sea Level Rise (Climate Vulnerability)	Percentage of regional population and population living in At Risk for Sea Level Rise in 2100 (defined by National Oceanic and Atmospheric Administration [NOAA])		NEW
	Tree Canopy	Generally speaking, tree canopy refers to the part of a city that is shaded by trees. Percentage of population living in areas without tree canopy (weighted by number of people per acre). Data sourced from the California Healthy Places Index.		NEW
	Wildfire Risk (Climate Vulnerability)	Percentage of regional population and population living in high-fire threat districts (California Public Utilities Commission Tier 2 [Elevated] and Tier 3 [Extreme])	X	

Greenhouse Gas Emission Reduction Strategies in Connect SoCal

SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

An overview of SCAG’s Connect SoCal 2035 greenhouse gas (GHG) emission reduction calculation was provided in Table 5.4 on pg. 140 of the final Connect SoCal. A discussion of the GHG emission reduction approach and list of strategies is also included on pg. 27 of the Connect SoCal SCS Technical Report. Links to both of these documents can be found at: <https://scag.ca.gov/read-plan-adopted-final-plan>

The below summary provides further detail about the estimated impact of SCAG’s strategies and was provided to the California Air Resources Board as part of the SCS submission package, in the “Final Technical Methodology to Estimate Greenhouse Gas Emissions for Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy)” document.

Per Capita GHG Emissions Reduction by Strategy

Modeled Greenhouse Gas Emissions	
Land Use	-1.30%
Transportation Infrastructure	
Highway Projects	0.20%
Transit Projects	-0.50%
Bike Lane	-0.04%
Pricing	-1.41%
TDM/Telecommute/Work from Home	-0.46%
Off-Model Greenhouse Gas Emissions	
Electric Vehicle Incentive	-0.60%
Electric Vehicle Charging Infrastructure	-1.16%
Car Share	-0.44%
Bike Share and Micromobility	-0.30%
Transit/TNC Partnership Program	-0.04%
Co-working	-0.14%
Average Vehicle Ridership for Job Centers	-0.64%
Parking Deregulation	-0.43%
Multimodal Dedicated Lanes	-0.40%
Safe Routes to School Strategies	-0.20%
Improved Pedestrian Infrastructure	-0.10%
Induced Demand Analysis	0.56%
Baseline Adjustment	
Tele-Medicine	-0.15%
E-Commerce	-0.20%
Exogenous Factors (Growth, XX Trips)	-11.32%
Total Greenhouse Gas Emissions	-19.1%

Connect SoCal 2024 Preliminary Regional and County Growth Projections

Among the first steps in Connect SoCal 2024 is the development of growth projections for households, employment, and population in the region and six counties. With the help of an expert panel and consultants, staff developed a framework and high, medium, and low regional growth ranges for discussion. These were presented to CEHD in September and November 2021. Today staff will present the preliminary regional and county forecast for growth from 2019-2050, the Connect SoCal horizon, and discuss next steps.

Understanding the demographic and economic underpinnings of the region's future growth sets the stage for Connect SoCal 2024's next steps which include allocating where within each of the region's counties this growth is likely to occur and the development of additional plan strategies.

Even before the COVID-19 pandemic, new data suggested that the growth trajectory of Connect SoCal 2020 was no longer likely and downward revisions were merited.¹ Fewer births, more deaths, and temporary slowdown of foreign immigration from the pandemic will result in a few years of near-zero or even negative population growth. While these near-term shocks have been assessed and integrated into forecast assumptions, the primary goal of the Connect SoCal 2024 forecast is to assess growth to 2050. This long-range exercise is more influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled "Slower growth, steady improvement" reflects the overall direction of the preliminary Connect SoCal 2024 projection.

While population growth is expected to continue, albeit more slowly, there are two major reasons why the growth in households is expected to exceed population growth. First, the population is ageing even more quickly than previously anticipated which increases the number of small households. Second, evidence is also emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage. This is reflected in the forecast with household formation rates which gradually return to more normal levels such as those seen during the mid-2000s.

While there are still unknowns, that is the nature of long-range forecasting. Staff have integrated new 2020 Census data and taken a deep, expert-driven review of these unknowns to deliver the most robust possible forecast for 2050 upon which to build the rest of Connect SoCal 2024.

The below tables and figures provide SCAG's preliminary growth forecast for the region and six counties for the Connect SoCal 2024 horizon. The attached reports from the Population Reference Bureau and the Center for the Continuing Study of the California Economy provide additional detail on forecast assumptions and modeling practice.

¹ For its horizon year of 2045, Connect SoCal 2020 had projected a regional population of 22.5 million, 7.6 million households, and 10.0 million jobs.

SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast

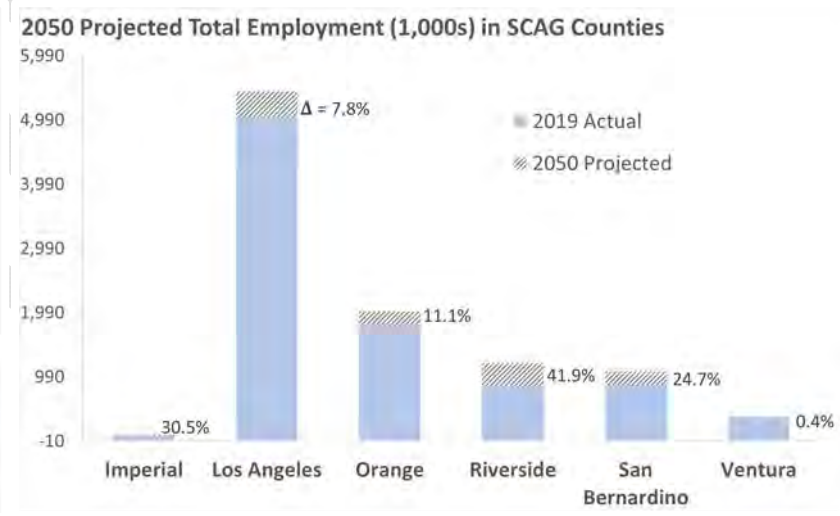
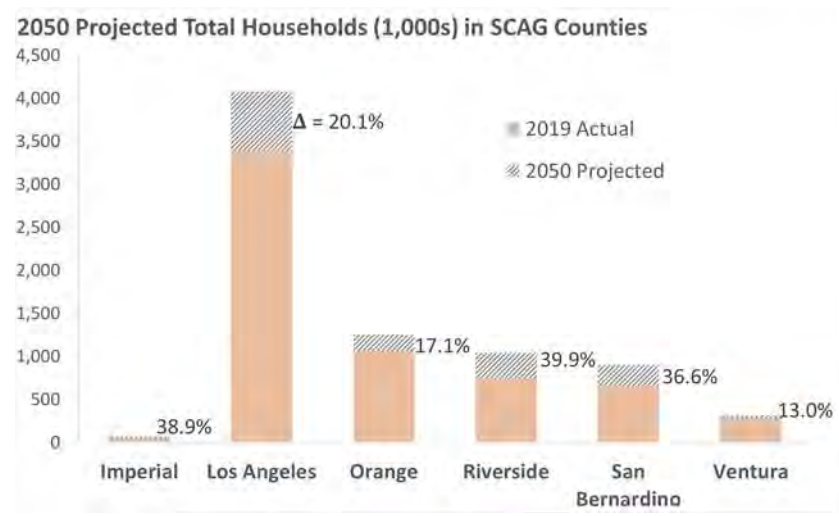
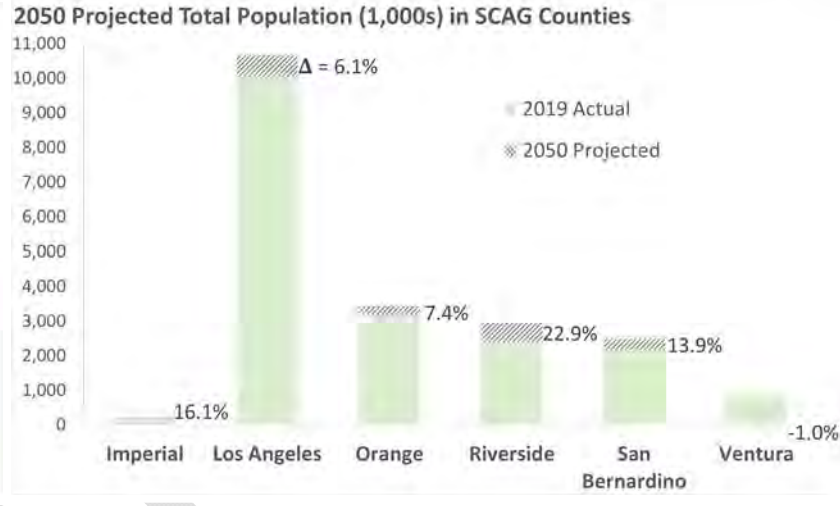
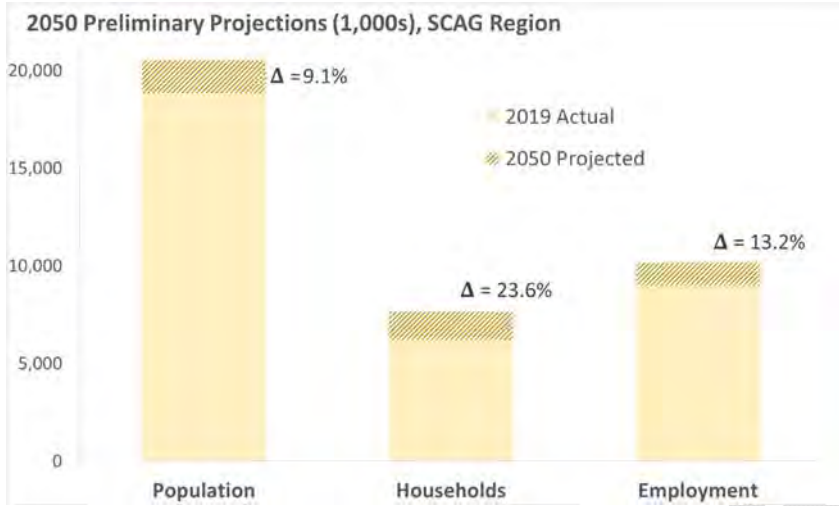
Provided to SCAG's Joint Policy Committee on February 3, 2022

Total Population	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,018,000	10,079,000	10,233,000	10,423,000	10,590,000	10,673,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,188,000	3,212,000	3,253,000	3,307,000	3,372,000	3,422,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,418,000	2,509,000	2,608,000	2,699,000	2,783,000	2,866,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,182,000	2,222,000	2,263,000	2,306,000	2,376,000	2,433,000	2,477,000	302,000	13.9%
Ventura	846,000	844,000	841,000	842,000	845,000	846,000	843,000	838,000	(8,000)	-1.0%
SCAG	18,832,000	18,830,000	19,049,000	19,392,000	19,780,000	20,171,000	20,444,000	20,551,000	1,719,000	9.1%

Total Households	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%
Los Angeles	3,392,000	3,420,000	3,602,000	3,785,000	3,931,000	4,019,000	4,067,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,077,000	1,122,000	1,165,000	1,199,000	1,227,000	1,247,000	1,249,000	182,000	17.1%
Riverside	747,000	763,000	822,000	883,000	935,000	977,000	1,013,000	1,045,000	298,000	39.9%
San Bernardino	657,000	668,000	725,000	776,000	816,000	851,000	878,000	898,000	241,000	36.6%
Ventura	277,000	280,000	293,000	305,000	313,000	316,000	315,000	313,000	36,000	13.0%
SCAG	6,192,000	6,260,000	6,622,000	6,975,000	7,259,000	7,456,000	7,590,000	7,652,000	1,460,000	23.6%

Total Employment	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	Pct. Growth
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	21,000	30.5%
Los Angeles	5,037,000	4,622,000	5,112,000	5,262,000	5,384,000	5,454,000	5,461,000	5,430,000	393,000	7.8%
Orange	1,806,000	1,657,000	1,869,000	1,926,000	1,974,000	2,004,000	2,011,000	2,006,000	200,000	11.1%
Riverside	848,000	805,000	905,000	973,000	1,041,000	1,103,000	1,156,000	1,204,000	356,000	41.9%
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,028,000	1,053,000	1,072,000	212,000	24.7%
Ventura	366,000	346,000	371,000	376,000	379,000	379,000	374,000	367,000	2,000	0.4%
SCAG	8,986,000	8,337,000	9,233,000	9,562,000	9,851,000	10,053,000	10,144,000	10,170,000	1,184,000	13.2%

Note: Figures rounded to the nearest 1000. Regional totals and growth percents based on unrounded data.



The next step of the Connect SoCal 2024 growth forecast is to develop a forecasted regional development pattern which allocates growth to the jurisdictional and transportation analysis zone (TAZ) levels. Government Code 65080(b)(2)(B) et seq. requires that SCAG

“set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

Under the guidance of the Technical Working Group (TWG), SCAG plans to engage directly with all 197 local jurisdictions through the Local Data Exchange (LDX) process² in order to review data inputs and preliminary projections. While data development and initial outreach is underway, staff plan to complete a preliminary set of jurisdictional and TAZ-level projections for local review in Spring 2022. Based on prior adopted plan practice and statutory requirements, staff proposes the following principles in developing and refining the forecasted regional development pattern in collaboration with local jurisdictions:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use local general plans as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council as part of the adoption of Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect the 6th cycle housing element process and be assessed against SCAG’s SB 375 greenhouse gas emission reduction targets.

² For Connect SoCal 2020, this process was referred to as the Bottom-Up Local Input and Envisioning Process

Memorandum

Date: January 11, 2022
From: Beth Jarosz, PRB
To: SCAG Joint Policy Committee
Subject: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050

In consultation with an expert panel, the Population Reference Bureau (PRB), SCAG staff, and Center for Continuing Study of the California Economy (CCSCE) jointly developed a projection of population, households, and employment for the SCAG region and its six individual counties from 2019-2050 for use as Connect SoCal 2024's preliminary forecast. This report details:

- Long range forecast development and practice
- Brief description of models used
- Expert panelists and key points
- Regional ranges: exploring high, medium, and low growth
- SCAG regional projection
- Assumptions and model results
 - Population growth and aging
 - Relationship to job growth
 - Household formation
- County projections

Producing any long-range projection requires making assumptions in the face of future uncertainty. While uncertainty may seem particularly high in light of the ongoing pandemic, sociopolitical polarization, labor shortages, supply chain disruptions, and inflation, the reality is that any three-decade period is likely to have dramatic disruptions such as 1970s stagflation, 1980s banking crisis, 1990s digital revolution, and 2000s Great Recession. The early years of the projections presented here predict very slow growth and, in some years, population decline, but—as described at the December 2021 SCAG Economic Summit—the region continues to demonstrate economic resilience in the face of current challenges. There is reason to be confident that the region will resume growth over the long term.

Long-range forecasting can and must use the best available expert opinion to assess the effects of existing and likely future policy and other conditions which can change the future levels of population, households, and jobs. This includes, for example, the future of federal immigration policy, the likelihood and potential scope of future childcare-supportive policy, changes in state housing policy, as well as technological and environmental change.

To solicit expert input, SCAG held two Panel of Experts meetings in August 2021. SCAG staff and outside experts reviewed trend predictions and assumptions for the regional growth forecast. Panelists were asked to consider the most likely, but also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast. These included **jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation**. Panelists did not always achieve consensus in their feedback, but in general, they expect conditions that would result in slowing population growth, moderate job growth, and faster household growth.

The regional growth forecast reflects recent and past trends, key demographic and economic assumptions, and expectations for local, regional, state, and national policy, with input from the Panel of Experts, mentioned above and described in more detail below. The objective of the forecast is to project reasonably foreseeable future growth in population, households, and employment over a long-range time horizon extending from 2019-2050. It is the technical underpinning of much of the policy work associated with the development of the RTP/SCS.

Technical Framework for Developing Regional Projections

As described in further detail in the Regional Growth Forecast Framework presented to the CEHD committee in September 2021 and reviewed in November 2021, SCAG projects population using a cohort-component model. Cohort-component models are widely used in population forecasting and are based on the demographic equation that population at a future point is equal to the existing population plus births and in-migrants and minus deaths and out-migrants (Figure 1).¹

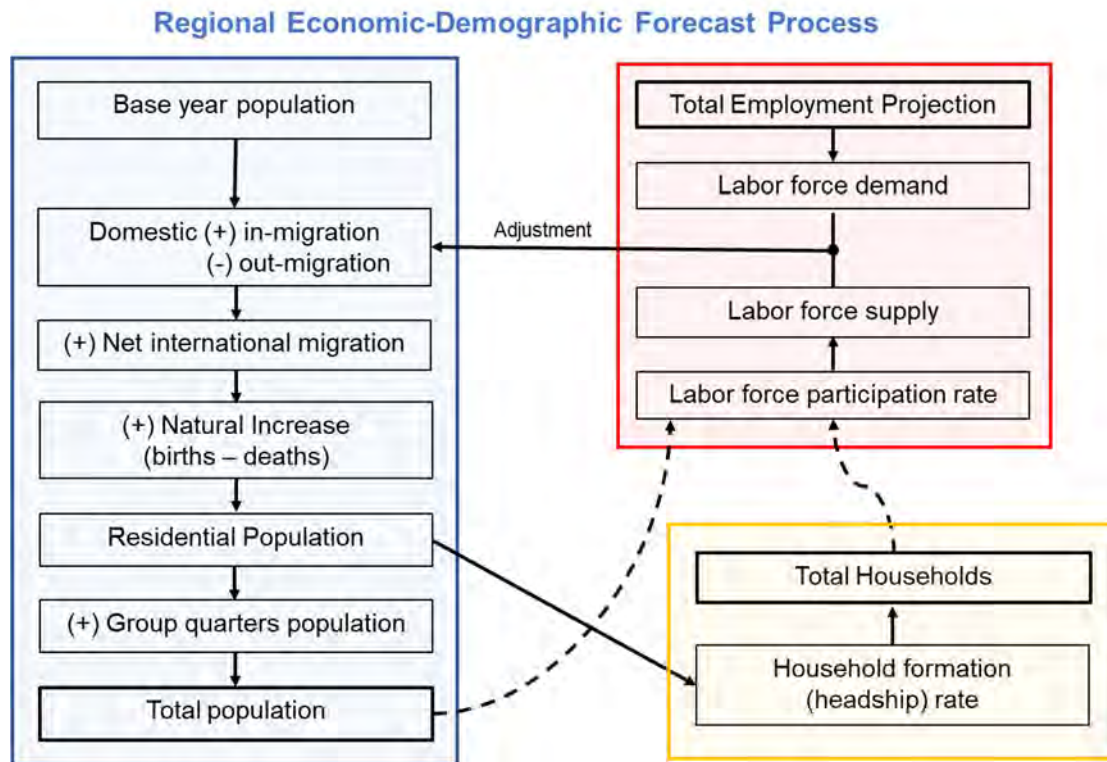
SCAG’s age, sex, and race/ethnicity-specific population forecasts are assigned to group quarters or household populations, based on historical patterns of group quarters residence. Group quarters populations are expected to live in dorms, barracks, prisons, or other group residential facilities. Household population data are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Similarly, labor force supply is projected by applying labor force participation and double-jobbing rates to the population.

SCAG projects employment using a shift-share model. Household formation rates are applied to the population to project households (Figure 1). To ensure model sensitivity to demographic trends, the cohort component, household, and labor force components of the model rely on male and female population by single year of age and eight racial/ethnic groups.

¹ Thomas Wilson, Irina Grossman, Monica Alexander, Philip Rees, Jeromey Temple, “Methods for small area population forecasts: state-of-the-art and research needs,” SocArcXiv (2021), <https://osf.io/preprints/socarxiv/sp6me/>.

Jacob Siegel and David Swanson, *The Methods and Materials of Demography* (San Diego, CA: Elsevier. 2004).

Figure 1: Regional Forecast Framework Includes Interrelationships Between Population, Jobs, and Housing



The development of regional projection ranges began with a baseline employment projection produced by the CCSCE and three population projections developed by SCAG and PRB staff and utilizes inputs and insights from the Panel of Experts.

In two sessions held on August 5, 2021 and August 11, 2021, SCAG convened a forecast Panel of Experts to review trend predictions and assumptions for the regional growth forecast. Panelists included economists and demographers representing industry, academia, and government (Table 1). The panel also included expertise across each of the six SCAG counties. Two outside experts, Beth Jarosz of the Population Reference Bureau and Steve Levy of the Center for Continuing Study of the California Economy, moderated along with SCAG staff.

Table 1: Participants in the Panel of Experts

Name	Affiliation
Billy Leung	Regional Economic Models, Inc.
Dan Hamilton	California Lutheran University
Deborah Diep	Cal State Fullerton, Center for Demographic Research
Dowell Myers	University of Southern California
Jerry Nickelsburg	UCLA Anderson Forecast
John Husing	Economics & Politics, Inc.
John Weeks	San Diego State University
Mark Schniepp	California Economic Forecast
Michael Bracken	Development Management Group, Inc.
Richelle Winkler	Michigan Technological University
Simon Choi	Chung-Ang University
Somjita Mitra	California Dept. of Finance, Economics Research Unit
Wallace Walrod	Orange County Business Council
Walter Schwarm	California Dept. of Finance, Demographic Research Unit

In addition to the panel meetings, panelists participated in a pre-meeting survey to solicit expectations about future growth as well as their input on the seven key model assumptions: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation.

Staff adopted CCSCE’s total jobs projection (see separate report) as the baseline employment projection and adjusted it in order to balance with the population in SCAG’s cohort-component model. This was done to reflect more recent input data suggesting lower population and fertility declines not captured in the inputs used in CCSCE’s employment model and resulted in a reduction in population-serving jobs only.

Key points relevant to the baseline projection are as follows:

- Census 2020 indicates that the current population is lower than previously projected. The 2020 Census showed a SCAG region population of 18,824,382, which is below the 2016 base year population estimate (18,832,000) for the 2020 RTP/SCS.
- Since the 2020 RTP/SCS regional forecast was produced in July 2017, fertility rates have declined sharply in the SCAG region, mirroring national and global trends. In addition, the final few years of the last decade saw slowing international immigration and more net domestic out-migration.
- Despite the lower base year population, the region’s number of households was far closer to expectations, largely due to the aging population and smaller average household sizes.
- The region lost over 700,000 jobs in 2020. However, by November 2021, the region had recovered 66.4% of the wage and salary jobs lost since February 2020. While this exercise focuses on a long-range forecast, expert assessment of short-term job

growth suggests a continued steep recovery, a return to pre-pandemic levels by late 2022, and continued strong growth through 2024.

- Other forecasts, such as the latest forecasts from the California Department of Finance and Caltrans, show a substantial slowing in population growth for the SCAG region. Both forecasts predict that the region’s population will grow slowly in the near term and then, before 2050, the population will begin to decline in the region.
- Labor force participation rates by race/ethnicity, age, and gender reflect the Panel of Expert’s insights that female and older-age labor force participation will increase in the long run.

Regional Growth Ranges

Due to the various federal and state planning requirements that drive SCAG’s regional planning and the technical requirements of the activity-based travel demand model (ABM), the forecast must ultimately demonstrate a single growth trajectory. Exploring regional growth ranges helps acknowledge and assess the uncertainties described above in order to provide a strong basis for the preliminary regional baseline projection which will then be allocated to the jurisdiction and Transportation Analysis Zone (TAZ) levels for further review and plan development.

As part of a Regional Growth Ranges technical exercise, presented to CEHD in October 2021, staff developed low and high projection scenarios for population, households, and jobs. The scenarios were based on model assumptions—developed with input from and review by the Expert Panelists—shown in Table 2.

Table 2: Assumptions for Regional Growth Forecast and Low/High Ranges

Factor	Regional Growth Forecast: Slower Growth, Steady Improvement	Low: Secular Stagnation	High: Robust and Equitable Future Growth Supported by Policy and Technology
Births	1.5 births/woman	1.4 births/woman	1.6 births/woman
Deaths	Stable rates (2019) starting in 2022	Same	Rates decline through equity improvements
Net Migration	Net international migration is high, net out migration moderate	Net international migration is low, net out migration continues	Net international migration is high, net out migration is low
Labor Force	Slight increase, but close to 2019	Same	Same
Household Formation	Most groups return to 2005-07 levels.	No improvement (2015-19 levels)	Most groups return to 2005-07 levels.
Economy	Region remains competitive and innovative; climate	Climate change & high relative cost of living are challenges	Region captures a larger share of U.S. jobs; climate resilience and

change has no net
effect on growth

easing cost of living
encourage growth

Regional Projections

After the ranges exercise, SCAG staff took some additional panelist input and made minor modifications to the projections. Net domestic migration was adjusted downward for 2019-2022 to reflect the higher out-migration which was likely experienced during the pandemic and in the short-term future but has not yet been reflected in American Community Survey (ACS) or California Department of Finance (DOF) data. This results in a slightly lower regional population and household forecast by 2050.

The baseline population projection for the SCAG region suggests that the region will grow to just under 20.6 million residents by 2050 (Table 3). This is slightly lower than the 20.8 million mid-range projection presented to CEHD in November 2021. Revisions reflect the latest information about fertility, mortality, migration, and labor force participation rates.

Table 3: Regional Projections 2019-2050 (Numbers in Thousands)

	Population	Households	Employment
2019 Actual	18,832	6,192	8,986
2050 Projection	20,551	7,652	10,170
Percent Change	9.1%	23.6%	13.2%

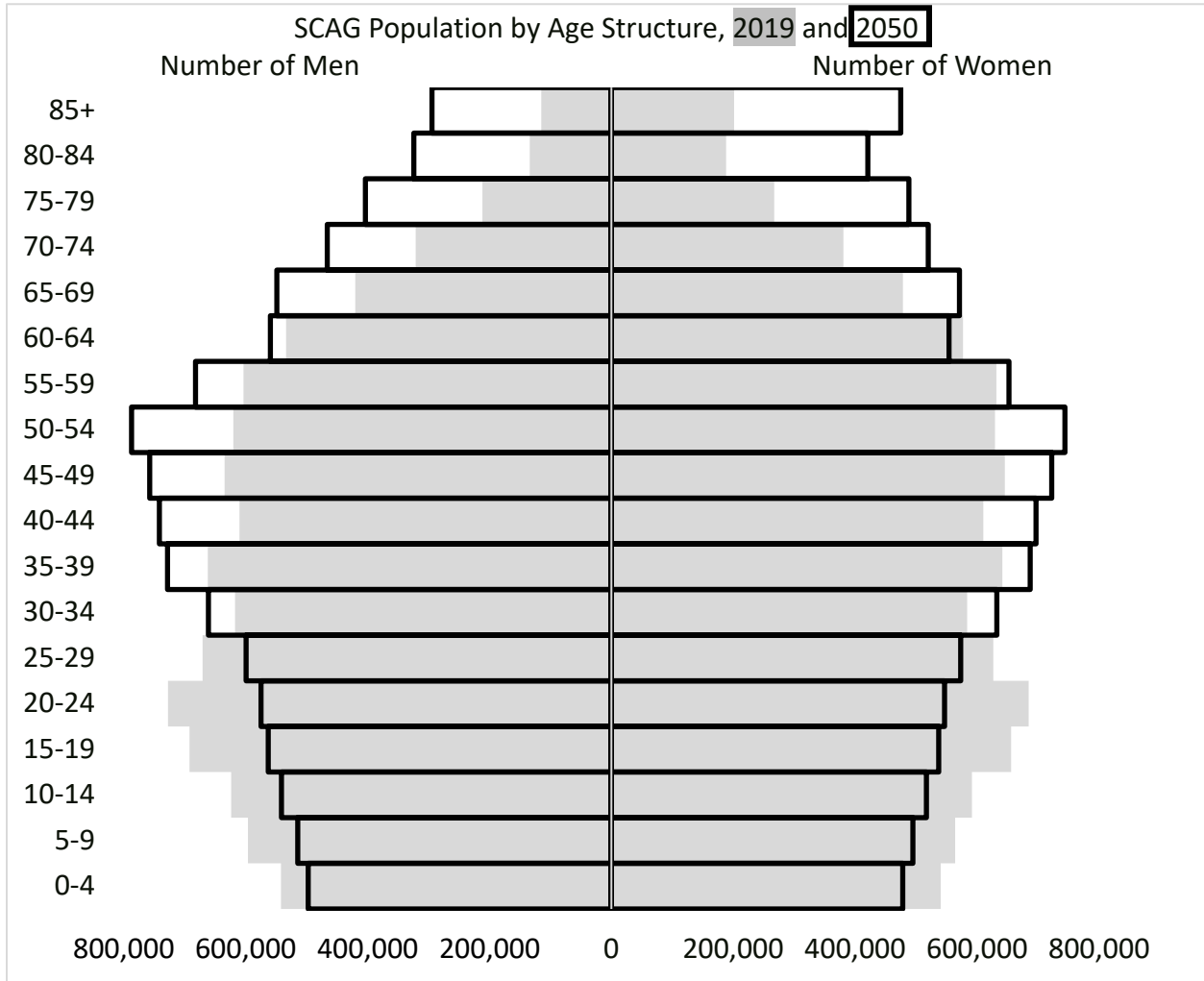
Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

While 2019 is the base year for the 2024 Regional Growth Forecast, data have been benchmarked to the 2020 Census counts that have been released through December 2021 including county population by race/ethnicity and broad age group (0-17 and 18 and older), group quarters and household population, and households. To do this benchmarking, SCAG used the existing 2020 population data from DOF by single year of age, sex, and eight racial/ethnic groups, grouped those to adult (ages 18 and older) and child (ages 0-17) population by racial/ethnic group and created adjustment factors that they applied to either increase or decrease the single-year-of-age population to match 2020 Census totals. SCAG then developed revised 2019 estimates by adjusting backward to match DOF's total population change between 2019 and 2020.

Population Growth and Aging

A key characteristic of the regional growth forecast is the region's age structure. The current age structure, coupled with low fertility rates and moderate net migration, leads to dramatic population aging by 2050 (Figure 2). This aging of the population has implications for population growth, labor force composition, and housing demand, each of which are described in more detail below.

Figure 2: SCAG Region Likely to See Considerable Population Aging 2019-2050

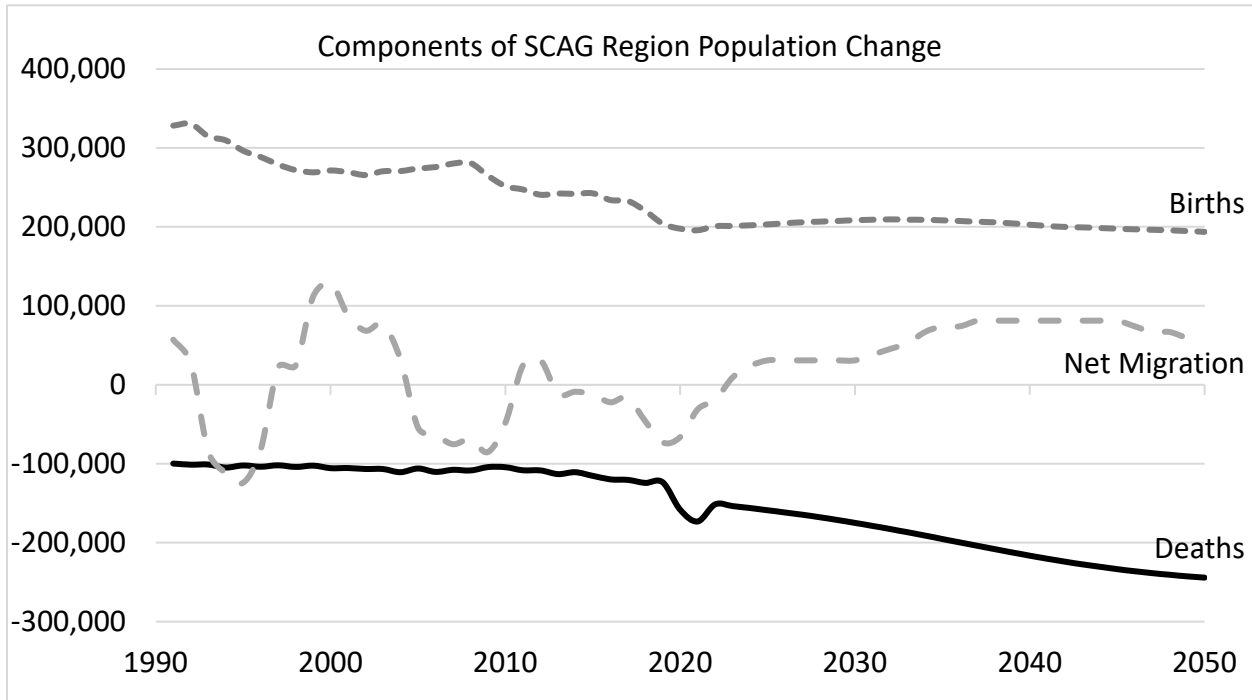


Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

The child population, ages 0-17, in the SCAG region is expected to decrease between 2019 and 2050—both as a share of the total population (22% to 18%) and in absolute number (4.2 million to 3.7 million). This decline will be driven, largely, by low birth rates. The population ages 18-64 is expected to grow slightly (11.9 million to 12.3 million) but decline in share (63% to 60%), and the population ages 65 and older is expected to grow rapidly both in number (2.7 million to 4.5 million) and share (14% to 22%). Within the oldest age groups, the population ages 85 and older is expected to more than double between 2019 and 2050.

Population growth is expected to be slow in the short term, with at least one year showing population loss. The slow rate of growth is the net result of a declining number of births, a rising number of deaths, and a moderate increase in net migration (Figure 3).

Figure 3: Future Population Change Will Be Driven by Rising Deaths, Offset by an Increase in Net Migration



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Birth rates have been falling in the SCAG region, across the nation, and worldwide. In this forecast, birth rates continue on the same trajectory they have been since their recent peak in the mid-2000s—falling for teens and young adults, rising at older ages. Forecast rates stabilize early in the forecast at approximately 1.5 births per woman. A combination of low birth rates and an aging population leads to a declining number of births in later years of the forecast.

From 2022 through 2050, projected mortality rates remain stable (at 2019 levels), reflecting uncertainty and lack of consensus among the Panel of Experts about the direction of change. Improvements in life expectancy had stalled even before the pandemic. Some panelists suggested that health care interventions could lead to improvements in life expectancy, while others suggested that climate change and COVID-19 could raise mortality and that rising rates of “deaths of despair” (suicide, overdose) were “just beginning” in California. However, even with stable rates, an aging population results in more deaths in later years of the forecast. Deaths are expected to outnumber births by the late 2030s.

In this forecast, immigration to the SCAG region returns to higher levels seen in the early 2000s with the expectation that the need for workers will continue to drive immigration. U.S. immigration policy is expected to remain favorable and Southern California remains a key destination for immigrants. The trend of net domestic out-migration continues in the short term, in part as family-seeking Millennials and middle-class workers consider out-of-region alternatives such as Texas, Arizona, and Nevada, and as telework-eligible workers choose lower-cost locations. However, increases in housing production combined with the continual draw of

jobs, amenities, and a welcoming culture result in net losses of fewer residents to other regions and states throughout the duration of the forecast.

Key points:

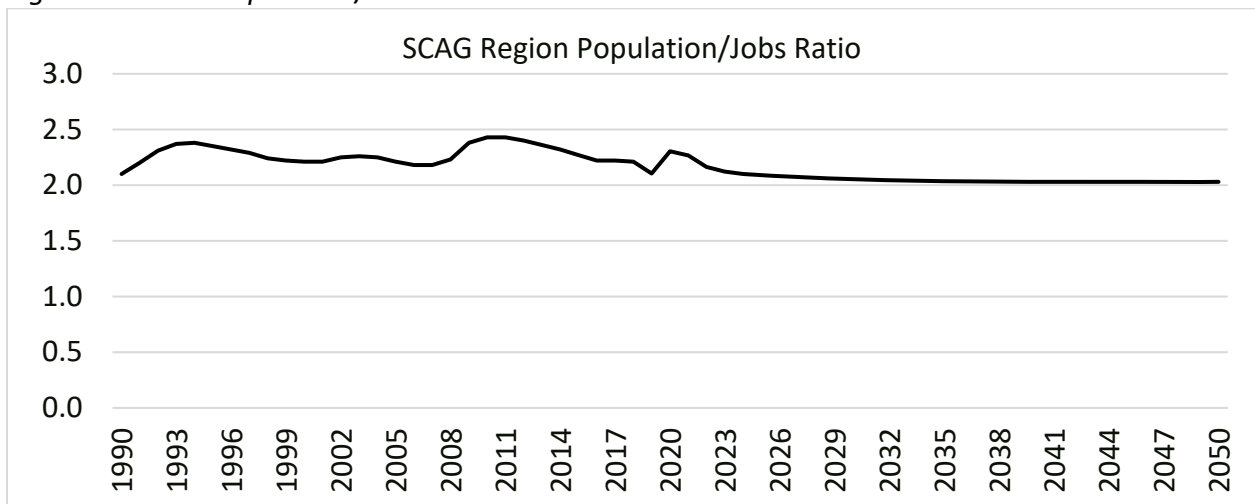
- An aging population will affect population growth, labor force composition, and housing demand.
- The number of births will fall and the number of deaths will rise, with deaths outnumbering births in later years of the forecast.
- Net migration will rise in response to job growth.

Jobs and Labor Force

The region has been recovering from the pandemic-related recession and is expected to continue growing. The region’s growth outlook is due to structural economic advantages, such as a diverse industry mix, accessible ports, natural amenities, world-class educational institutions, and a welcoming place for all types of people, which promotes innovation. Recent investment in education increases regional human capital and provides a foundation for innovation. A detailed description of employment by industry projections is provided by CCSCE under separate cover.

High labor force participation mitigates the slower population growth, allowing job growth in the region to slightly outpace the nation as a whole. However, given that labor force participation drops at the oldest ages, as people retire, population aging is a drag on labor force growth, particularly in the later years of the forecast. To balance slow (and aging) population growth with robust job growth, this forecast assumes that labor force demand results in modest shifts in migration patterns—favoring a larger share of working-age adults moving to or staying in the region. This forecast assumption reflects the Panel of Experts’ perspective that the composition of migration flows may be a balancing factor between robust job growth and an aging population. The net result is a low-but-stable population/jobs ratio (Figure 4).

Figure 4: Stable Population/Jobs Ratio



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Key points:

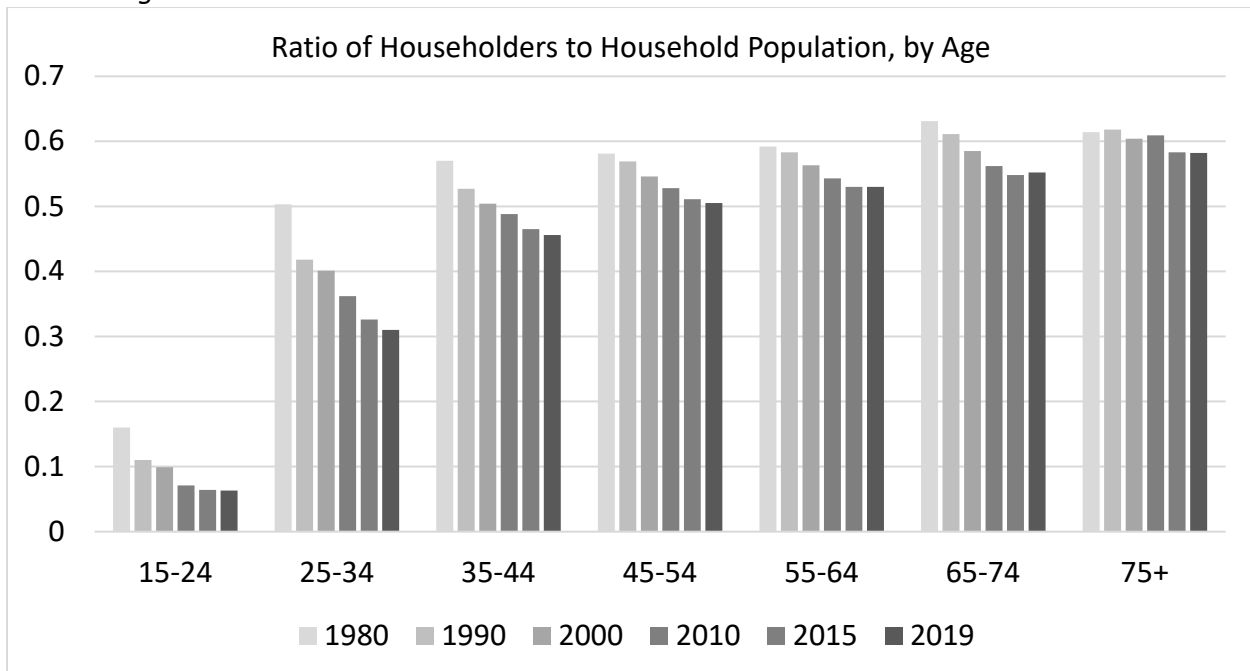
- Jobs are expected to return to pre-pandemic levels by late 2022, with continued strong growth through 2024.
- Job growth will lead to a tight labor market, which will keep labor force participation rates high, and will result in higher net migration of working-age adults.

Household Projections

Household projections are based on the household population, rather than the total population, because some people live in group quarters such as dorms, barracks, prisons, or other group quarters facilities. People living in group quarters represent about 2% of the region’s population, and that share remains fairly constant throughout the forecast.

Household demand is affected by a wide variety of factors, but some basic patterns of household formation vary throughout the life course (Figure 5). Rates tend to be lowest at youngest ages, as youth and young adults stay with their families or live with roommates—and those rates have been falling for decades as markers of the “transition to adulthood” (completing schooling, beginning full-time work, becoming financially independent, getting married, and becoming a parent) have been shifting to older ages. Rates tend to be highest at the oldest ages. Rates also vary by race/ethnicity.

Figure 5: Household Formation Rates Have Been Falling Across Age Groups, May Be Stabilizing at Older Ages



Source: U.S. Census Bureau.

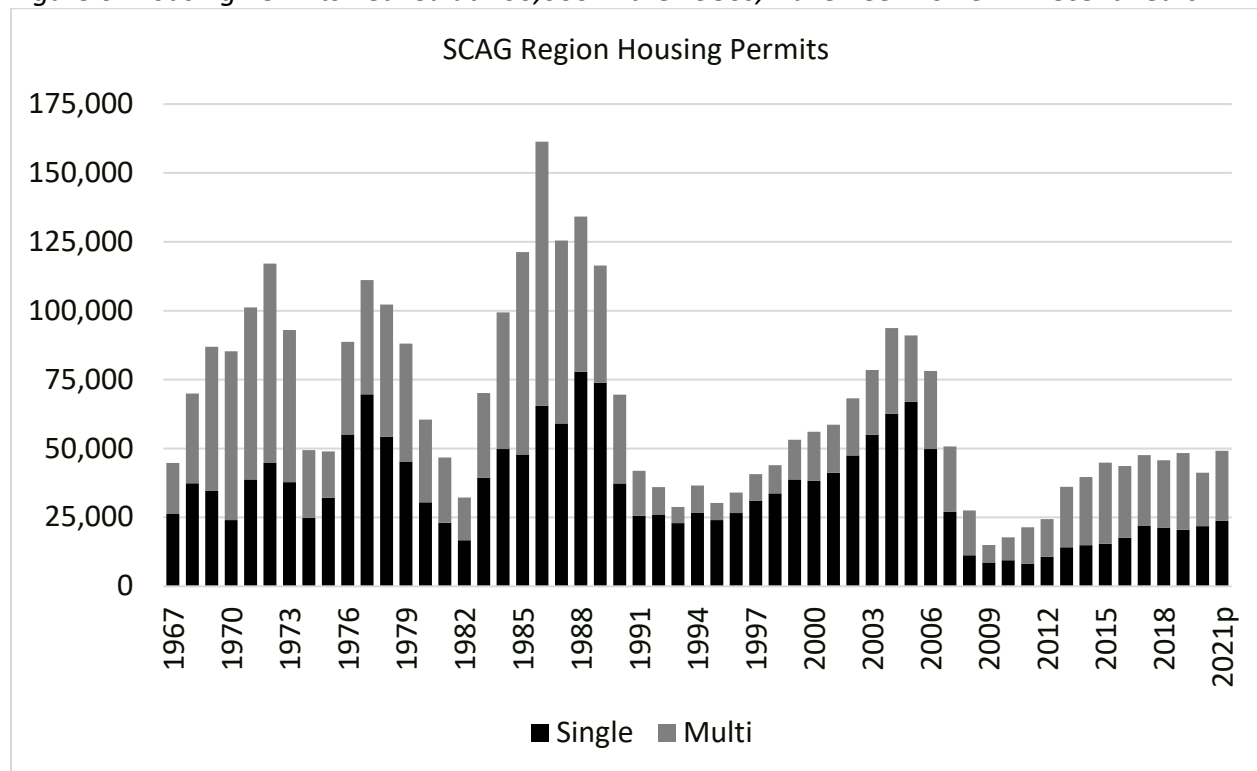
Because household formation rates are highest at the oldest ages, even if rates remained unchanged, population aging would result in faster household growth than population growth.

Due to aging alone, households would be expected to increase by more than 16 percent, compared with 9 percent population growth.

Household formation is also affected by the supply and cost of housing. People are more likely to live with extended family, friends, or roommates when housing costs are high and supply is low. This pattern of declining household formation is evident across nearly all age groups in the SCAG region from 1980 through 2015. (See Figure 5, above.) Declining rates among teens and young adults reflect, at least in part, national trends toward rising college enrollment and older age at marriage. However, much of the decline at other ages—and at least some of the decline at younger ages—can be attributed to high cost and increasing latent demand. In other words, adults may prefer to form their own households but may live with roommates or relatives due to economic pressures, particularly in high-cost regions. While rates dropped steadily for decades, the most recent 2019 data suggest that rates may be at an inflection point, at least for some age groups.

Housing construction dropped considerably in the wake of the Great Recession, and while it has rebounded somewhat in more recent years, it remains well below historic peaks (Figure 6). Nevertheless, recent changes in state housing policy are aimed at increasing housing supply.

Figure 6: Housing Permits Peaked at 160,000 in the 1980s, Have Been Lower in Recent Years



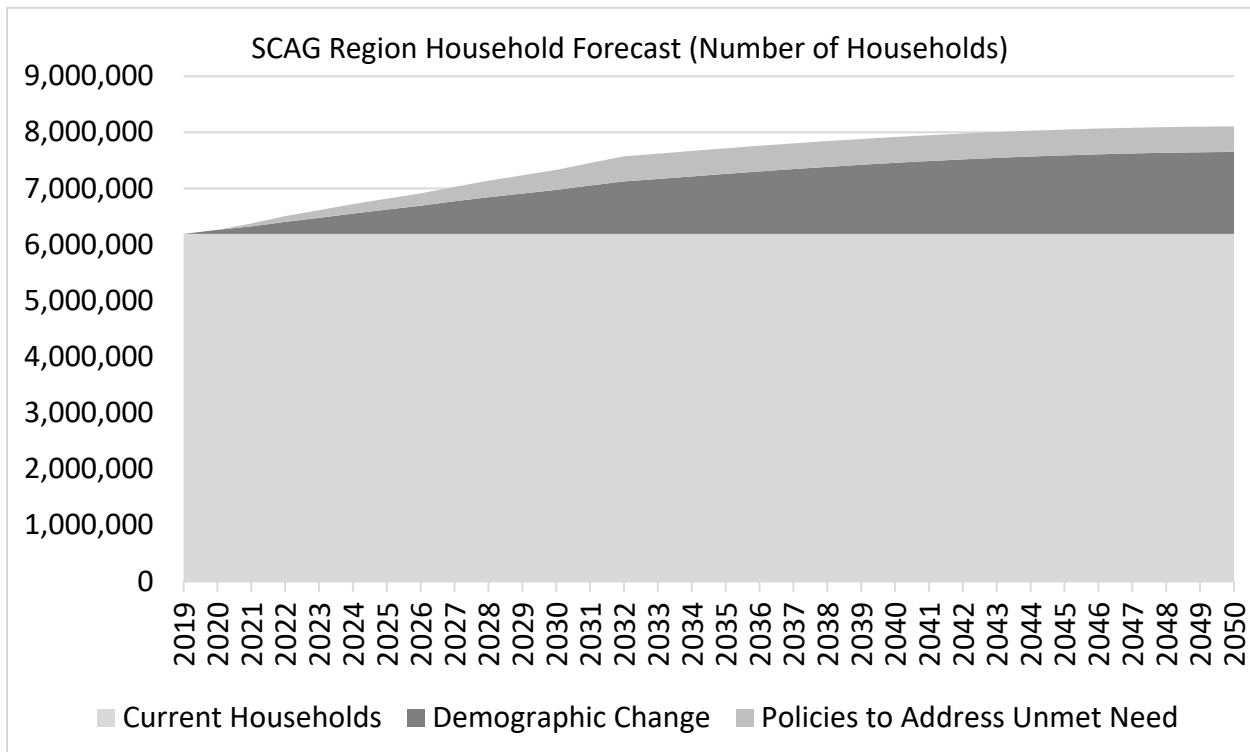
Source: Analysis by SCAG of CIRB New Units from Building Permit Data.

In addition to population aging, the household projections are based on an assumption that headship rates will trend back upward toward 2005-2007 levels for most age groups. This trend reflects an expectation that housing policies will successfully increase housing production to address existing unmet need (reflected in current overcrowding and vacancy rates). Although

this forecast assumes a return to higher headship for most ages, rates for teens and young adults are expected to stay low, reflecting nationwide demographic shifts described above. Headship rate assumptions in this forecast are similar to those used by the California Department of Finance when projecting household growth for 2030.

Figure 7 shows the share of forecasted household growth attributable to demographic change and the share attributable to policy-related increases in housing supply. While policy assumptions to address unmet need do result in household growth, demographic change accounts for nearly three-quarters of the change over the forecast period.

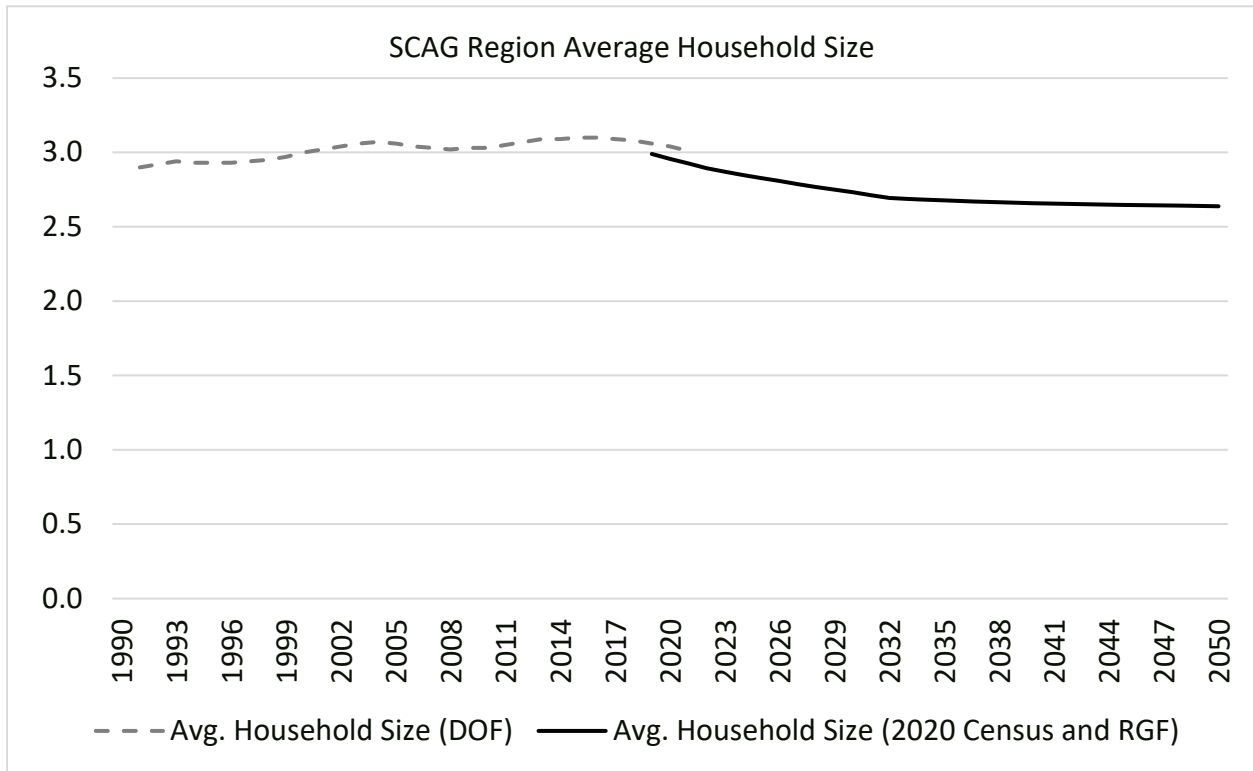
Figure 7: Household Forecast Reflects Demographic Change and Policies to Address Unmet Housing Needs



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Rising headship, coupled with an aging population, results in the number of households growing faster than the population (23.6% compared with 9.1%). As more small households form, and existing overcrowding pressures ease, the average household size decreases by roughly 0.35 (Figure 8). While this shift is substantial, it reflects a combination of long-term demographic trends including declining birth rates, resulting in smaller average family sizes, and more people living alone. The shift also reflects an expectation that policy changes will begin to address unmet housing demand.

Figure 8: Average Household Size in the SCAG Region Is Likely to Fall



Sources: Historical data from California Department of Finance E-5 Estimates; 2019-2050 data from Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Figure 8 also shows a break in series. Historical data from the California Department of Finance are benchmarked to the annual American Community Survey (ACS). However, more recent data from the 2020 Census suggest that average household sizes in the SCAG region may be lower than estimates from the ACS. The projections are benchmarked to the 2020 Census.

Key points:

- An aging population will lead to more households, even if the population size remains stable.
- The household forecast reflects both demographic change and expectations that state housing policy will address the existing unmet need.

County Projections

The county projections, benchmarked to the regional forecast, are based on the same framework and seven key assumptions as the regional forecast: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation. The model uses historical trend data specific to each county for all key inputs, except for limited instances where data were not available. In those cases, regional rates were used as a proxy.

The results of the six county forecasts are shown in Table 4 and Figure 9. The greatest increase in total population is expected to be in Los Angeles County, and the fastest growth rate is

expected to be in Riverside County. Ventura County is expected to have a stable population through most of the forecast period, with a slight decline in the later years of the forecast. Los Angeles County is also expected to see the largest growth in households, while Imperial and Riverside have the fastest growth rates. For job growth, Los Angeles County is expected to see the largest numeric change and Riverside the fastest rate of growth.

Table 4: County Projections of Population, Households, and Jobs 2019-2050.

Total Population			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	181,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,477,000	302,000	13.9%
Ventura	846,000	838,000	-8,000	-1.0%
SCAG	18,832,000	20,551,000	1,719,000	9.1%

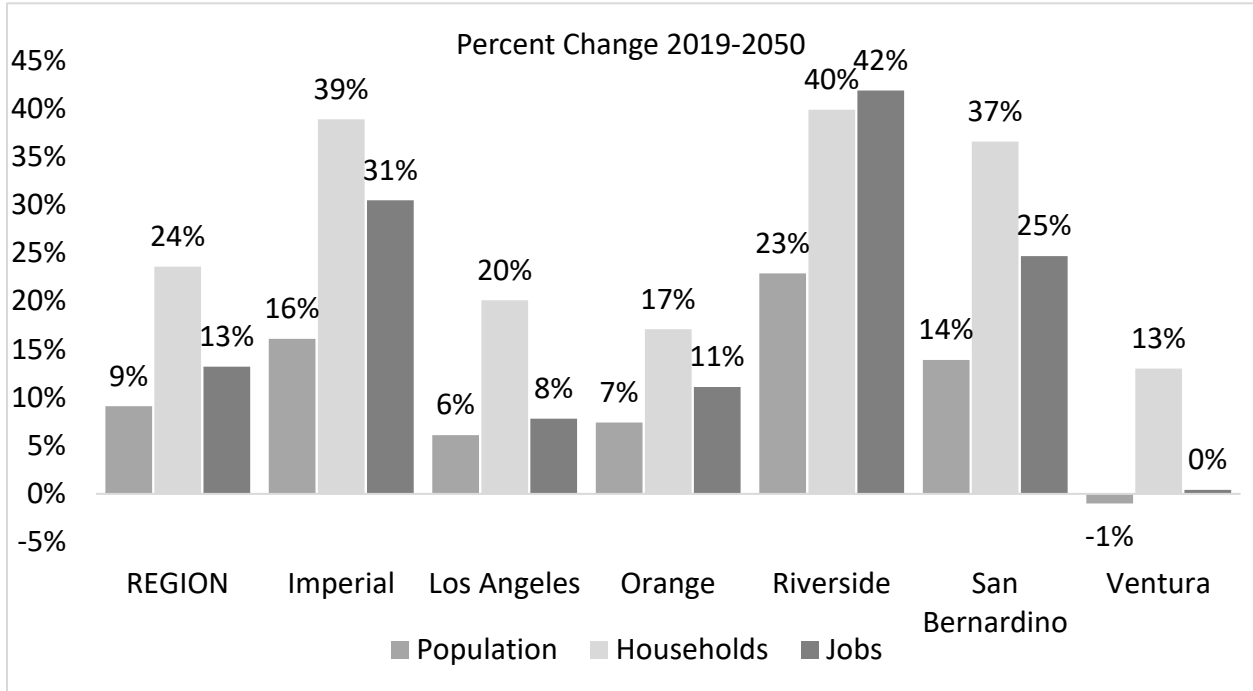
Total Households			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	52,000	72,000	20,000	38.9%
Los Angeles	3,392,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,249,000	182,000	17.1%
Riverside	747,000	1,045,000	298,000	39.9%
San Bernardino	657,000	898,000	241,000	36.6%
Ventura	277,000	313,000	36,000	13.0%
SCAG	6,192,000	7,652,000	1,460,000	23.6%

Total Employment			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	69,000	91,000	21,000	30.5%
Los Angeles	5,037,000	5,430,000	393,000	7.8%
Orange	1,806,000	2,006,000	200,000	11.1%
Riverside	848,000	1,204,000	356,000	41.9%
San Bernardino	860,000	1,072,000	212,000	24.7%
Ventura	366,000	367,000	2,000	0.4%
SCAG	8,986,000	10,170,000	1,184,000	13.2%

Note: Growth is calculated based on unrounded values. Numbers displayed are rounded to the nearest 1,000.

Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

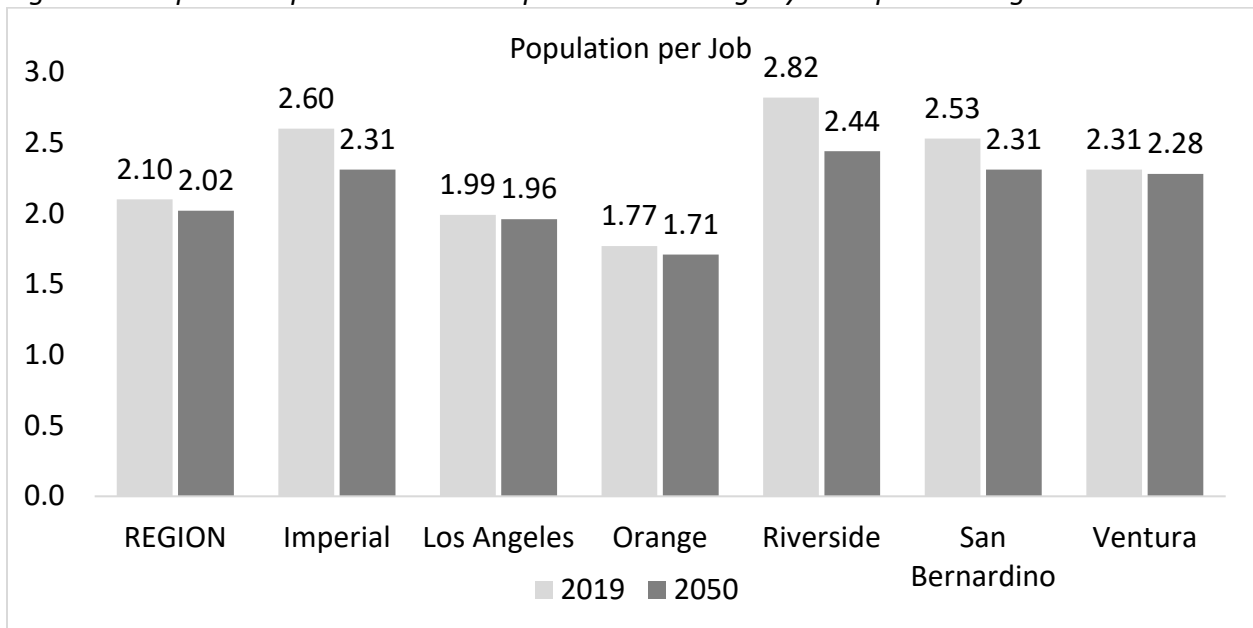
Figure 9: Growth Rates Are Expected to Vary Across the Region, But in All Counties Households Are Expected to Grow Faster Than Population



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, the population-to-employment ratio is expected to fall slightly in all counties in the SCAG region between 2019 and 2050. All counties have averages of at least 1.77 people per job in 2019 and 1.71 or higher in 2050 (Figure 10).

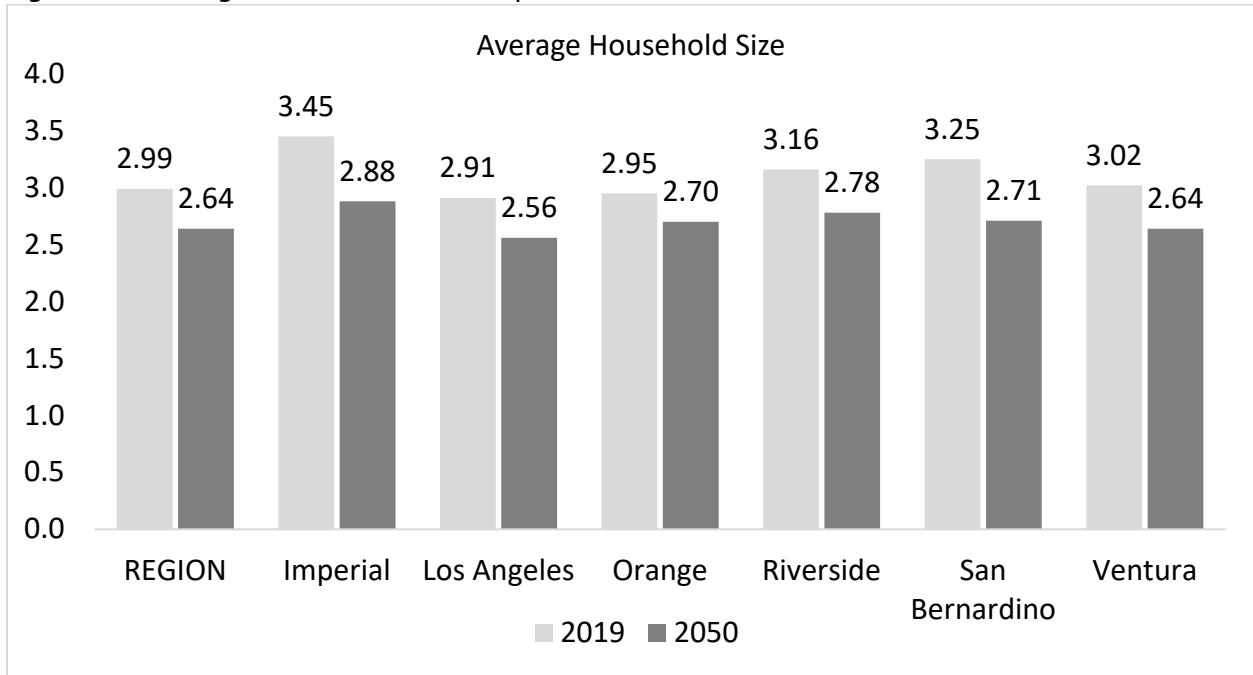
Figure 10: Population per Job Ratio is Expected to Fall Slightly as Population Ages



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, average household size is expected to fall in all counties in the SCAG region between 2019 and 2050. All counties have averages of 2.9 people per household or higher in 2019 and no county is expected to be above that level in 2050 (Figure 11). Imperial has, and is expected to continue to have, the highest average household size while Los Angeles has, and is expected to continue to have, the lowest average household size.

Figure 11: Average Household Size Is Expected to Fall in All Counties



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

CENTER FOR CONTINUING STUDY OF THE CALIFORNIA ECONOMY

385 HOMER AVENUE • PALO ALTO • CALIFORNIA • 94301

TELEPHONE: (650) 814-8553

FAX: (650) 321-5451

www.ccsce.com

DATE: January 12, 2022

TO: **SCAG Joint Policy Committee**

FROM: Stephen Levy

SUBJECT: Summary of SCAG Region Baseline Job Projections for 2050

This memo presents a summary of CCSCE's key results and a summary of the projection methodology. Projections were developed for the year 2050. These long-term projections are based on expected changes in the national and world economy over the next 30 years, past and expected demographic trends including immigration and changing age structure, and analysis of competitive conditions in the state and SCAG region economies.

Understandably, the pandemic and associated job losses are a major focus of attention during the development of this forecast. CCSCE worked with SCAG staff in two other periods of short-term job losses, large net out-migration, and lagging behind the nation in job growth—in the early 1990s after the aerospace/defense cuts and in the 2008-2010 recession marked by large increases in foreclosures. In each period, the regional economy recovered based on adaptability and long-term strengths.

These projections were prepared for SCAG in July 2021. This memo is organized as follows:

- Summary of Key Results
- Methodology for Developing the Job Projections
 - The U.S. Job Projections
 - The California Job Projections
 - The SCAG Region Job Projections
 - Historical Trends
 - Projections—Basic Industry Jobs
 - Projections—Local Serving Jobs
- Recent Events and Their Relationship to These Projections
- What Could Lead to Higher or Lower SCAG Region Job Growth

Summary of Key Results

The CCSCE methodology projects SCAG region jobs in relation to job growth (or decline) projected at the national and state level. Total job growth is projected by examining growth in 103 separate industries, which can be aggregated to 20 2-digit NAICS code sectors.

Job growth in the SCAG region is projected to be slightly faster than the national growth rate. Jobs in the SCAG region are projected to grow slightly more slowly than jobs in the state to 2050, while jobs in the state are projected to grow faster than jobs in the nation. Job growth in each geography is projected to be slow in terms of compound annual growth (CAGR), with the SCAG region projected to grow at 0.47% per year to 2050.

The source for all projections is CCSCE, as explained in each section. The sources for historical U.S. job estimates are the Bureau of Labor Statistics (BLS). California and SCAG region estimates are from the California Employment Development Department (EDD).

Projected Job Growth Rates (thousands)

	2019	2050	% Change	CAGR
US	162,794.8	186,401.9	14.5%	0.44%
CA	19,410.7	23,167.7	19.4%	0.57%
SCAG Region	8,986.7	10,402.7	15.8%	0.47%

The growth rates from 2019 to 2050 are far lower than the growth rate since 1990 for all three areas. Growth is slowing as the population ages, and birth rates decline. There will be fewer births, more deaths, and a smaller share of the population in the workforce. Compound annual growth will slow to roughly half the growth rate from the past 30 years.

Historical Comparison of Job Growth Rates (thousands)

	1990	2019	2050	CAGR 1990-2019	CAGR 2019-2050
US	121,678.5	162,794.8	186,401.9	1.0%	0.4%
CA	14,148.0	19,410.7	23,167.7	1.1%	0.6%
SCAG Region	7,012.7	8,986.7	10,402.7	0.9%	0.5%

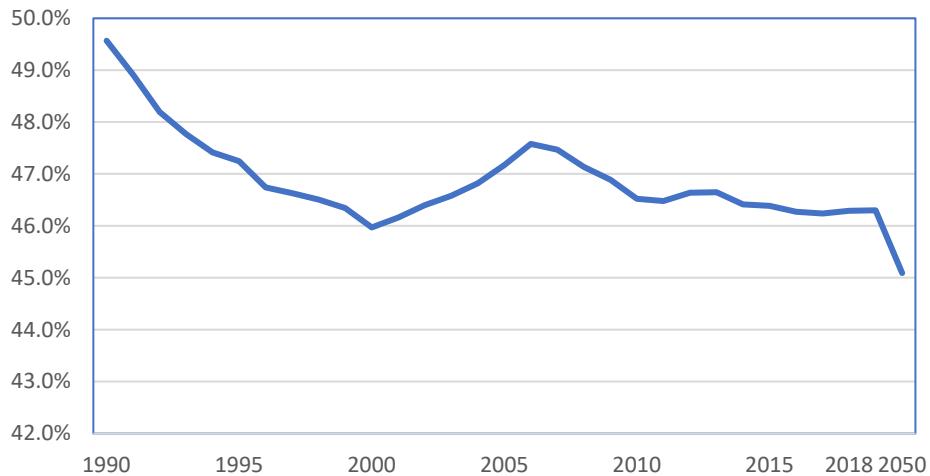
The principal driver of regional job growth is the growth potential in the region's economic base (i.e., "Basic Industry" jobs)—those sectors that can choose where they locate (mostly) and sell goods and services primarily to state, national, and world markets. Regions compete for these jobs, which makes policies to increase SCAG region competitiveness important.

Jobs in the SCAG region's economic base are projected to increase slightly faster than the comparable industries nationally but slower than the state's economic base between 2019 and 2050. The SCAG region is projected to have 45.1% of the state's jobs in 2050, down slightly from 46.3% in 2019.

The base year for these projections is 2019—prior to the pandemic—though pandemic effects were considered in developing the projections. The final section of this memo explains how the pandemic affects this jobs forecast.

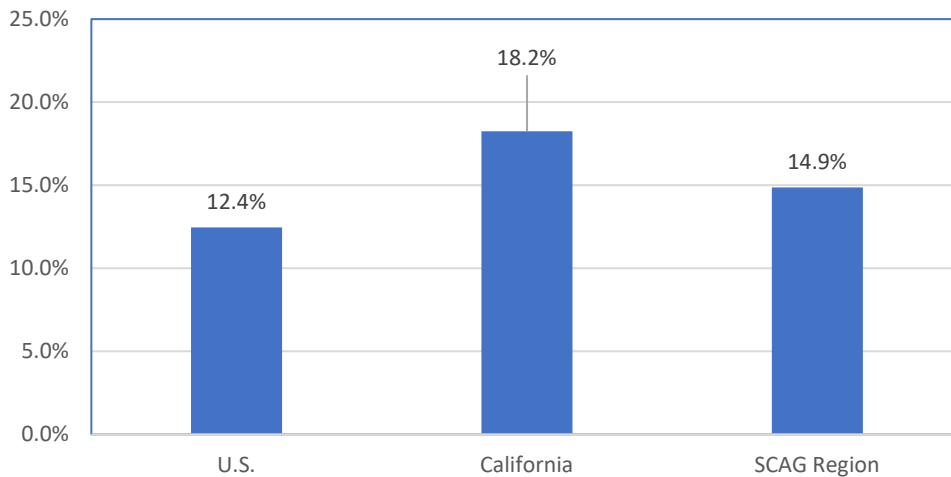
These projections were developed by CCSCE, and as noted below, SCAG staff adjusted the SCAG region job projection based on their analysis of labor force participation trends suggested by the SCAG expert panel. CCSCE concurs with the staff adjustments.

SCAG Region Share of California Jobs



As shown above, the region's share of state jobs fell sharply in the 1990s after the aerospace and defense base closure cuts in the early 1990s. The region lost over 130,000 jobs in those sectors leading to the loss of 490,000 jobs overall and net out-migration of 1 million residents in the early 1990s. As this comprised a significant portion of Southern California's economic base, these losses affected the region far more than the state and nation. The regional share rebounded after 2000 until 2007 and declined back to the 2000 level in 2019. As noted above, a small additional decline is projected between 2019 and 2050.

Projected Growth in Basic Industry Jobs 2019-2050



The SCAG region's economic base job growth to 2050 is concentrated in three sectors—1) professional, business, and information service industries, 2) Wholesale Trade and Transportation and 3) Tourism and Entertainment.

Projection of SCAG Region Basic Industry Jobs (Thousands)

	2019	2050	Change 2019-2050
High Tech Manuf.	152.2	158.6	6.4
Divs. Manuf.	462.0	419.6	-42.4
Whls Trade & Transp.	743.6	897.6	154.0
Prof, Bus & Info Serv.	951.4	1,162.0	210.6
Tourism & Entertainment	415.8	509.5	93.7
Basic Govt	245.1	273.0	27.9
Resource-Based	73.8	75.7	1.9
Total Basic	3,043.8	3,496.1	

- The high-tech manufacturing sector includes computer manufacturing, pharmaceuticals, and aerospace except food.
- The diversified manufacturing sector includes all other manufacturing industries.
- Wholesale trade and transportation include wholesale trade and all transportation industries, including warehousing.
- The professional, business, and information services sector includes all professional, scientific, and technical industries, software publishing, internet-related services, and employment services.
- The tourism and entertainment sector includes motion pictures, amusement industries, and hotels.

- Basic government jobs include federal and state government jobs, and the resource-based sector includes agriculture, mining, and food manufacturing.

Methodology for Developing the Job Projections

The U.S. Job Projections

The national projections include a projection of total population, total jobs, and jobs by industry. SCAG provided CCSCE with a national set of projections developed by Regional Economic Models, Inc (REMI) in 2021.

Based on CCSCE's judgment confirmed by input from the SCAG panel of experts, CCSCE made two small adjustments to the REMI projection of total U.S. population and jobs in 2050. The population projection was raised by 1% to 384.1 million based on the assumption that immigration levels would be roughly 100,000 per year (10% higher) than the last Census population projection in 2017⁴. The thinking was 1) the aging of the population and lower birth rates assumed in the population projection would increase the pressure for labor-skill based immigration, 2) the new administration was removing some of the Trump era restrictions, and 3) there is a broad business consensus around higher levels of immigration to fill job openings.

The second adjustment (supported by the panel of experts) was to raise the number of jobs relative to the population based on the assumption of increased labor force participation rates (LFPRs) relative to the REMI model projections. Overall, LFPRs would decline with the aging population but less so than REMI projects.

Additionally, there would be increases for women as education levels increased, birth rates dropped, and services like free pre-K and more affordable child care became available, and the region's relatively high cost of living necessitates more two-earner households.

The result was a national 2050 population projection of 384.1 million people and 186.4 million jobs, both slightly higher than the REMI projection.

The approximately 100 individual industry job projections were developed as follows based on 1) the REMI 2050 projections, 2) BLS projections to 2030, and 3) CCSCE judgment.

When the REMI 2050 and BLS 2030 projections showed similar average annual growth rates, the REMI projected growth rate to 2050 was used.

⁴ See <https://www.census.gov/data/datasets/2017/demo/popproj/2017-popproj.html>

There were many industries in CCSCE's model where REMI did not provide a projection. When REMI provided a projection for an industry that the CCSCE sub-industry was a part of (for example, REMI projected chemical manufacturing and CCSCE split the sector into pharmaceuticals and other chemicals), the REMI projection was used for the larger sector if it was consistent with the BLS growth trend. CCSCE made the sub-industry projections using the BLS 2030 growth trends in most cases.

When REMI did not provide a projection needed in the CCSCE model, and the step above was not possible, CCSCE used the BLS growth trend. When REMI and BLS disagreed on the long-run industry growth, CCSCE used judgment to select which trend to follow. The major changes made by CCSCE were to reduce some BLS growth rates past 2030 when the BLS 2020-2030 projections were used.

The national pattern of basic industry growth is shown below and is the most important input to the state and SCAG region projections.

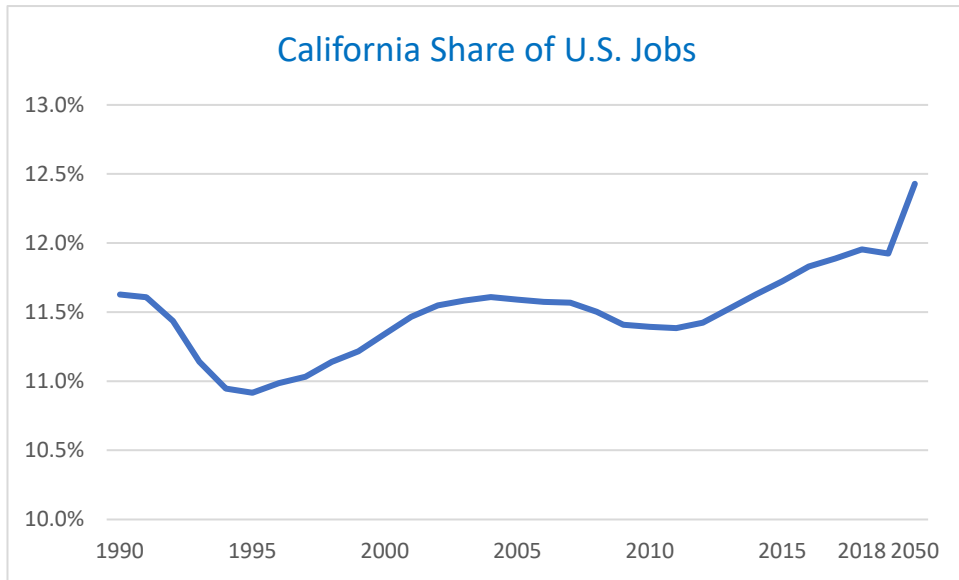
- By far, the largest sector growth is in professional, business, and information services, almost all in high-tech services.
- The tourism and entertainment sectors have the second-highest growth rate, and both of these sectors are strengths of the California economy.
- Diversified manufacturing jobs are projected to decline slightly. While the expected output increases in high-tech manufacturing are large, these largely reflect strong productivity growth, and job growth is expected to be small.
- Growth in other sectors is modest, and the growth in transportation is largely in warehousing and home delivery jobs due to the rise in e-commerce.

Projection of U.S. Basic Industry Jobs (thousands)

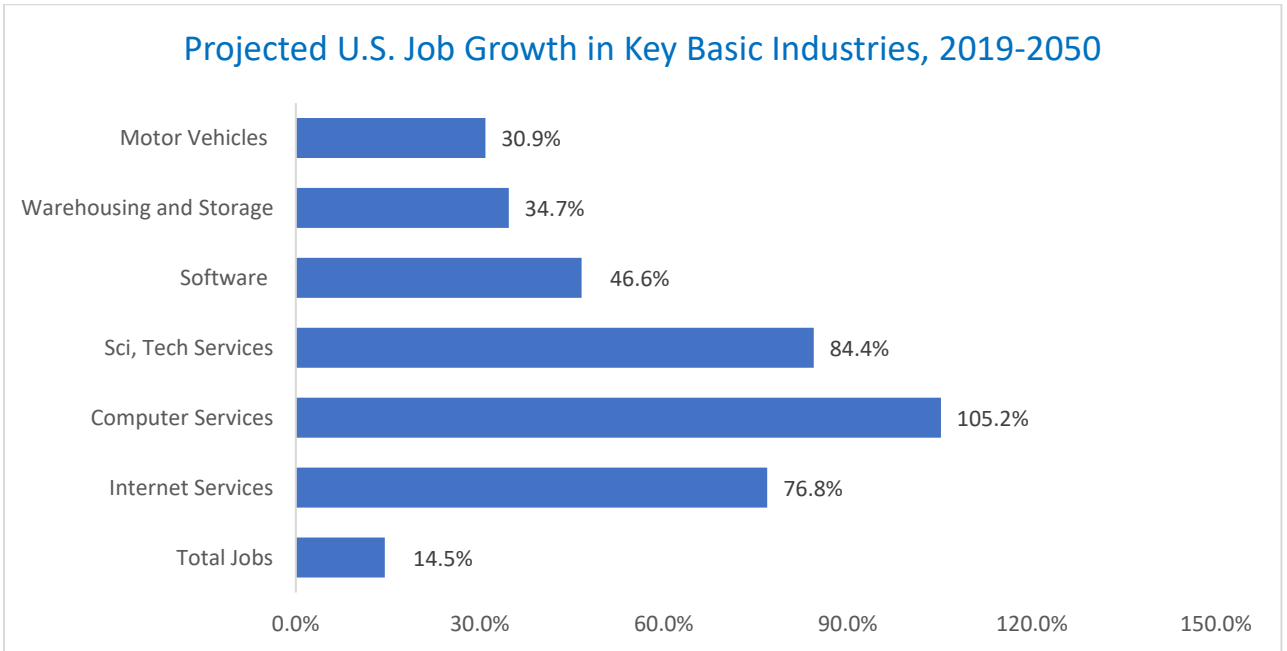
	2019	2050	Change 2019-2050	% Change
High Tech Manuf	1,920.7	1,999.3	78.6	4.1%
Divs. Manuf.	8,100.3	7,754.0	-346.3	-4.3%
Whls Trade & Transp.	8,675.5	9,144.8	469.3	5.4%
Prof, Bus & Info Serv.	16,744.9	21,641.2	4,896.3	29.2%
Tourism & Entertainment	4,266.0	5,127.7	861.7	20.2%
Basic Govt	2,834.0	3,032.1	198.1	7.0%
Resource-Based	3,128.9	3,255.9	127.0	4.1%
Total Basic Jobs	45,670.3	51,955.0	6,284.7	13.8%

The California Job Projections

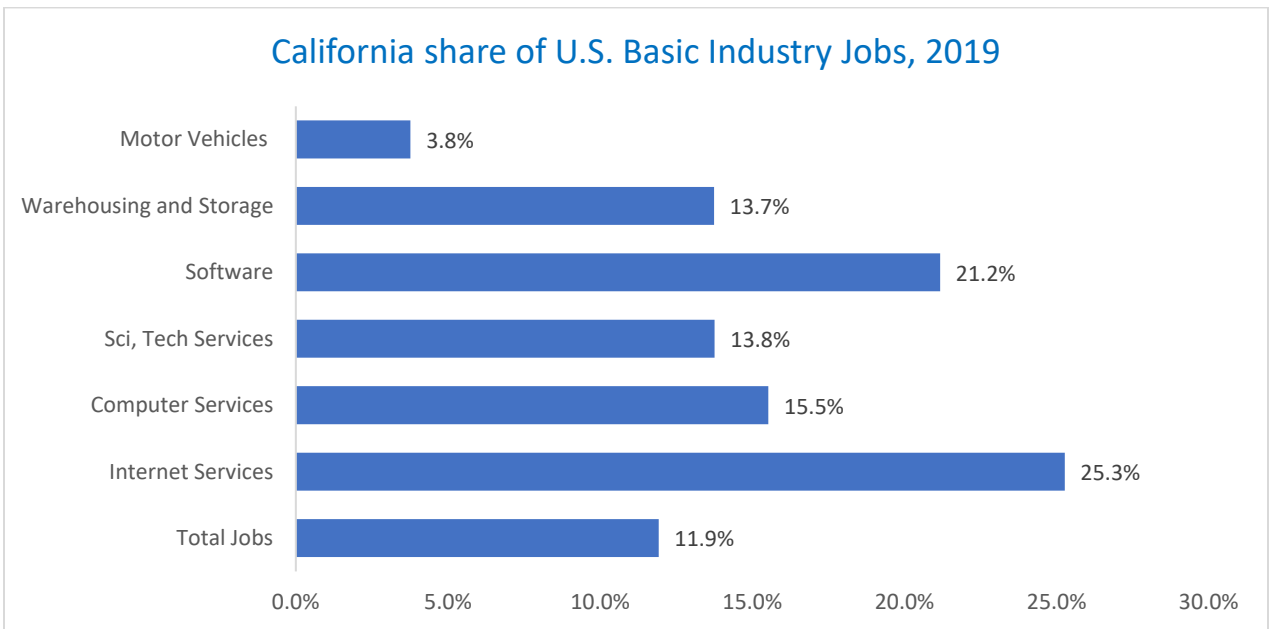
California is projected to add jobs at a faster rate than the nation. The state is projected to capture 12.4% of the nation's jobs in 2050—an increase from 12.0% in 2018 and 11.9% in 2019. The state has captured an increasing share of national jobs in recent years on the strength of the state's economic base.



The case for the strength of California's economic base is straightforward. We have a high share in some of the nation's fastest growing sectors. The chart below shows some of the nation's fastest-growing economic base industries.



These are sectors in which California has a relatively large share of current jobs.



The case for above-average job growth in California's economic base rests on three major findings:

- California remains a center for innovation in tech, design, and entertainment

- California benefits from its location on the Pacific Rim for trade, tourism, and talent
- California benefits from being a welcoming place to live and work

The SCAG region also benefits from being a welcoming place. What does this mean, and why is it important? A welcoming place is a place where people feel welcome no matter where they were born, their sexual or religious preferences, and the color of their skin. Welcoming places attract talented workers and entrepreneurs who might not feel welcome in other regions and is, thus, a competitive advantage.

California is projected to get 13.5% of U.S. basic industry jobs in 2050, up from 12.8% in 2019.

The largest numerical job gains are in the professional, business, and information service industries, followed by entertainment and tourism and wholesale trade and transportation industries. Other basic industry subsectors are projected to have small job gains, and diversified manufacturing jobs are projected to decline.

The table below clusters key subsectors and shows that the projected industry shares remain relatively stable. While we project California to have a larger share of basic industry employment relative to the U.S., most of the share gains between 2019 and 2050 are the result of the industry mix in the state rather than from the projected share increases in the individual industries.

Small share increases were projected for some professional and information service sectors as well as warehousing, support for transportation, and motor vehicle manufacturing—all continuing but slowing, recent share gains.

Projection of California Basic Industry Jobs

	Jobs (Thousands)		% of US Jobs	
	2019	2050	2019	2050
High Tech Manuf.	406.9	427.9	21.2%	21.4%
Divs. Manuf.	666.2	644.1	8.2%	8.3%
Whls Trade & Transp.	1,050.7	1,169.9	12.1%	12.8%
Prof, Bus & Info Serv.	2,333.2	3,178.3	13.9%	14.7%
Tourism & Ent.	622.5	762.1	14.6%	14.9%
Basic Govt	248.2	266.4	8.8%	8.8%
Resource-Based	502.1	540.5	16.0%	16.6%
Total Basic Jobs	5,829.8	6,989.2	12.8%	13.5%

The local (population and business) serving jobs were projected in the following manner.

California has historically had a very similar ratio of local serving jobs to basic jobs as the nation. CCSCE projected the total of local serving jobs in relation to the projection of basic industry jobs using our relation to the national share.

Specifically, California was projected to have 3% fewer local serving jobs relative to basic industry jobs than the nation following the historical trend.

Individual local serving industry jobs were not projected directly as a share of the nation. CCSCE projected the composition of local serving jobs in the state by projecting the individual industry shares of total local serving jobs.

Many industries have similar shares of local serving jobs as the nation. For example, California is projected to have 5.2% of local serving jobs in construction compared to 5.1% in the nation. Some industries have historically had different shares compared to the nation. For example, 7.2% of local serving jobs in the SCAG region are in individual and family services compared to just 3.2% in the nation.

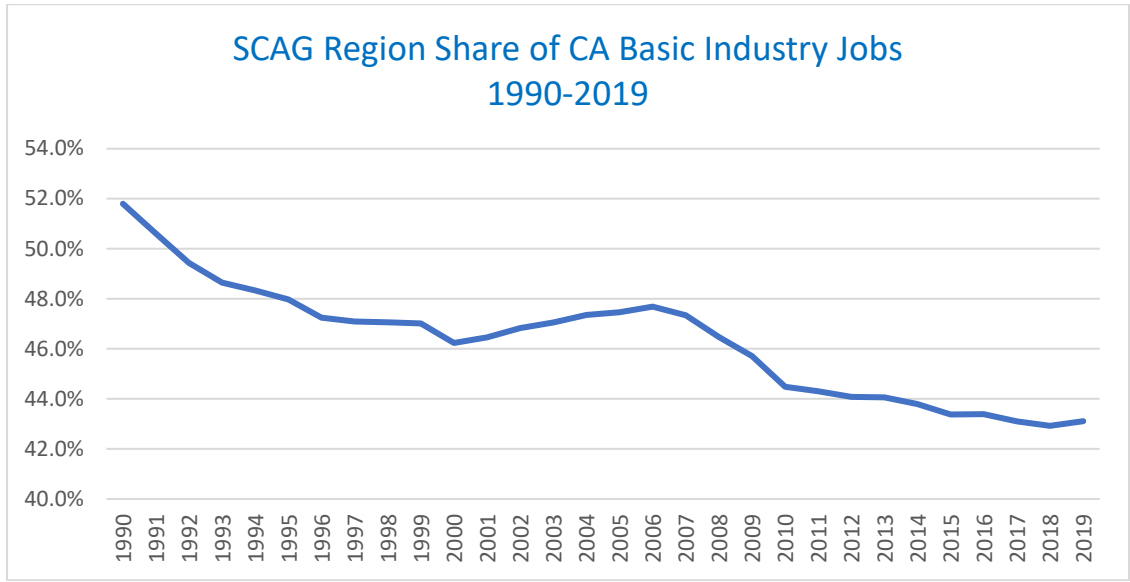
The one exception is that state and local government and education jobs are projected based on projections of relevant population and service level growth.

The SCAG Region Job Projections

The region's industry job growth was projected in relation to state industry growth in the same manner as California was projected in relation to the nation.

Historical Trends

The SCAG region's share of state basic industry jobs declined between 1990 and 2019. There was a sharp decline in the 1990s as a result of the large decrease in aerospace and defense jobs. Then the region's share rose for a few years, after which there was another decline during the 2008-2010 national recession. Since then, the share has declined slightly from 44% to 43% as the Bay Area share rose with the large tech job gains.



There were large changes in the structure of the region's economic base between 1990 and 2019. Losses in both high tech manufacturing (which includes aerospace and electronic instruments) and other manufacturing were offset by gains in Wholesale Trade and Transportation (which includes warehousing and port-related jobs), Professional, Business and Information Services and Tourism and Entertainment.

Historical Trend in SCAG Region Basic Industry Jobs (Thousands)

	1990	2007	2019	1990-2007	2007-2019
High Tech Manuf.	370.0	183.2	152.2	-186.8	-31.0
Divs. Manuf.	774.0	587.7	462.0	-186.3	-125.7
Whls Tr & Transp.	546.0	687.3	743.6	141.3	56.3
Prof, Bus & Info Serv.	690.3	884.9	951.4	194.6	66.5
Tourism & Ent	280.2	343.8	415.8	63.6	72.1
Basic Govt	241.5	234.4	245.1	-7.1	10.7
Resource-Based	107.3	83.0	73.8	-24.3	-9.2
Total Basic Jobs	3,009.3	3,004.2	3,043.8	-5.0	39.6

Projections—Basic Industry Jobs

The largest basic industry job gains to 2050 are in the professional, business, and information services cluster. The growth follows national and state trends. The growth in Wholesale Trade and Transportation jobs follow national and state trends, but we project that the SCAG region will enjoy a continued, small increase in the share of jobs in warehousing and port-related sectors because the region benefits from its Pacific Rim location. Tourism jobs also benefit from the Pacific Rim location, while Entertainment jobs benefit from the large creative labor force in the region.

Projection of SCAG Region Basic Industry Jobs (Thousands)

	2007	2019	2050	2007-2019	2019-2050
High Tech Manuf.	183.2	152.2	158.6	-31.0	6.4
Divs. Manuf.	587.7	462.0	419.6	-125.7	-42.4
Whls Trade & Transp.	687.3	743.6	897.6	56.3	154.0
Prof, Bus & Info Serv.	884.9	951.4	1,162.0	66.5	210.6
Tourism & Ent.	343.8	415.8	509.5	72.1	93.7
Basic Govt	234.4	245.1	273.0	10.7	27.9
Resource-Based	83.0	73.8	75.7	-9.2	1.9
Total Basic Jobs	3,004.2	3,043.8	3,496.1	39.6	452.2

The region is projected to have a small decline (43.1% to 41.9%) in the share of total state basic industry jobs between 2019 and 2050. At the same time, the region's share of U.S. basic industry jobs is projected to increase from 5.5% to 5.6%. Both shares are up from the 2000 levels that were still held down by the 1990s aerospace and defense job losses.

SCAG Region Share of Basic Industry Clusters, 2000-2050

	U.S.			California		
	2000	2019	2050	2000	2019	2050
High Tech Manuf.	6.3%	7.9%	7.9%	30.0%	37.4%	37.1%
Divs. Manuf.	3.7%	5.0%	5.0%	37.1%	53.1%	51.3%
Whls Trade & Transp.	5.6%	6.7%	7.5%	50.9%	55.5%	57.9%
Prof, Bus & Info Serv.	5.1%	5.4%	5.2%	36.8%	38.9%	35.7%
Tourism & Ent.	8.1%	8.4%	8.5%	56.2%	57.3%	57.0%
Basic Govt	3.2%	3.1%	3.2%	33.5%	31.4%	31.4%
Resource-Based	3.2%	2.5%	2.5%	16.1%	15.0%	14.2%
Total Basic Jobs	4.8%	5.5%	5.6%	38.4%	43.1%	41.9%

The region is projected to continue increasing its share of C.A. jobs in the Wholesale Trade and Transportation cluster led by share gains in port-related jobs and warehousing as the ports will benefit from growth in Pacific Rim trade. The Tourism and Entertainment cluster is projected to maintain a high share of this fast-growing cluster. Job losses in Manufacturing will ease following national and state trends.

The region is projected to get a large number of additional jobs in the Professional, Business, and Information services cluster despite a decline in the share of state jobs. As discussed below, the region has seen a surge in venture capital funding along with the nation, which could translate into additional job growth in this cluster.

Projections—Local Serving Jobs

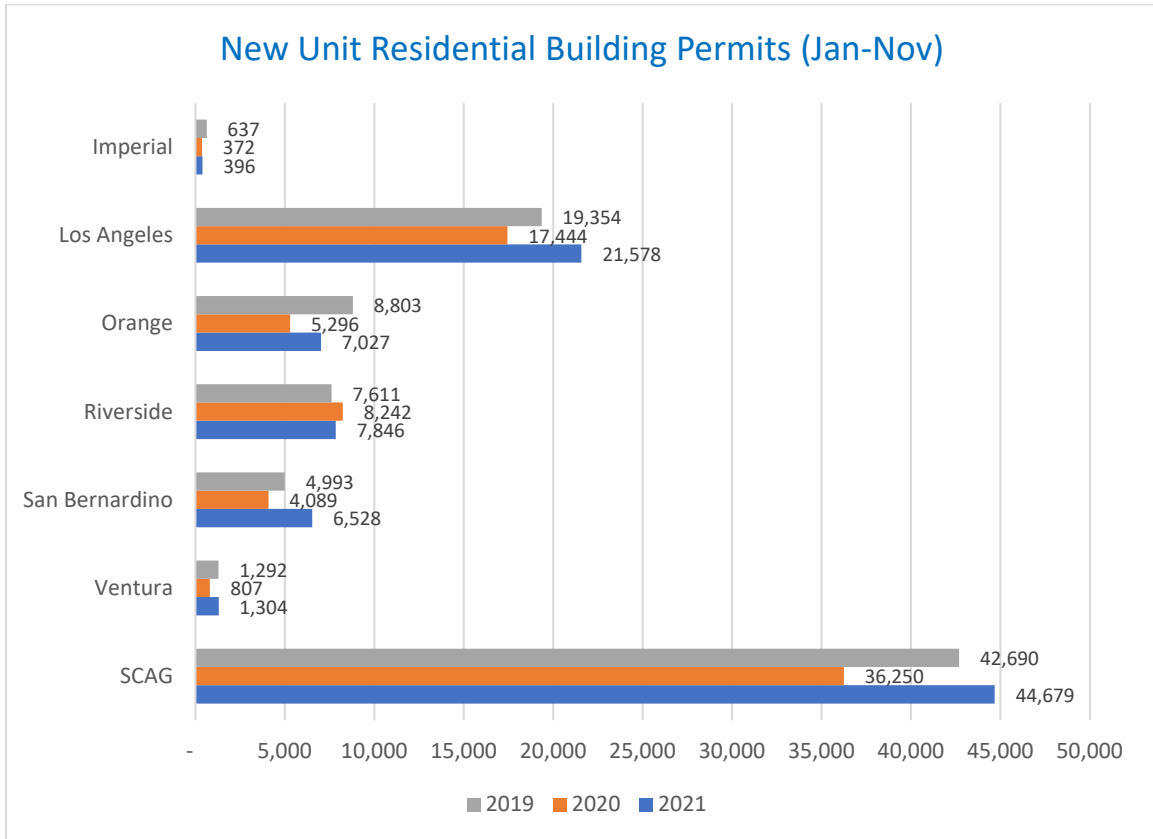
These are jobs that serve local residents and businesses in contrast to the basic industry jobs that serve state, national, and world markets.

Local serving jobs in the region were projected in two steps in the same manner as for the state—first looking at the ratio of local serving jobs to basic industry jobs in the region compared to the state and then projecting what share of the total of local serving jobs would be in each industry.

The region has historically had a slightly higher share of local serving jobs to basic industry jobs than the state though the difference is less than 3%. The pattern of local serving jobs in the region is similar to the state pattern. The largest growth in local serving jobs in the SCAG region is projected to be in health care, social services, food services, self-employment, and construction. Retail trade jobs are projected to decline following national and state trends.

Recent Events And Relationship to These Projections

- 1) SCAG staff made a technical adjustment to CCSCE's SCAG region job projection for 2050. Both the expert panel and CCSCE recommended using higher labor force participation rates for certain age and ethnic groups compared to what the REMI model used. Additionally, REMI's regional population projections suggested a heavy reliance on 2017-vintage Census projections which were conducted prior to recent fertility decreases and the release of 2020 Census data. Both of these factors—which are used by SCAG's population projection model—would indicate lower regional and national populations. When SCAG staff incorporated these into the SCAG demographic model, the result was fewer residents were needed to fill the projected jobs as higher rates resulting in more workers relative to population. As a result, the slightly lower population meant fewer local serving jobs were needed, and the overall 2050 regional job projection for 2050 was lowered from 10.45 to 10.17 million.
- 2) Congress passed, and the President signed a \$1.2 trillion infrastructure bill. Initial analysis shows that the bill will increase infrastructure funding for the SCAG region, including funding for affordable housing. These funds can strengthen SCAG's competitive position.
- 3) International travel expanded in November 2021 after some travel restrictions were removed. Airport travel has recovered though it is still approximately 1/3 below pre-pandemic levels.
- 4) Port activity in 2021 will set a record though volumes are temporarily lower than last year since September from the backup and delays in unloading cargo.
- 5) Housing permits are up substantially over 2020 levels and match 2019 permit levels. The state has adopted new housing approval and enforcement legislation.



Source: Construction Industry Research Board, New Units from Building Permits

- 6) Some immigration and refugee admission restrictions were ended though no major agreement on immigration reform has been reached.
- 7) 2020 and now 2021 will set records for the region in venture capital funding, and the region (Imperial County is not included) is the 4th largest V.C. market after the Bay Area, New York, and Boston regions.
- 8) In December, the UCLA Andersen Forecast forecast that the state and region (not including Imperial County) would outpace the nation in job growth in 2022 and 2023.

UCLA Economic Forecast, Non-Farm Job Growth (Dec 2021)

	<u>2022</u>	<u>2023</u>
Southern California	3.9%	1.7%
California	4.7%	2.5%
U.S.	3.3%	1.3%

- 9) Since July, the SCAG region job and unemployment recovery has continued though the sharp losses in 2020 still appear in the data. In November 2021, the region had recovered two-thirds of the payroll job losses, with the Inland Empire improving and Los Angeles County lagging.

Recent Employment Trends (Non-Farm Wage and Salary Jobs in Thousands)

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	54.2	48.2	48.6	52.1	65.0%
Los Angeles	4,622.8	3,850.3	4,046.9	4,317.2	60.4%
Orange	1,688.7	1,411.9	1,492.1	1,606.6	70.3%
Riv.-San Ber.	1,589.0	1,366.7	1,482.5	1,550.1	82.5%
Ventura	317.0	265.8	286.4	298.9	64.6%
Total SCAG	8,271.7	6,942.9	7,356.5	7,824.9	66.4%

Seasonally adjusted EDD

Unemployment rates have declined though not back to the historically low pre-pandemic rates. The SCAG region unemployment rate in November was 6.2%, with lower rates in Orange, Riverside, San Bernardino, and Ventura Counties.

Unemployment Rates

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>
Imperial	18.1%	28.6%	16.5%	15.5%
Los Angeles	4.7%	18.2%	12.7%	7.1%
Orange	2.8%	14.4%	7.3%	4.1%
Riv.-San Bern.	3.9%	15.2%	8.6%	5.4%
Ventura	3.7%	14.5%	7.4%	4.4%
Total SCAG	4.3%	16.8%	10.7%	6.2%

EDD

EDD's broader measure of employment that includes self-employment showed that 81.4% of the pre-pandemic level of employment had been recovered with nearly 100% in the Inland Empire. Self-employment includes some professional workers (e.g., lawyers, accountants, and real estate agents), small business proprietors, and a growing number of gig workers.

Employed Residents (Thousands)

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	59.0	52.0	54.4	57.5	78.6%
Los Angeles	4,971.9	3,892.4	4,289.9	4,722.1	76.9%
Orange	1,572.1	1,305.8	1,407.1	1,528.6	83.7%
Riv.-San Bern.	2,019.7	1,716.5	1,897.6	2,008.8	96.4%
Ventura	408.0	346.0	372.6	394.0	77.4%
Total SCAG	9,030.7	7,312.7	8,021.6	8,711.0	81.4%

10) The Governor's budget released 1/10/22 includes a number of new funding proposals in support of housing. They will be discussed in the Legislature in the coming months.

What Could Lead to Higher or Lower Job Growth

In November 2021, SCAG staff presented high, medium, and low projection ranges of population, households, and employment which are summarized in the accompanying staff report. High and low series were based on high and low scenarios of population growth, which adjusted population-serving, and therefore, total jobs. Additionally, the high scenario slightly increased the region's share of U.S. basic jobs.

As this report and discussion of recent trends indicate, many factors could affect the baseline job forecast for the region. Factors that could lead to the largest changes are discussed below.

At the national level, differences in the level of immigration will affect national job growth and spill over to the region's job growth rate. If current trends continue, job growth will be lower than projected in the baseline forecast, and if significant immigration reform is adopted, job growth will likely be larger than in the baseline forecast.

The level of success in addressing the region's housing, transportation, and infrastructure challenges will affect regional competitiveness and the share of national and state jobs likely to locate in the region.

The baseline job forecast for the region assumes some success in meeting the region's housing, transportation, and infrastructure challenges consistent with SCAG's adopted policy direction. If the region is able to produce more housing than in the baseline forecast, particularly in the lower- and moderate-income price range, that will improve the region's competitive position for job growth and vice versa.

The Relationship of the Pandemic to the 2050 Regional Job Forecast

The pandemic has lasted longer than expected a few months back. During this time, the regional economy has added jobs and reduced unemployment, though less quickly than hoped for. The UCLA Andersen Forecast has forecasted growth in the next 2-3 years that take account of the pandemic. SCAG's December 2021 Economic Summit also provided a detailed outlook of each county and the regional economy over the short term.

The CCSCE job forecast for 2050 incorporated three trends that started before the pandemic but have been affected by it and have long-term implications:

- Retail trade jobs are projected to decline with the growing shift to online shopping
- Delivery service and warehouse jobs are projected to increase as a result of the growing shift to online shopping
- Self-employment jobs are projected to increase as a result of growth in these sectors related to gig work opportunities

Furthermore, it is worth reflecting how major disruptions throughout history have had no discernable effect 30 years later due to the number of events and changes during the intervening years:

- no impact of the Spanish flu pandemic in 1918 30 years later in 1948
- no impact of the Great Depression on the economy 30 years later in a period of major growth
- no impact of the dot com bust in 2000, 20 years later as the nation and region set venture capital and tech production and stock valuation records.



CONNECT SOCAL 2024
The 2024 Regional Transportation Plan/Sustainable
Communities Strategy

LOCAL DATA EXCHANGE (LDX) PROCESS DATA/MAP BOOK

for the City of

ALHAMBRA

PRELIMINARY | FEBRUARY 2022



CONTENTS

INTRODUCTION	1
What is Connect SoCal 2024?	1
What is the Local Data Exchange Process?	1
What is the Regional Data Platform?	2
What is the Local Information Services Team?	2
PROVIDING INPUT TO SCAG	3
Timeline	4
LAND USE	5
General Plan Land Use	10
Specific Plan Land Use	10
Zoning	10
Existing Land Use	10
Key Entitlements	11
PRIORITY DEVELOPMENT	11
Neighborhood Mobility Areas	11
Livable Corridors	12
Job Centers	12
Housing Trajectory	13
TRANSPORTATION	15
High Quality Transit Areas	15
Transit Priority Areas	15
Regional Bikeways	16
Regional Truck Routes	17
GREEN REGION RESOURCE AREAS	17
Resilience	17
Habitat	18
Administrative/Working Lands	20
GEOGRAPHICAL BOUNDARIES	20
City Boundary and Sphere of Influence	20
Census Tract Boundary	20
Transportation Analysis Zone (TAZ) Boundary	20
GROWTH (SED)	21
APPENDIX 1: SUSTAINABLE COMMUNITIES PROJECT (SCP) CRITERIA	
MAPS	
ACKNOWLEDGMENTS	



INTRODUCTION

Founded in 1965, the Southern California Association of Governments (SCAG) holds a federal designation as a Metropolitan Planning Organization (MPO) and is a state-recognized Regional Transportation Planning Agency and Council of Governments. SCAG’s primary role is developing long-range plans for a region encompassing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities, an area covering more than 38,000 square miles.

Beginning in February 2022, SCAG will begin an extensive data exchange process with local jurisdictions. The purpose of this process is twofold: to inform SCAG’s upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy (“Connect SoCal 2024”) and to provide data, tools, and platforms to assist in local plan development. This process is being developed in conjunction with SCAG’s Regional Data Platform. The data and maps in this book can also be accessed in digital and editable form through the RDP (<https://scag.ca.gov/RDP>) alongside several additional planning tools.

This bottom-up approach ensures that local jurisdictions are actively involved in development of SCAG’s regional plans and that the data is accurate. By providing tools and data back to local jurisdictions for their own plan updates, the objective of the Local Data Exchange is to help make local and regional plans mutually reinforcing.

What is Connect SoCal 2024?

The Regional Transportation Plan is an important planning document for all major US regions which allows transportation projects to qualify for federal funding and/or federal approval. A principal requirement of the RTP is that the US EPA’s Transportation Conformity Regulations are complied with at the regional level. The California Sustainable Communities and Climate Protection Act of 2008, better known as Senate Bill 375, mandates the integration of transportation, land use, and housing planning with the objective of smarter growth. Under SB 375, the California Air Resources Board issues a travel-based greenhouse gas (GHG) emissions reduction target for the region and requires MPOs to develop a Sustainable Communities Strategy that demonstrates target achievement in alignment with the RTP and the Regional Housing Needs Assessment (RHNA).¹ These federal and state standards both require the development of a coordinated regional strategy for transportation and land use in order to ensure that the region’s goals are achieved.

What is the Local Data Exchange Process?

In order to develop a plan that can meet these requirements, SCAG first prepares a set of GIS maps for local jurisdictions. Several maps are produced by third parties and are curated and provided by SCAG for informational purposes as a consideration in developing local plans. Other maps are draft, prior, or public versions of local data which SCAG is requesting local review for possible inclusion in Connect SoCal 2024. Over the course of 2022, SCAG plans to meet one-on-one with all 197 local jurisdictions to discuss these maps in their local context, provide background on the development of Connect SoCal 2024, and provide training in tools available to local jurisdictions. Maps are available in this data/map book and dynamic versions are available through the Regional Data Platform.

INTRODUCTION



¹ The RHNA is on an eight-year cycle and no RHNA will be developed alongside Connect SoCal 2024.



INTRODUCTION

What is the Regional Data Platform?

The Regional Data Platform (RDP) (<https://scag.ca.gov/regional-data-platform>) is a collaborative data sharing and planning system designed to facilitate better planning for cities and counties of all levels across the region. The RDP is intended to:

- Provide modern planning tools and best practices oriented around the data and analysis requirements of General Plan updates
- Streamline the process of collecting and integrating data from local jurisdictions to SCAG to enhance regional planning
- Facilitate transparency and collaboration, locally and regionally, to drive more democratic and sustainable planning

The RDP has been designed with three major components—*Accessible Data and Information*, *Planning and Engagement Tools*, and *Data Sharing Tools and Workflows*. Tools and resources have been produced in each of these categories with the assistance of ten pilot jurisdictions.

Under *Accessible Data and Information*, the RDP's Regional Hub is a one-stop location for data, tools, reports, and collaboration. SoCal Atlas is a web-based application providing the ability to explore commonly-used data, statistics, and maps across topics (e.g., demographics, employment, housing) and geographies (e.g., county, city, census tracts).

Planning and Engagement Tools include the Housing Element Parcel Tool (HELPR) and Parcel Locator applications for public use. Additionally, local jurisdictions have access to several pieces of off-the-shelf Esri software (e.g., ArcGIS Pro, Urban, Business Analyst) and a local General Plan update site template to easily create a website to facilitate and engage residents during a General Plan update.

The *Data Sharing Tools and Workflows* component has been centered around the Local Data Exchange (LDX) Process, which provides opportunities to local jurisdictions and stakeholders to explore, review, update, comment on data shared with SCAG. Local jurisdiction users with login credentials will have the ability to track submission status and receive direct technical assistance from SCAG.

What is the Local Information Services Team?

Responding to jurisdictions' requests for further technical assistance on the RDP and LDX processes, SCAG launched the Local Information Services Team (LIST) comprised of technical staff able to provide customized one-on-one technical and information services and tool demos. LIST aims to:

1. Link SCAG's available information products (e.g., data, applications, model policies and best practices, topical white papers) to help address local needs,
2. Provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and to
3. Coordinate one-on-one meetings with local jurisdictions during the LDX process.

Requests can be submitted through <https://scag.ca.gov/RDP> or list@scag.ca.gov.



PROVIDING INPUT TO SCAG

This Data/Map Book and its dynamic online equivalent through the Regional Data Platform is specific to your local jurisdiction and is designed to help local planners better understand the sources, methodologies, and contexts of datasets which will be integrated into SCAG’s regional plans.

The below layers are being shared with local jurisdictions in preparation for Connect SoCal 2024. **We are seeking input on land use, priority development, and growth layers.** In addition, we kindly ask that you indicate if any corrections or updates are merited to other layers identified by an asterisk. Additional detail is found in the detailed description of each layer. Input is due by **December 2, 2022** for possible inclusion in Connect SoCal 2024.

ANTICIPATED AVAILABILITY	CATEGORY	LAYER NAMES
Feb 2022	Land Use	General plan, zoning, existing land use, specific plan land use, key entitlements
Feb 2022	Priority Development	Neighborhood mobility areas, livable corridors, job centers, housing trajectory
Feb 2022	Transportation	High quality transit areas, transit priority areas, regional bikeways*, regional truck routes*
Feb 2022	Green Region Resource Areas	Flood areas*, coastal inundation, wildfire risk, open space and parks*, endangered species and plans, sensitive habitat areas, natural community and habitat conservation, tribal nations, military installations, farmlands
Feb 2022	Geographical Boundaries	City boundary and sphere of influence, Census tract, TAZ
May 2022	Growth	Jurisdiction and TAZ-level projections of households and employment for 2019-2050

Due to delays in the 2020 Census and a desire to better integrate the evolving COVID-19 pandemic and local jurisdictions’ 6th cycle housing element updates in SCAG’s forecasting process, preliminary growth forecast data will be available later than other layers (estimated May 2022). The easiest and most convenient way to provide review and comments is through the RDP-LDX portal which provides several options for input:

- Direct editing (no GIS knowledge required)
- Complete file upload
- Complete plan upload
- Comments & feedback

PROVIDING INPUT TO SCAG





PROVIDING INPUT TO SCAG

Unique jurisdictional login information is provided under separate cover. LIST members will be available throughout the LDX process to provide technical assistance and can be contacted at list@scag.ca.gov. Upon the complete release of the data layers above, LIST will schedule a one-on-one meeting with local staff to discuss the LDX process, the RDP, and answer questions.

Timeline

The Local Data Exchange Process will involve the following milestones.

EVENT	ANTICIPATED DATE
Local Data Exchange Soft Launch. Data layers (except growth) available for local review through Data/Map Books and Regional Data Platform (RDP).	Estimated February 2022
Subregional outreach and trainings on LDX and RDP. LIST team available for questions and consultation.	Feb – Apr 2022
Local Data Exchange Complete Launch. Data/Map Book and RDP updated to include preliminary growth data.	Estimated May 2022
One-on-one meetings with local jurisdictions to review the data package and feedback opportunity.	Beginning May 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	Dec 2, 2022
Regional collaboration on plan development. Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023
Draft Connect SoCal 2024 release	Fall 2023
Final Connect SoCal 2024 adoption	April 2024



LAND USE

After the adoption of Connect SoCal 2020, SCAG began the 2019 regional land use dataset development process to update parcel-based land use information in preparation for Connect SoCal 2024. From late 2019 to early 2020, SCAG staff obtained the 2019 parcel boundary GIS file and tax roll property information from county assessor’s offices and/or county’s GIS portals. After a year of data collection, standardization, and clean-up, SCAG staff prepared a set of land use data and maps at the parcel level as follows:

- Adopted General Plan land use with local jurisdiction’s general plan designations and with SCAG Land Use Codes
- Adopted Specific Plan land use with SCAG Land Use Codes
- Adopted Zoning codes with local jurisdiction’s zoning codes and with SCAG Land Use Codes
- 2019 Existing land use with SCAG Land Use Codes

The Anderson Land Use Classification was used as the standardized SCAG Land Use Code system. For more detailed information on the land use code system, please refer to Table 1: SCAG Land Use Codes Table. Land use datasets will be further reviewed and updated as SCAG continue to receive feedback from local jurisdictions during the LDX process; however, due to required processing time SCAG will be unable to integrate updates prior to generating preliminary growth forecast data in May 2022.

Please note that the data shown in some areas may be generalized, because the parcel-level land use dataset does not support multiple uses of designations on a single parcel. Due to this limitation, if site specific data is necessary, users should always reference a local agency’s adopted documents or field surveys to determine actual land use designations.

LAND USE





LAND USE

TABLE 1: SCAG Land Use Codes Legend

LEGEND		LAND USE DESCRIPTION
	Single Family Residential	1110 Single Family Residential 1111 High Density Single Family Residential (9 or more DUs/ac) 1112 Medium Density Single Family Residential (3-8 DUs/ac) 1113 Low Density Single Family Residential (2 or less DUs/ac)
	Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
	Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density
	Mixed Residential	1140 Mixed Residential 1100 Residential
	Rural Residential	1150 Rural Residential
	General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
	Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
	Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities



TABLE 1: SCAG Land Use Codes Legend (continued)

LAND USE

LEGEND		LAND USE DESCRIPTION
	Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
	Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
	Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing 1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing



LAND USE

TABLE 1: SCAG Land Use Codes Legend (continued)

LEGEND		LAND USE DESCRIPTION
	Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
	Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
	Mixed Residential and Commercial	1600 Mixed Residential and Commercial 1610 Residential-Oriented Residential/Commercial Mixed Use 1620 Commercial-Oriented Residential/Commercial Mixed Use
	Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation 1890 Off-Street Trails



TABLE 1: SCAG Land Use Codes Legend (continued)

LAND USE

LEGEND		LAND USE DESCRIPTION
	Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
	Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
	Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
	Specific Plan	7777 Specific Plan
	Under Construction	1700 Under Construction
	Undevelopable or Protected Land	8888 Undevelopable or Protected Land
	Unknown	9999 Unknown



LAND USE

General Plan Land Use

Beginning in February 2021, SCAG conducted the 2019 general plan land use data update process. In preparation for the update process, SCAG staff conducted an inventory of local general plan land use to review the status of local jurisdiction's general plan land use element updates and to collect recently updated local general plan land use information, based on information available on city/county websites. Throughout the process of collecting local general plan land use information, SCAG staff made every effort to incorporate any local general plan land use maps and designations updated after the development of 2016 regional land use dataset. As a part of the update process, SCAG staff migrated 2016 general plan land use information to 2019 parcel polygons and made updates to GIS parcel attributes, symbology layers and general plan correspondence tables. The general plan land use information was coded into GIS format at the parcel level, which includes local land use designations, SCAG land use code, residential density (dwelling units per acre) and non-residential intensity (floor area ratio). In this Data/Map Book, two different types of general plan land use maps are prepared at the jurisdictional level—one with local designations, consistent with those used in each local jurisdiction and the other with the SCAG's standardized land use codes.

Specific Plan Land Use

Beginning in June 2021, SCAG conducted the 2019 specific plan land use data update process. In preparation for the update process, SCAG staff conducted an inventory of local specific plan land use to collect recently adopted or updated local specific plan land use information, based on information available on city/county websites. Throughout the process of collecting local specific plan documents, SCAG staff made every effort to incorporate any local specific plan land use maps and designations that are newly adopted or updated after the development of 2016 regional land use dataset. As a part of the update process, SCAG staff migrated 2016 specific plan land use information to 2019 parcel polygons and made updates to GIS parcel attributes and specific plan correspondence tables. The specific plan land use information was coded into GIS format at the parcel level, which includes local land use designations, residential density (dwelling units per acre) and non-residential intensity (floor area ratio). In this Data/Map Book, specific plan land use map is prepared at the jurisdictional level with SCAG's standardized land use codes along with specific plan area boundaries.

Zoning

During the Connect SoCal 2020 Local Input and Envisioning Process, SCAG developed parcel-based zoning dataset, including zoning code—both in local code and SCAG land use code, symbology layers, and zoning standard correspondence tables. The 2016 zoning dataset was then updated based on feedback submitted by local jurisdictions during that process. As a part of the 2019 zoning data update process, SCAG staff migrated 2016 zoning code information to 2019 parcel polygons and prepared two different types of zoning maps at the jurisdictional level—one with local designations, consistent with those used in each local jurisdiction and the other with the SCAG's standardized land use codes. We kindly ask that local jurisdictions review the zoning maps and provide any corrections or recently updated zoning information.

Existing Land Use

The base year of Connect SoCal 2024 is 2019. To develop the base year 2019 existing land use data, SCAG staff migrated the 2016 existing land use information to 2019 parcel polygons and incorporated any recent land use changes since the year 2016. As a part of the update process, SCAG staff made every effort to identify newly developed parcels that were previously undeveloped in 2016 existing land use data by analyzing county assessor's tax roll information, such as use codes and assessed valuations, as well as building footprint information. Additionally, SCAG staff conducted geoprocessing to more accurately reflect the



land information from various reference layers, including but not limited to California Protected Areas Database (CPAD), California School Campus Database (CSCD), Farmland Mapping and Monitoring Program (FMMP)'s Important Farmland, U.S. Department of Defense's Military Installations, Ranges, and Training Areas (MIRTA). In this Data/Map Book, the 2019 existing land use map is prepared at the jurisdictional level with SCAG's standardized land use codes. We kindly ask that local jurisdictions review the existing land use maps and provide any corrections or updated information.

PRIORITY DEVELOPMENT

Key Entitlements

The objective of this data is to improve SCAG's forecast of households and population by ensuring we capture large and/or regionally significant projects. As the land use authorities, local jurisdictions are being asked to review this draft dataset alongside several other land use datasets.

This dataset is not intended to reflect, in and of itself, specific projects which are included or not included in Connect SoCal 2024. Since Connect SoCal 2024's forecast is not a build-out scenario and entitled projects are often phased over time, certain projects may or may not be reflected. Rather, locally-reviewed TAZ/tier2 growth totals reflect anticipated future growth in Connect SoCal 2024 and this dataset is one of several inputs in assisting to develop these growth totals.

We kindly ask that local jurisdictions review this draft data layer, which was developed for Connect SoCal 2020. Please add or edit to reflect your assessment of large and/or regionally significant projects. If no entitled projects would be considered large, feel free to add the top 1-2 projects in your jurisdiction.

PRIORITY DEVELOPMENT

Neighborhood Mobility Areas

Neighborhood mobility areas (NMAs) focus on creating, improving, restoring, and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. SCAG's objective is to develop a region-wide map of neighborhood mobility to help further strategies and policies within Connect SoCal 2024.

NMAs are developed using four measures: 1) Intersection Density, 2) Low-Speed Streets, 3) Land Use Entropy, and 4) Accessibility to amenities within 1-mile using street network distances.

In order to be able to compare different measures, they were converted to z-scores. A value of 0 is the regional average – positive values are above average, negative values are below average. Based on the results from the NMAs analysis, SCAG took the top 25 percent performing TAZs and identified them as Neighborhood mobility Areas, to reflect the "top one-fourth" of the region for neighborhood mobility. High resourced Green Region areas (described separately) were removed from this layer to clearly identify areas for potential growth prioritization.

However, we recognize that no measure is perfect and local knowledge can better reflect 'neighborhood mobility' along the four measures assessed in the analysis. We invite you to review the NMA layer by modifying and identifying the TAZs that best reflect (a) the measures and areas important in your community and (b) to link to any local mobility policies/strategies your jurisdiction has.

We kindly ask that you describe proposed changes, while keeping the share of your jurisdiction's TAZs identified as NMAs roughly equal (i.e. no more than +/- 10%) so that the regional NMA layer continues to reflect the "top one-fourth" of the region for mobility. For example, if your city has 50 TAZs and 10 (20%) have been identified as NMAs, we kindly ask that a revised layer contain between about 5-15 TAZs (10-30%).





PRIORITY DEVELOPMENT

Livable Corridors

The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option. The Livable Corridors strategy is comprised of three components that will encourage context sensitive density, improve retail performance, combat disinvestment, and improve fiscal outcomes for local communities:

- **Transit improvements:** Some corridors have been identified as candidates for on-street, dedicated lane Bus Rapid Transit (BRT) or semi-dedicated “BRT-lite” transit. Other corridors have the potential to support features that improve the user experience and bus performance, including enhanced bus shelters, real-time travel information, off-bus ticketing, all-door boarding and longer distances between stops to increase speeds.
- **Active transportation improvements:** Increased investments in Complete Streets within Livable Corridors and intersecting arterials are essential to support safe bicycling and walking. Investments should include protected lanes to encourage safe bicycling and lower speed mobility, improved pedestrian access and bicycle and micro-mobility parking.
- **Land use policies:** Mixed-use retail centers at key nodes along Livable Corridors are essential, as is increasing neighborhood-oriented retail at intersections, and flexible zoning that allows for the replacement of under-performing auto-oriented retail.

Livable corridors are a subset of High Quality Transit Areas. While SCAG awaits the refined High Quality Transit Areas data for the 2024 plan, the current layer identifies the livable corridors identified in Connect SoCal 2020. The High Quality Transit Areas identified in Connect SoCal 2020 are also included in this map to visualize the relationship between the two datasets.

Based on the three criteria above, we kindly ask that you describe proposed changes or additions using the line drawing tool. This tool will allow you to identify new livable corridors in your jurisdiction that may have been excluded in previous plans. It will also allow you to trace over identified corridors to suggest removal or revision.

Job Centers

The Job Centers layer in the Data/Map book was used during Connect SoCal 2020 and identifies areas in the region with significantly higher employment density than surrounding areas. Rather than a traditional downtown core surrounded by a periphery, Southern California has long been known to have a polycentric urban form characterized by multiple centers of activity. 72 job centers were identified in the SCAG region and are places with a greater concentration of employment than areas around them.^{2 3}

² For an early methodology delineating job centers in the region, see Giuliano, Genevieve, and K. A. Small. 1991. Subcenters in the Los Angeles region. *Regional Science and Urban Economics* 21, p. 163-182.

³ These job centers are identified using the methodology described in Kane, K., Hipp, J. R., & Kim, J. H. 2018. Los Angeles employment centers in the twenty-first century. *Urban Studies* 55:4, p. 844-869



PRIORITY DEVELOPMENT

This layer was derived from point-level business establishment data from InfoUSA in 2016. Data have been post-processed by SCAG staff for accuracy and job centers are delineated using Tier2 TAZ boundaries. While job data form the basis these centers, places of work also represent the location of activity which may be a destination for other non-work trips (e.g. school, shopping, recreation).

Ensuring that land use and transportation strategies take advantage of the existing concentrations of activity across the region is a strategy used by Connect SoCal 2020 to assist in reducing trip lengths, increasing the likelihood of non-automobile transportation, and achieving GHG targets.

This methodology aims to identify regional peaks of employment density for further plan development and is not intended to capture each local jurisdiction's main commercial areas. Additionally, the use of TAZ boundaries may limit the accuracy of specific job center boundaries. However, we kindly request your insights into the location of regionally-significant peaks of existing employment or activities in order to refine Connect SoCal 2024 strategies.

Housing Trajectory

The 6th cycle RHNA process required that each local jurisdiction develop a plan to accommodate its designated housing need across four income categories. Updated housing elements were due to the California Department of Housing and Community Development (HCD) on October 15, 2021 and required the inclusion of a **site inventory** detailing the location and characteristics of sites which satisfy the RHNA housing need. In some cases, current zoning and general plan designations may not yet be consistent with the housing element's site inventory; however, local jurisdictions have between 1 and 3 years to ensure consistency.

SCAG's 6th cycle RHNA methodology (see <https://scag.ca.gov/rhna>) allocated the majority of the region's housing need to jurisdictions on the basis of job accessibility and transit accessibility as defined in Connect SoCal 2020. As such, ensuring that local plans to accommodate this need are reflected in Connect SoCal 2024's forecasted regional development pattern is one tool in achieving the region's GHG and conformity targets.

In addition to verifying land use data as described above, SCAG developed an approach to standardize key site inventory criteria in order to help ensure that local jurisdictions' housing element updates are properly reflected. SCAG staff have generated the summary table below based on a review of each local jurisdiction's most recently submitted housing element as of [December 27,2021 – January 7, 2022 – REVIEW PENDING]. In addition to reviewing this table for accuracy, we kindly request that you provide the Excel-based sites inventory table which accompanied your housing element submittal to HCD (see file upload link through <https://scag.ca.gov/RDP>).



PRIORITY DEVELOPMENT

NAME	VALUE	DESCRIPTION
Total RHNA Allocation		Total 6th cycle RHNA allocation issued to local jurisdiction in September 2020.
Pipeline/Approved Units		Units which are currently in the process of being developed. While the precise description and likely timing differs between housing elements, most include a similar category to indicate housing units which are likely to materialize in the near-term and do not require any, or any significant deviation from existing plans to accommodate.
Nonvacant/infill sites		Units included in the housing element which meet HCD's criteria for providing additional evidence of development likelihood owing to an existing or previous use on the site.
Vacant sites		Units identified by the housing element which can be developed on currently vacant parcels, indicating fewer barriers to development. This may differ from pipeline/approved projects (above), and/or may reflect units on sites other than those listed as nonvacant/infill.
Units requiring rezoning		Number of units proposed to be achieved through rezoning, per HCD's sites inventory guidelines.
Accessory Dwelling Units		
Site Inventory Date/Version		



TRANSPORTATION

TRANSPORTATION

High Quality Transit Areas

For Connect SoCal 2020, SCAG developed High Quality Transit Areas (HQTAs) in the SCAG Region for plan year 2045. HQTAs are Priority Development Areas within one-half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. Freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTA. Like Transit Priority Areas, HQTAs are places where vibrant TOD can be realized and are a cornerstone of land use planning best practice in the SCAG region. SCAG’s Connect SoCal 2020 HQTA definition is based on the following SB 375 language:

- Major Transit Stop: A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3).
- High-Quality Transit Corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (CA Public Resource Code Section 21155(b)).

Major transit stops, HQTCs and HQTAs included in this Data/Map Book are based on the 2045 plan year transit network of Connect SoCal 2020. Further explanation of the methodology for identifying HQTCs and major transit stops is included in the Connect SoCal 2020 Transit Technical Report Appendix (<https://scag.ca.gov/read-plan-adopted-final-plan>). Please note that SCAG updates its inventory of planned major transit stops and HQTCs with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining. This map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024 development process, and updates to this information will be forthcoming as information becomes available.



Transit Priority Areas

For Connect SoCal 2020, SCAG developed Transit Priority Areas (TPAs) in the SCAG Region for plan year 2045. TPAs are Priority Development Areas that are within one half mile of existing or planned major transit stops in the region. A major transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where TOD can be realized – where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal’s strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.



TRANSPORTATION

Major transit stops and the TPAs included in this Data/Map Book are based on the 2045 plan year transit network of Connect SoCal 2020. Please note that SCAG updates its inventory of planned major transit stops and HQTCS with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining. This map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024 development process, and updates to this information will be forthcoming as information becomes available.

Regional Bikeways

The Southern California Regional Bikeway Shapefile (RBS) builds on what has been compiled in coordination with each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura) for the 2020 RTP/SCS. SCAG developed standard data fields using existing fields from each county and others identified by stakeholders and consultants. Since the adoption of the 2020 RTP/SCS, SCAG further refined the data fields necessary to streamline and standardize digitization of the RBS and its associated attributes. For inclusion in the upcoming 2024 RTP/SCS, or Connect SoCal 2024, SCAG has added two data fields, lane count and lane direction, to simplify the RBS digitization to street centerlines.

The RBS includes both existing and proposed facilities and was compiled from shapefiles provided by each county transportation commission during the 2016 RTP/SCS and 2020 RTP/SCS. The Connect SoCal 2024 RBS includes updates provided by local jurisdictions following the adoption of the 2020 RTP/SCS. Commissions and local jurisdictions may use different strategies for compiling their files so some areas may be more up to date and contain different amounts of data than others.

Existing routes are facilities that currently are installed upon city streets or paths. Proposed facilities are those contained in city or county level plans that have not yet been constructed. Each route is classified based on definitions for bicycle routes as outlined below. Class I-IV are defined by the California Highway Design Manual. Class V is a SCAG defined route type.

Class Definitions:

- Class I Bikeway (Bike Path): Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.
- Class II Bikeway (Bike Lane): Provides a striped lane for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route): Provides for shared use with pedestrian or motor vehicle traffic.
- Class IV Bikeway (Separated Bikeway): Provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and the through vehicular traffic.
- Class V Bikeway (Bicycle Friendly Boulevard): Bicycle Friendly Boulevard are facilities parallel to major corridors and that provide a calmer, safer alternative for bicyclists of all ages and skill levels. Bicycle Friendly Streets include traffic calming elements beyond traditional signage, such as roundabouts, diverters, curb extensions, etc.



Regional Truck Routes

The Southern California Regional Truck Route Shapefile (RTRS) has been compiled using the general plans and municipal codes of the jurisdictions in areas of each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura). SCAG has developed standard data fields based on information found in local general plans and municipal codes to identify roadways and roadway segments that are designated as truck routes by the cities. The RTRS includes truck routes on existing local facilities. Jurisdictions may use various operational criteria to define truck routes including minimum and maximum weights, number of axles, time of the day, etc. Weight-related restrictions, like gross and net weight limits, are the most commonly used criterion. Existing truck routes are those that are specifically identified as facilities where trucks are generally permitted or restricted during all times, or the majority, of a day. It should be recognized that most jurisdictions permit truck to travel on any roadway segment with clear limitations to their movement (e.g., direct delivery to locations not on a designated route). Each route is at the discretion of its jurisdiction. Confirmation and updates to the RTRS will allow SCAG member cities to understand and develop policy regarding intracity and intercity truck route connections and gaps, and access to relevant land uses within jurisdictional boundaries.

GREEN REGION RESOURCE AREAS

GREEN REGION RESOURCE AREAS

As the region faces unprecedented challenges, it is important to coordinate regional land use and transportation strategies and address Southern California’s growth and sustainability challenges in order to protect the SCAG region’s natural assets and reduce future risks from climate change. The Green Region Resource Areas (GRRAs), derived from SB 375 statute and Connect SoCal 2020 strategies, highlights where future growth is not encouraged due to sensitivity to natural hazards and a changing climate.

The Green Region Resources Areas consist of ten (10) layers broken into three categories: *Resilience, Habitat, and Administrative/Working Lands*. GRRAs layers have been selected based off guidance from SB 375 defined “resource areas.” As a note, some GRRAs layers may be comprised of multiple pieces of underlying source data.

Additionally, a **Multi-Benefit Asset Map** has been developed for each of these three categories. Areas in the region that have more instances of overlapping data layers for these themes are shown with relatively higher value on the map. For example, the Resilience map can identify areas with both flood and coastal inundation risks which may have higher needs for resilience strategies. This approach builds upon the 2020 Connect SoCal Growth Vision’s Constraint Areas by prioritizing areas with a confluence of assets.



Resilience

These layers and the corresponding multi-benefit asset map contains data elements highlighting areas at risk due to climate change.

LAYER NAME	UNDERLYING DATASET(S)
Flood Areas	FEMA Effective: 100-Year Floodplains, 2017, FEMA
Coastal Inundation (Sea Level Rise)	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS
Wildfire Risk	Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE
	Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE
	Wildland Urban Interface, 2020, CAL FIRE



GREEN REGION RESOURCE AREAS

- Flood Areas - Data on flood areas were obtained from the Federal Emergency Management Agency (FEMA) Digital Flood Insurance Rate Map (DFIRM) to show impacts of potential flood risks of storm flows that have a 1%-annual-chance (or 100-year) of flood.
- Coastal Inundation (Sea Level Rise) - Data on coastal inundation were obtained from the Coastal Storm Modeling System (CoSMoS0 for Southern California (v3.0, Phase 2). CoSMoS is an online mapping viewer that makes detailed predictions over large geographic scales of storm-induced coastal flooding and erosion for both current sea level rise (SLR) scenarios.
- Wildfire Risk - Data includes [CalFire Very High Risk Wildfire Areas \(state and local\)](#) - Information on areas with very high fire hazards was derived from CalFire’s state responsibility area and local responsibility area Very High Fire Hazard Severity Zone (VHFHSZ) data and [Wildland Urban Interface Data \(WUI\)](#) – Data was developed for the 2015 Assessment of Forest and Rangelands. It is derived from several data sources, including housing density, Fire Hazard Severity Zones, Unimproved Parcels, and Vegetation Cover. The current dataset is appropriate for displaying the overall pattern of WUI development at the county level, and comparing counties in terms of development patterns. Until the dataset is refined through a field review process, it is not suited for WUI designations for individual houses or neighborhoods.

Habitat

These layers and the corresponding multi-benefit asset map contain data elements related to open space or habitat areas protected by natural community conservation plans and habitat conservation plans, as well as habitat areas for species identified as fully protected, sensitive, or species of special status by local, state, or federal agencies. Please see the habitat multi-benefit asset map metadata for additional layer details.

LAYER NAME	UNDERLYING DATASET(S)
Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura
	California Conservation Easement Database (CCED), 2021, Multiple sources
	California Protected Areas Database (CPAD), 2021, Multiple sources
Endangered Species and Plants	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife
Wildfire Risk	National Wetlands Inventory, 2020, US Fish and Wildlife Services
	South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute
	2015 Areas of Conservation Emphasis (ACEIIV2), 2015, CA Department of Fish and Wildlife
	Connect SoCal 2020 Habitat Connectivity Layer, 2020, SCAG
Natural Community and Habitat Conservation Plans	Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife



GREEN REGION RESOURCE AREAS

- Open Space and Parks - Data on conservation areas, open space, and parks from year 2017 comes from the Save Our Agricultural Resources (SOAR) protected areas in Ventura County, the California Conservation Easement Database, as well as the California Protected Areas Database (CPAD). Together, these data inventories represent protected open space lands, conserved areas, and conservation easements in the SCAG region and the greater State of California. Several elements were developed by aggregating and cross-checking various open space data from multiple public agencies by GreenInfo Network and also benefit from feedback provided by local jurisdictions through SCAG's Bottom-Up Local Input and Envisioning Process;
- Endangered Species and Plants – This dataset includes an inventory of the status and locations of rare plants and animals in California. The dataset is managed by California Natural Diversity Database (CNDDB) staff that work with partners to maintain current lists of rare species, as well as to maintain an ever-growing database of GIS-mapped locations for these species.
- Sensitive Habitat Areas – This dataset consists of habitat areas sensitive to growth, such as wetlands, habitat connectivity, and habitat quality. This dataset seeks to deemphasize growth in wetlands, wildlife corridors, high-biodiversity areas, wildfire prone areas, and floodplains. This approach intends to focus regional growth in existing communities, and reflects various goals of the plan such as adapting to a changing climate and promoting conservation of agriculture and natural lands. In order to ensure consistency throughout the region, most of the datasets encompass at minimum the entire state of California. Data on wetlands is sourced from the US Fish and Wildlife Services Wetlands Inventory (NWI), a publicly available resources that provides detailed information on the abundance, characteristics, and distribution of US wetlands. Data on habitat connectivity consists of layers identifying wildlife corridors, as well as movement barrier locations. Data on movement barriers is sourced from South Coast Missing Linkages, which has the most fine-grain data but does not cover portions of Riverside and San Bernardino Counties. Data on habitat quality consists of data from the CA Department of Fish and Wildlife recording Areas of Conservation Emphasis (ACEIIv2). ACEIIv2 consists of a statewide analysis of biological richness by 2.5 square mile hexagons to represent areas with high species richness, high levels of rarity and irreplaceability, and/or sensitive habitats.
- Natural Community and Habitat Conservation Plans – This dataset contains information on approved Natural Community and Habitat Conservation Plans (NCCPs) within the SCAG region. NCCPs identify and provide guidance on the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity.

LAYER NAME	UNDERLYING DATASET(S)
Tribal Nations	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
Military Installations	USA Department of Defense Lands, 2018, US Department of Defense
Farmlands	California Important Farmland Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation



GEOGRAPHICAL BOUNDARIES

Administrative/Working Lands

These layers and corresponding multi-benefit asset map provides additional information on administrative and working lands designated at the state or federal level.

- **Tribal Nations** - The American Indian Reservations / Federally Recognized Tribal Entities dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. The American Indian Reservations / Federally Recognized Tribal Entities dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. Categories included are: American Indian Reservations (AIR), Federally Recognized Tribal Entities (FRTE) and Alaska Native Villages (ANV). This dataset will be used to identify tribal nations in the SCAG region;
- **Military Installations** - The U.S. Defense Department oversees the nation's armed forces and manages over 30 million acres of land. With over 2.8 million service members and civilian employees the department is the world's largest employer. This dataset will be used to identify military lands in the SCAG region;
- **Farmlands** - Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG's purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

GEOGRAPHICAL BOUNDARIES

City Boundary and Sphere of Influence

City boundary and sphere of influence information are originally from each County's Local Agency Formation Commissions (LAFCO). The city boundary information included here is for the year 2019, the base year of Connect SoCal 2024. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions would need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census Tract Boundary

The census tract boundaries are the 2020 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (Topologically Integrated Geographic Encoding and Referencing) Products website (<https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.2020.html>).

Transportation Analysis Zone (TAZ) Boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region. This is used to facilitate Travel Demand and Land Use Modeling needs at SCAG.





GROWTH (SED)

These pages intentionally left blank in the February 2022 (LDX Soft Launch) version of the Data/Map Book.





GROWTH (SED)

DEFINITIONS

POPULATION: Population includes persons living in conventional housing units as well as group quarters (e.g., correctional institutions, nursing homes, dormitories, military barracks)

HOUSEHOLD: A household consists of all the people who occupy a housing unit regardless of relationship. There is one household per occupied housing unit.

EMPLOYMENT: Employment is the number of total jobs counted by place of work. Employment includes wage and salary jobs and self-employment (e.g., independent contractors).



GROWTH (SED)



APPENDIX 1

Sustainable Communities Project (SCP) Criteria (Extracted from Senate Bill No. 375 Chapter 728)

Chapter 4.2. Implementation of the Sustainable Communities Strategy

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2)

(A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.



APPENDIX 1

- (B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.
- (5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.
- (6) The transit priority project site is not subject to any of the following:
- (A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
 - (B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.
 - (C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.
 - (D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.
 - (E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.
- (7) The transit priority project site is not located on developed open space.
- (A) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria:
- (i) Is publicly owned, or financed in whole or in part by public funds.
 - (ii) Is generally open to, and available for use by, the public.
 - (iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.
- (B) For the purposes of this paragraph, “developed open space” includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.
- (8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.
- (b) The transit priority project meets all of the following land use criteria:
- (1) The site of the transit priority project is not more than eight acres in total area.
 - (2) The transit priority project does not contain more than 200 residential units.
 - (3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.
 - (4) The transit priority project does not include any single level building that exceeds 75,000 square feet.
 - (5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.
 - (6) The transit priority project is determined not to conflict with nearby operating industrial uses.
 - (7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.



APPENDIX 1

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.



MAIN OFFICE

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

REGIONAL OFFICES

IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 741
Orange, CA 92868
Tel: (213) 236-1997

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

Santa Fe Depot
1170 West 3rd St., Ste. 140
San Bernardino, CA 92418
Tel: (213) 236-1925

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960

SCAG.CA.GOV

For more information, please email SCAG staff at
RTPLocalInput@scag.ca.gov

Local Data Exchange Process Work Plan

Information Prepared for Local Jurisdictions

Background Information

Beginning in February 2022, SCAG will begin an extensive data exchange process with local jurisdictions. The purpose of this process is twofold: to inform SCAG’s upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy (“Connect SoCal 2024”) and to provide data, tools, and platforms to assist in local plan development with the aim of making local and regional plans mutually reinforcing.

Preliminary Activities. In preparation for Connect SoCal 2024, staff have been working on several items to lay the groundwork for local data exchange and plan development. These include the development of regional and county-level growth forecasts, the development of the Regional Data Platform, and the launch of SCAG’s Technical Working Group (TWG) for regional planning and growth which began meeting in July 2021.

Local Data Exchange – Soft Launch. In February 2022, SCAG will begin the local data exchange process by releasing Data/Map Books and local login credentials to the Regional Data Platform LDX module. RDP trainings and subregional outreach will be conducted. The Local Information Services Team (LIST) will be available for technical assistance. The objective of this phase is to inform local jurisdictions of the upcoming process, begin the on-boarding process, and provide additional time to begin reviewing data if needed. During soft launch, Data/Map Books and the RDP will *not* contain preliminary growth forecast information (see table below).

Local Data Exchange – Complete Launch. In May 2022, in conjunction with SCAG’s General Assembly and Regional Conference, SCAG will complete the launch of LDX by updating Data/Map Books and the RDP LDX module to include preliminary growth forecast information (also known as “SED” or Socioeconomic Data) at the jurisdictional and Tier2 Transportation Analysis Zone (TAZ) levels. A short survey will also be released to local jurisdictions at this time. If not already conducted during the soft launch or at the General Assembly, the LIST team will meet one-on-one with local jurisdictions to review the data package and feedback opportunities with local staff, as well as provide additional information and training about related RDP tools. In order to ensure potential inclusion into Connect SoCal 2024, feedback from local jurisdictions is requested by December 2, 2022.

Regional Collaboration on Plan Development. SCAG depends on input and collaboration from local agencies in developing the RTP/SCS—namely, the projects list that is provided to SCAG by each County Transportation Commission and the data from each of the 191 cities and 6 counties through this Local Data Exchange. Throughout the development of the plan, SCAG engages with stakeholders through hosting many different topical working groups and technical advisory committees in addition to engaging directly with stakeholders when needed.

In accordance with SB 375, SCAG will solicit feedback from the general public including but not limited to workshops on the issues and policy choices at hand in the development of the draft SCS, tentatively scheduled for early 2023.

LDX Map Layers

ANCIPITATED AVAILABILITY	CATEGORY	LAYER NAMES
Feb 2022	Land Use	General plan, zoning, existing land use, specific plan land use, key entitlements
Feb 2022	Priority Development	Neighborhood mobility areas, livable corridors, job centers, housing trajectory
Feb 2022	Transportation	High quality transit areas, transit priority areas, regional bikeways*, regional truck routes*
Feb 2022	Green Region Resource Areas	Flood areas*, coastal inundation, wildfire risk, open space and parks*, endangered species and plans, sensitive habitat areas, natural community and habitat conservation, tribal nations, military installations, farmlands
Feb 2022	Geographical Boundaries	City boundary and sphere of influence, Census tract, TAZ
May 2022	Growth	Jurisdiction and TAZ-level projections of households and employment for 2019-2050

Note: SCAG is seeking input on land use, priority development, and growth layers. In addition, we kindly ask that you indicate if any corrections or updates are merited to other layers identified by an asterisk.

Connect SoCal 2024 Forecasted Regional Development Pattern

The data layers reviewed during the Local Data Exchange process will form the basis for the policies and strategies which will be part of Connect SoCal 2024. Of particular focus, Government Code 65080(b)(2)(B) et seq. requires that SCAG “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

SCAG staff proposes the following principles in order to work with local jurisdictions during the LDX process to generate a forecasted regional development pattern which meets these objectives:

- 1. Rooted in local planning policies**
 - a. The forecasted regional development pattern will use local general plans as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and pending/upcoming planning work.
- 2. Steered by a regional vision**
 - a. The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council as part of the adoption of Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
- 3. Aligned with state policy**

- a. The forecasted regional development pattern will reflect the 6th cycle RHNA and housing element process and be assessed against SCAG's SB 375 greenhouse gas emission reduction targets.

Separately, SCAG will seek input from County Transportation Commissions (CTCs) on planned transportation infrastructure. SCAG staff proposes the below process in order to generate the forecasted regional development pattern:

1. SCAG will engage with jurisdictions one-on-one through the Local Data Exchange process.
2. Available during the complete launch of the LDX, SCAG's preliminary growth forecast (PGF) of households and employment at the jurisdictional and TAZ-level will:
 - a. Follow regional and county control totals established in the regional growth forecast framework.
 - b. Integrate sustainable growth strategies from the previous plan including priority development areas and green region resource areas.
 - c. Assess and reflect the impacts of the 6th cycle RHNA and housing element update process.
 - d. Use local general plans as a principal guide.
 - e. Be available in the Data/Map Book and RDP LDX module.
3. This PGF will be shared with local jurisdictions for review. This locally-reviewed PGF will be known as the draft forecasted regional development pattern and will:
 - a. Integrate local strategies toward achieving regional objectives including those related to housing and sustainability.
 - b. Be assessed against regional and county growth control totals.
 - c. Be assessed against SCAG's regional transportation conformity standards and GHG emissions targets set by federal and state regulators.¹
 - d. Only undergo further scenario development and modification if (b) and (c) are not met. This potential modification process would be conducted in consultation with SCAG's Technical Working Group.
 - e. Form a basis for additional land use and transportation strategies to reduce per-capita GHG which do not require changing the location of forecasted growth.
 - f. Be available in an updated Data/Map Book and RDP LDX module following the conclusion of the LDX process.
4. Additional development of GHG reduction strategies will be based on the draft forecasted regional development pattern. These will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS, as well as the general public in accordance with SB 375 and SCAG's public participation plan.
5. Pursuant to CEQA, SCAG will also develop PEIR alternatives which will differ from the draft forecasted regional development pattern.

¹ Final transportation network data and additional plan strategies to assist in achieving these targets will not be fully available at the time of assessment by SCAG. As such, assessment may not constitute a full travel demand model run and could include comparison against prior performance and measures such as growth in PDAs, housing/development type, assessment of likely travel demand between different locations, and other sketch-planning measures, in consultation with TWG.

Local Data Exchange Process Timeline and Milestones

The Local Data Exchange Process will involve the following milestones.

EVENT	ANTICIPATED DATE
Local Data Exchange Soft Launch. Data layers (except growth) available for local review through Data/Map Books and Regional Data Platform (RDP).	Estimated February 2022
Subregional outreach and trainings on LDX and RDP. LIST team available for questions and consultation.	Feb – Apr 2022
Local Data Exchange Complete Launch. Data/Map Book and RDP updated to include preliminary growth data.	Estimated May 2022
One-on-one meetings with local jurisdictions to review the data package and feedback opportunity.	Beginning May 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	Dec 2, 2022
Regional collaboration on plan development. Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023
Draft Connect SoCal 2024 release	Fall 2023
Final Connect SoCal 2024 adoption	April 2024

Meetings and Technical Assistance

SCAG staff, in coordination with subregional councils of government if applicable, will reach out to local jurisdictions to schedule a one-on-one meeting following LDX Complete Launch to discuss these maps in their local context, provide background on the development of Connect SoCal 2024, and provide training in tools available to local jurisdictions. In addition, SCAG’s Local Information Services Team (LIST) will be available for questions and further technical assistance; please contact list@scag.ca.gov.

Local Data Exchange Survey

In addition to the topics, layers, and feedback opportunities described above, the Complete Launch of LDX will include a brief survey for local jurisdictions covering additional topics in consideration for Connect SoCal 2024.