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MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, November 18, 2021
9:00 a.m. – 12:00 p.m.

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Kane at (213) 236-1828 or 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. Regional and County Growth Forecast Update
   Kevin Kane
   15 minutes
   Page 6

2. Local Data Exchange & Forecasted Regional Development Pattern principles discussion
   Kevin Kane
   30 minutes
   Page 19

3. Local Data Exchange: Data/Map Book
   Jung Seo
   15 minutes
   Page 25

4. Neighborhood Mobility Areas – Draft and Discussion
   Lyle Janicek
   30 minutes
   Page 48

5. Regional Data Platform – Timeline update and data governance discussion
   Tom Vo
   30 minutes
   Page 55

6. Greenprint – Status Update
   India Brookover
   15 minutes
   Page 61

SCAG TECHNICAL WORKING GROUP MEETING SUMMARY

September 30th, 2021
10:00 a.m. – 12:00 p.m.

Kevin Kane welcomed the participants to the session.

1. Regional forecast and expert panel update

Beth Jarosz and Kevin Kane presented an update on the regional forecast and expert panel. Discussion participants included Gail Shiomoto-Lohr (City of Mission Viejo) and Deborah Diep (CDR/CSUF). This discussion comprised topics concerning the rate of issued housing permits in the SCAG region, and nomenclature clarification.

2. Forecasted Regional Development Pattern & Local Data Exchange

Kevin Kane presented the process and timeline of the 2024 Forecasted Regional Development Pattern and Local Data Exchange. Discussion participants included Gail Shiomoto-Lohr (City of Mission Viejo), Susan Kim (City of Anaheim), Marika Poynter (City of Irvine), and Deborah Diep (CDR/CSUF). This discussion comprised topics concerning the nature of map book layers for local data exchange (e.g., applicability to the SoCal Greenprint), an outlook on the CARB scoping plan's impact for regional planning efforts (e.g., open space), the 2024 plan update for PDA's/land use scenarios, zoning/general plan consistency with current regional planning efforts, TAZ data review, and CTC and jurisdiction feedback conflicts.

3. SCAG Regional Data Platform update

Tom Vo and Caitlin Smith presented an update on the SCAG Regional Data Platform. Discussion participants included Warren Whiteaker (OCTA). This discussion comprised one topic concerning RDP access for County Transportation Commissions.

4. Priority Development Areas

Lyle Janicek presented Priority Development Areas (PDAs). Discussion participants included Deborah Diep (CDR/CSUF), Xander Wikstrom (LA DOT), and Warren Whiteaker (OCTA). This discussion comprised topics concerning the interpretation of spheres of influence, jurisdictional growth constraints, terminological recommendations for the "15-minute city," and possible layer additions to the 15-minute city (e.g., "neighborhood electric vehicle alternative") with clarification of potential equity impacts.

5. Connect SoCal Data Sharing Protocol

Kimberly Clark shared an update to the Connect SoCal Data Sharing Protocol. No discussion or questions ensued from the meeting participants.

6. SoCal Greenprint Update

India Brookover presented an update on the SoCal Greenprint. No discussion or questions ensued from the meeting participants.

7. SB150 update

Courtney Aguirre presented an update of SB 150 reporting to CARB. Discussion participants included Warren Whiteaker (OCTA). This discussion comprised one topic concerning state commitment and support to transit operations and capacity limitations.

TWG Members and Attendance Tracker

1. Land Use Authorities				
Name	**Title**	**Organization Affiliation**	**7/15 Meeting**	**9/30 Meeting**
Kim, Susan	Principal Planner	City of Anaheim		X
Taylor, Christina	Community Development Director	City of Beaumont		
Chung, Chris	Urban Planner	City of Garden Grove	X	
Kim, Lisa	Assistant City Manager	City of Garden Grove		
Marino, Lee	Planning Services Manager	City of Garden Grove	X	
Aube, Nicolle	Senior Analyst	City of Huntington Beach	X	
Poynter, Marika	Principal Planner	City of Irvine	X	X
Brindley, Karen	Community Development Director	City of Lake Elsinore		
De La Cruz, Larissa	Senior Manager Community Development	City of Lancaster		
Vander Hyde, Candice	Analyst	City of Lancaster	X	
Gable, Emily	City Planner	City of Los Angeles	X	
Kitzerow, Cheryl	Community Development Director	City of Meinfee		
Shiomoto-Lohr, Gail		City of Mission Viejo	X	X
Spondello, Douglas	Interim Community Development Director/Planning M	City of Moorpark		
Martinez, Patrick	Director of Development Services	City of Needles		
Paiva, Alberto	City Engineer	City of Needles		
Taggart, Megan	Planning Manager	City of Palmdale		
Siques, Joaquin	Deputy Director of Transportation	City of Pasadena, Transportation Department		X
Gonzalez, Julia	Deputy Director	City of Pico Rivera		
Champion, Siri	Senior Planner	City of Rialto Community Development Dept.		
Murray, David	Principal Planner	City of Riverside	X	
Espinoza, Marco	Senior Planner	City of San Dimas	X	
Marquez, Gerardo	Associate Planner	City of San Fernando	X	
McCann, Melanie	Principal Planner	City of Santa Ana		X
Minh, Thai	Executive Director, PBA	City of Santa Ana		
Morrell, Wayne	Director of Planning	City of Santa Fe Springs		
Wong, Jimmy	Associate Planner	City of Santa Fe Springs		
Gibson, Sean	Deputy Environmental Services Director/City Planner	City of Simi Valley		X
Farnsworth, Nate	Planning Manager	City of Yorba Linda	X	X
Matlock, Benjamin	City Planner	City of Yucaipa		
Palacios, Aksel	Planning and Economic Development Deputy	Council District 15, City of LA		
Wikstrom, Alexander	Transportation Planning Associate 2	LA DOT		X
Glesne, Matt	Senior City Planning	Los Angeles City Planning		
Pallini-Tipton, Conni	Senior City Planner	Los Angeles Department of City Planning		
Mitchell, Miles	Sr. Management Analyst	LA DOT	X	
Savage, Jennifer	Assistant to the City Manager	San Clemente		
Phillips, Cameron		LA City Planning		X
Holzer, Jessie	Transportation Planner	City of Beverly Hills		X
Ayon, Jonathan	Planning Assistant	City of Los Angeles		X
2. Regional Partners				
Name	**Title**	**Organization Affiliation**		
Huddleston, Lori	Transportation Planning Manager	LA Metro		
Kin, Nina	Tech Lead	LA Metro		
Ti, Mike		MWD	X	
Whiteaker, Warren	Principal Transportation Analyst	OCTA	X	X
Lee, Josh	Chief of Planning	SBCTA	X	
Fung, Alexander	Senior Management Analyst	SGVCOG	X	
Fagan, Amanda	Director of Planning & Sustainability	Ventura County Transportation Commission	X	
Gray, Chris	Deputy Executive Director	WRCOG		
Logasa, Brianna	Management Analyst	SGVCOG		
Smith, Aubrey*	Planning Manager 1	LA Metro		X
3. Regulatory and Coordinating Agencies				
Name	**Title**	**Organization Affiliation**		
Campbell, Helen	Senior Planner	California Govenor's Office of Planning and Research	X	
San, Tina	Associate Transportation Planner	Caltrans	X	X
Struhl, Mine	Office Chief, Complete Streets and Climate Change	Caltrans		
Tuerpe, Michael	Senior Analyst	San Bernardino LAFCO	X	
Lee, Sang-Mi	Program Supervisor	South Coast Air Quality Management District		
Yamarone, Mark		LA Metro		X
4. Field Experts				
Name	**Title**	**Organization Affiliation**		
Diep, Deborah	Director	CDR/CSUF	X	X
Rodnyansky, Seva	Assistant Professor	Occidental College	X	
Mendoza, Eduardo		Population Dynamics RG	X	
Karpman, Jason		UCLA Luskin Center	X	
O'neill, Moira	Associate Research Scientist	University of California, Berkeley	X	X

Connect SoCal 2024 – Regional Growth Forecast Update

Population, Households, and Employment across SCAG's counties

Kevin Kane, PhD
Sustainability

Technical Working Group – November 18, 2021

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1

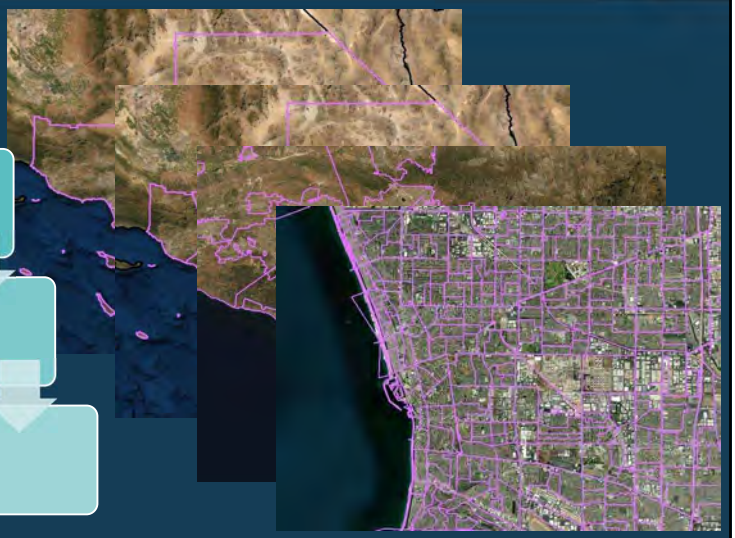
Connect SoCal 2024 – Four key forecast scales

SCAG Region
(19 million people, 38,000 square miles)

6 SCAG Counties
(Average size: 3.1 million people, 6,400 square miles)

197 SCAG Jurisdictions
(Average size: 85,000 people, 196 square miles)

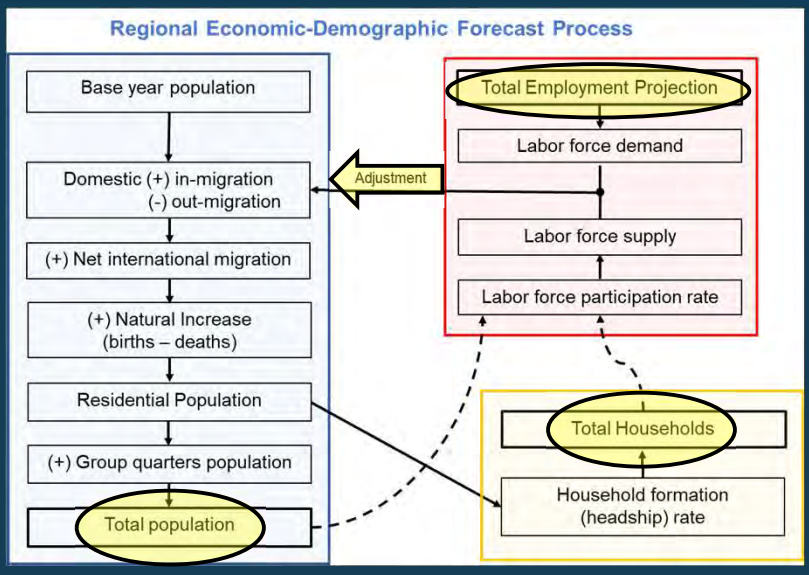
Transporation Analysis Zone (TAZ)-level growth
(Median: 1,200 people, 0.22 square miles)



Source: Connect SoCal, 2016. Area includes non-urbanized land.

2

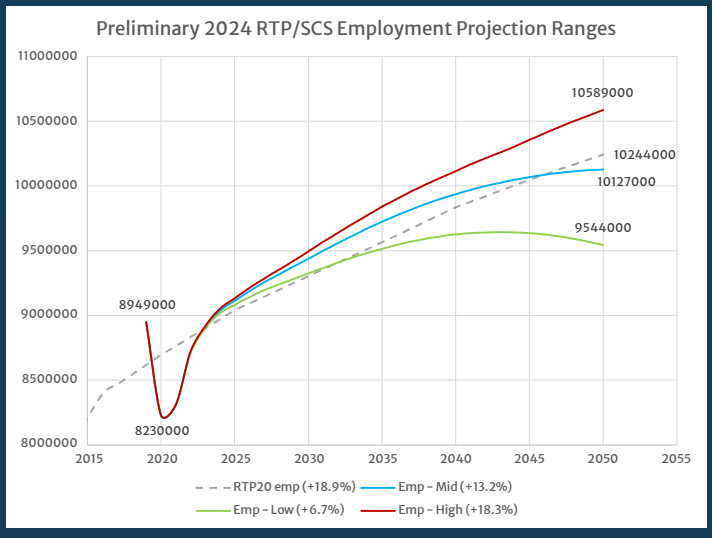
Regional and County Forecast Process



3

Connect SoCal 2024: Preliminary Forecast Ranges

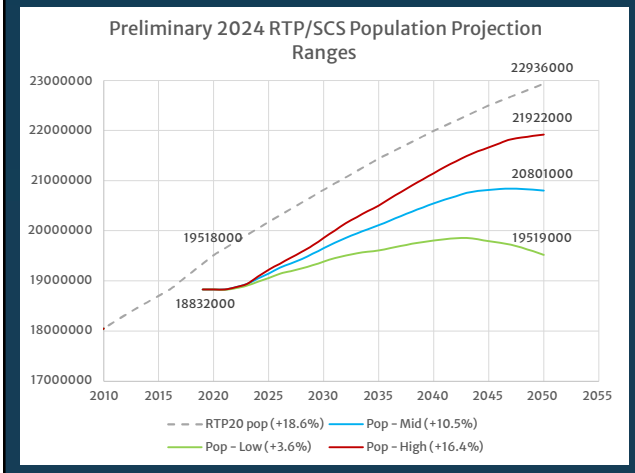
- Population will grow much more slowly than past expectations
- Decline not likely in the long-term
- High living cost balanced against economic strengths & industry mix, immigration, tolerant/welcoming culture, natural amenities

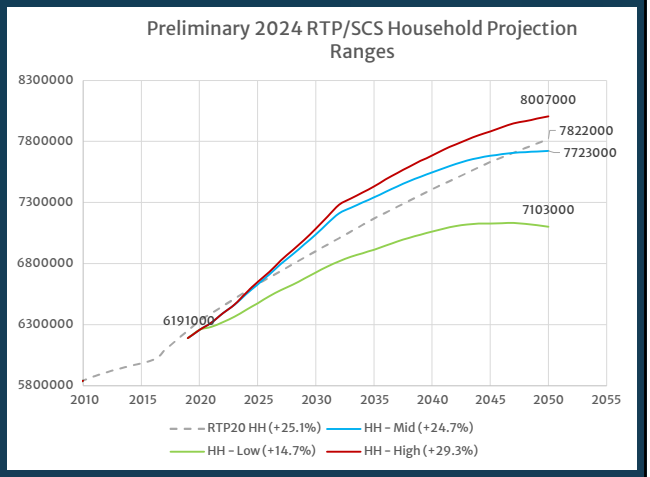


Source: SCAG Connect SoCal 2024 Preliminary Forecast Ranges, 11/4/2021

4

SCAG Preliminary Forecast Ranges – Connect SoCal 2024

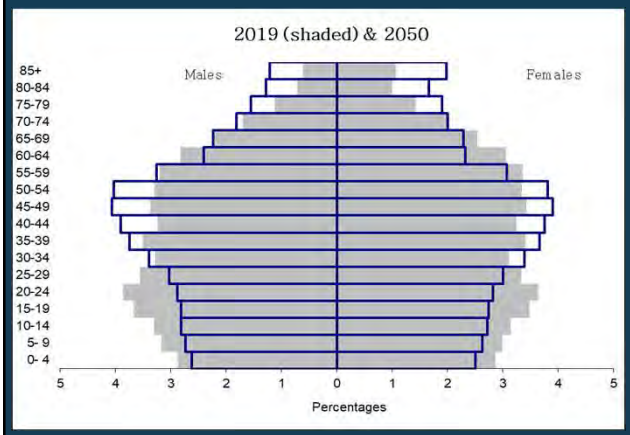


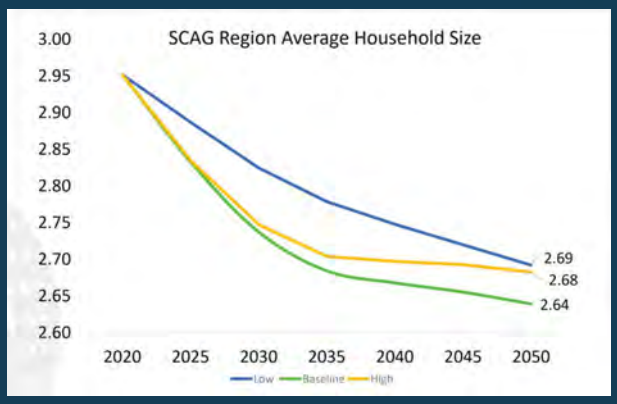


Source: SCAG Connect SoCal 2024 Preliminary Forecast Ranges, 11/4/2021

5

Aging population, smaller households



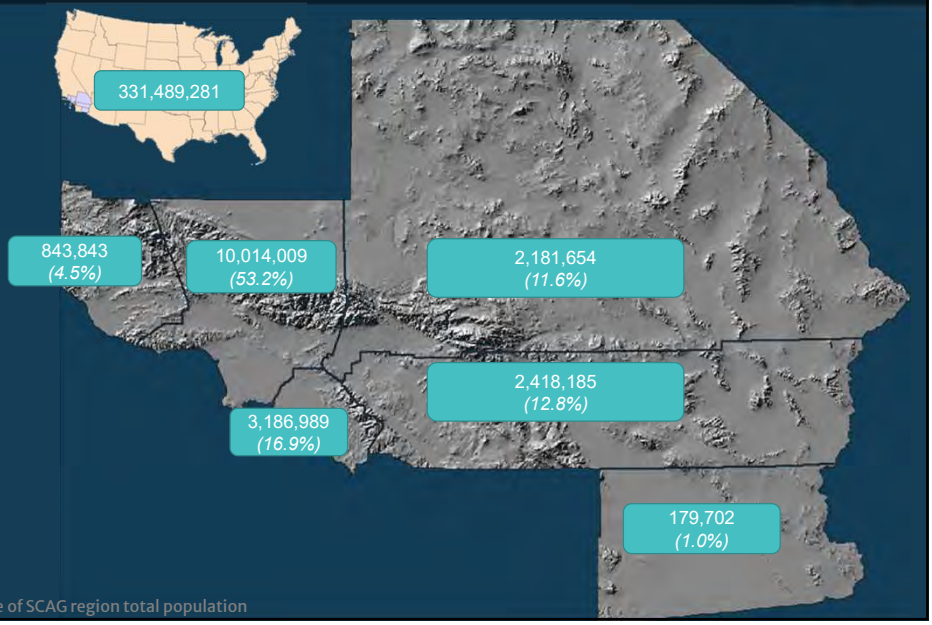


Source: SCAG Connect SoCal 2024 Preliminary Forecast Ranges. Pyramid shows baseline (mid) series.

6

Next Step: County Models

- 2020 Census – total population
- *Percent of SCAG Region Total*

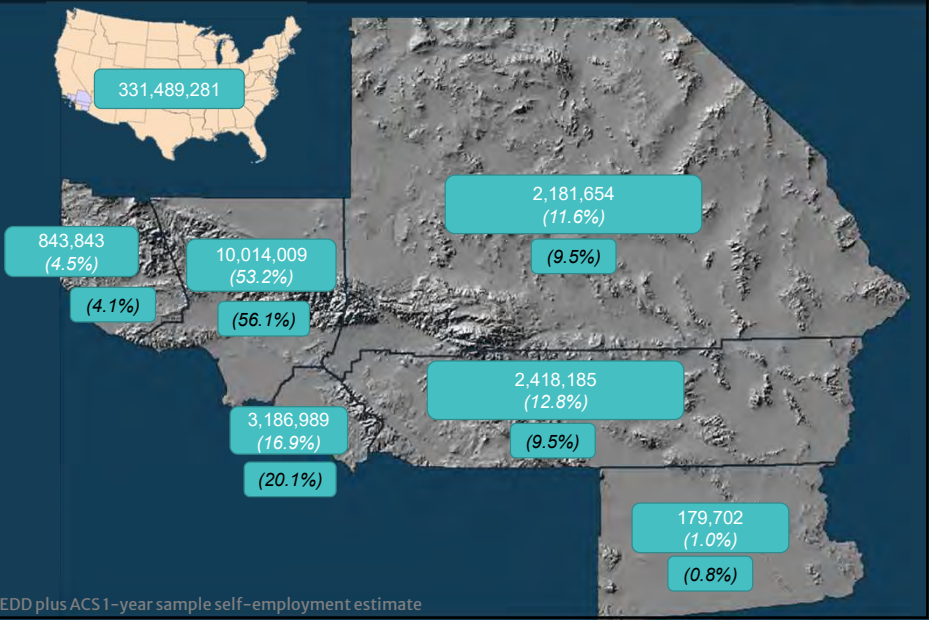


Source: 2020 Decennial Census – Percentage of SCAG region total population

7

Next Step: County Models

- 2020 Census – total population
- *Percent of SCAG Region Total*
- *2019 share of employment*

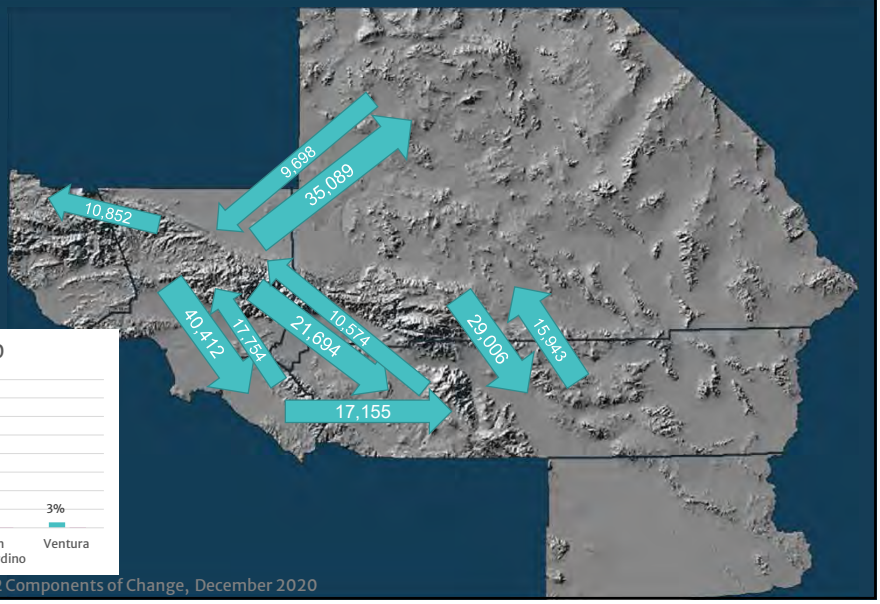


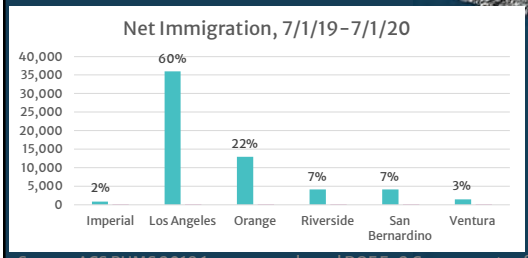
Source: 2020 Decennial Census and 2019 CA EDD plus ACS 1-year sample self-employment estimate

8

Top 10 Inter-regional county migration flows (2019)

- 2.2% of region's residents moved across county lines
- Top 2 net flows:
  - LA to San Bernardino
  - LA to Orange



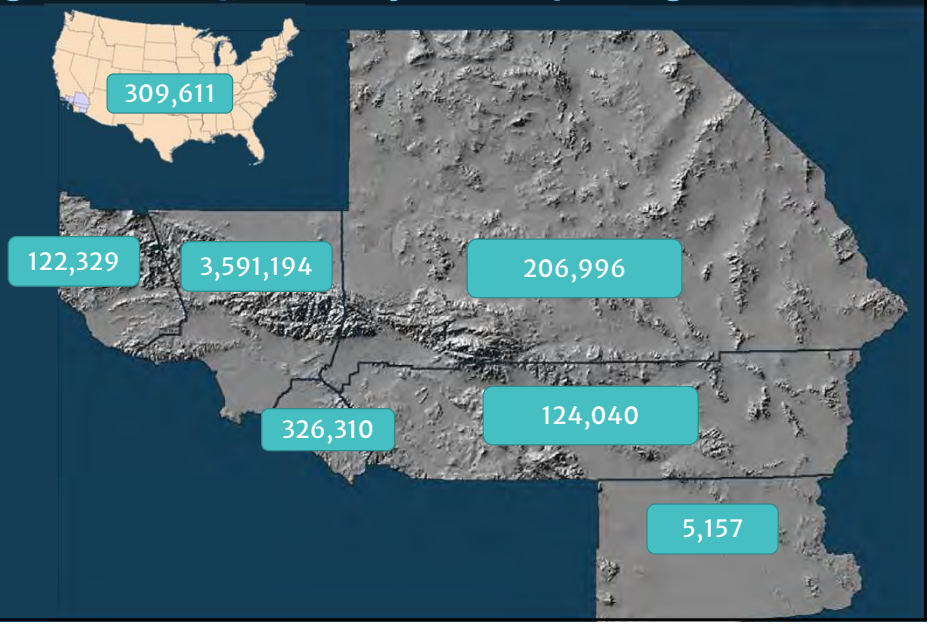


Source: ACS PUMS 2019 1-year sample and DOF E-2 Components of Change, December 2020

9

Where do Los Angeles County's 4.69M jobs sleep at night?

- 4.69M jobs
- 4.45M resident workers
- *Net importer of 234,000 (5%) workers who must live elsewhere*

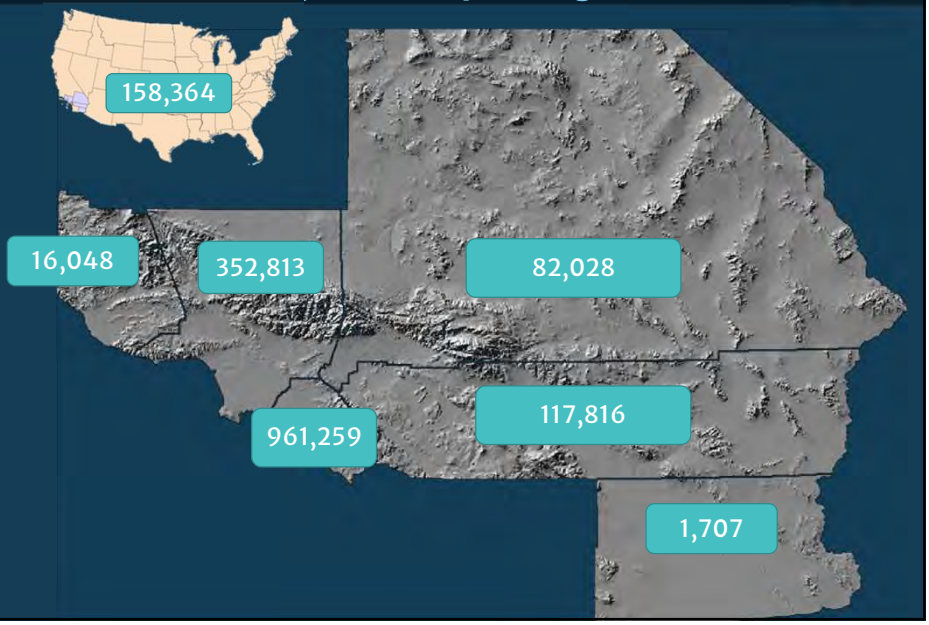


Source: 2018 Census LEHD LODES

10

Where do Orange County's 1.69M jobs sleep at night?

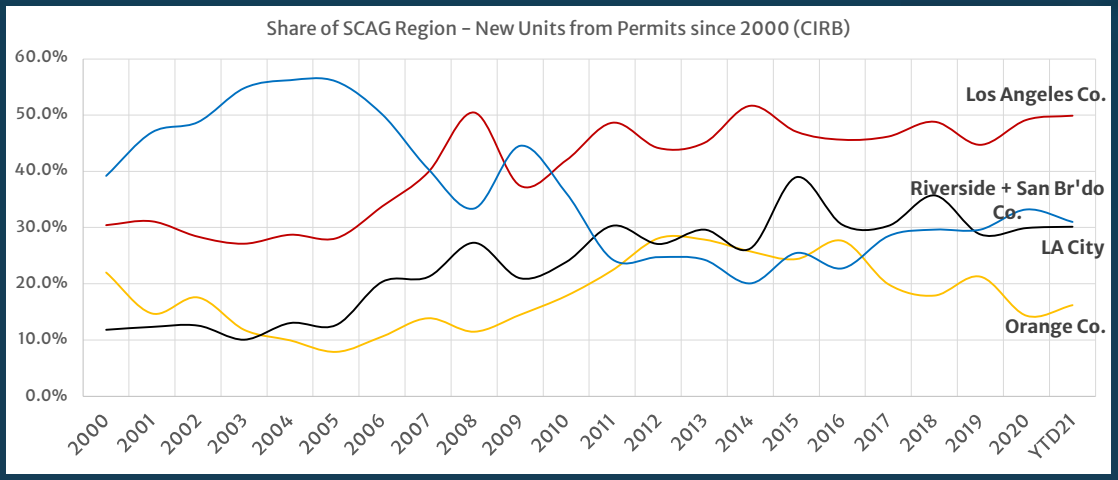
- 1.69M jobs
- 1.49M resident workers
- *Net importer of 201,000 (12%) workers who must live elsewhere*



Source: 2018 Census LEHD LODES

11

CIRB Trend – Housing Production

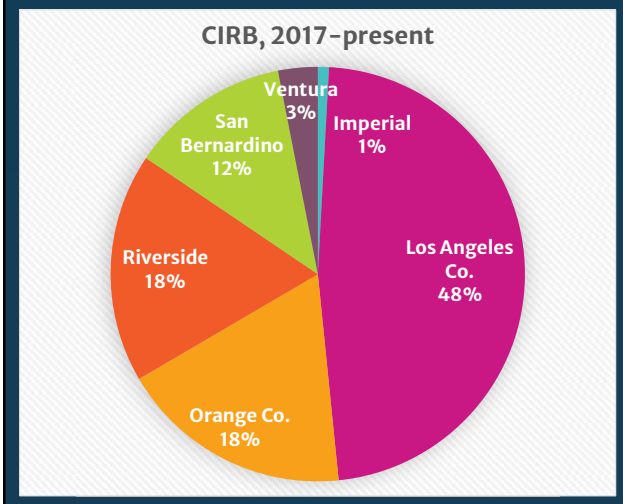


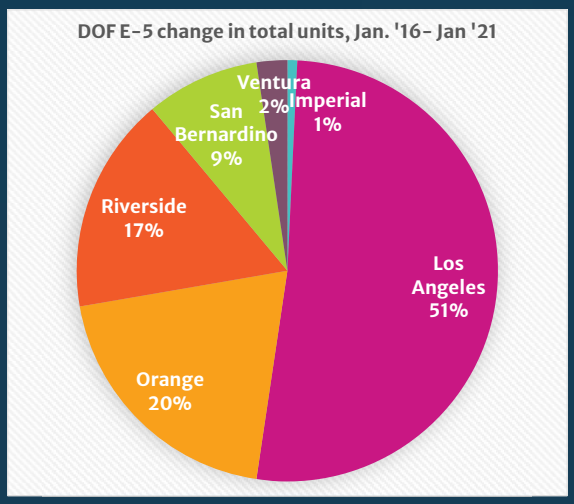
- New units from building permits
- Unclear whether ADUs are reflected

Source: Construction Industry Research Board

12

Housing Units – Since Developing the Connect SoCal 2020 Forecast





Source: CIRB, CA DOF E-5 Population and Housing Unit Estimates, May 2021

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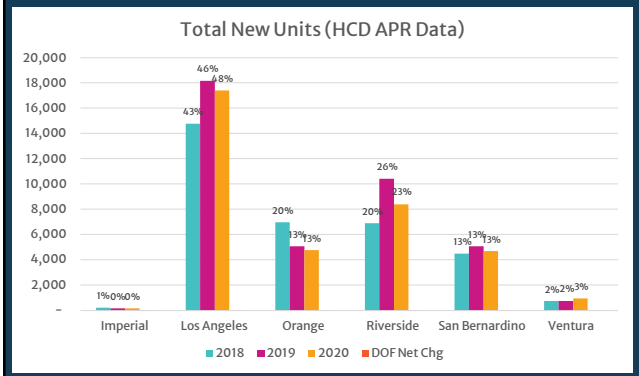
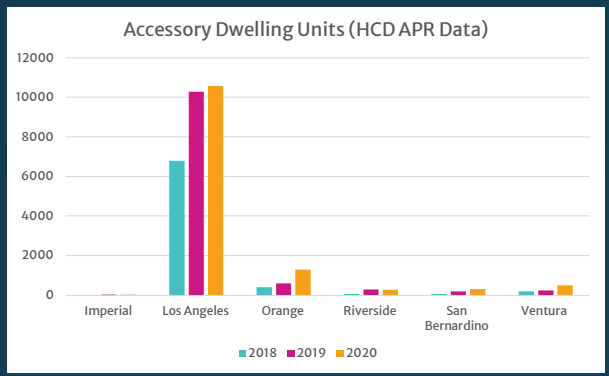
HCD APR





- HCD Annual Progress Report – newly available as open data
- ADUs – substantial increase

Source: California Department of Housing and Urban Development

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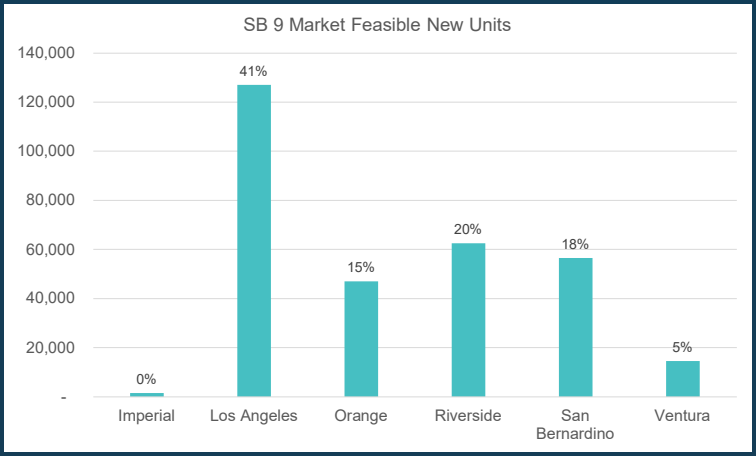
SB 9 Market Feasibility (Terner)

- Terner Center Analysis
- SB 9 Change in Net **Market-Feasible** Units

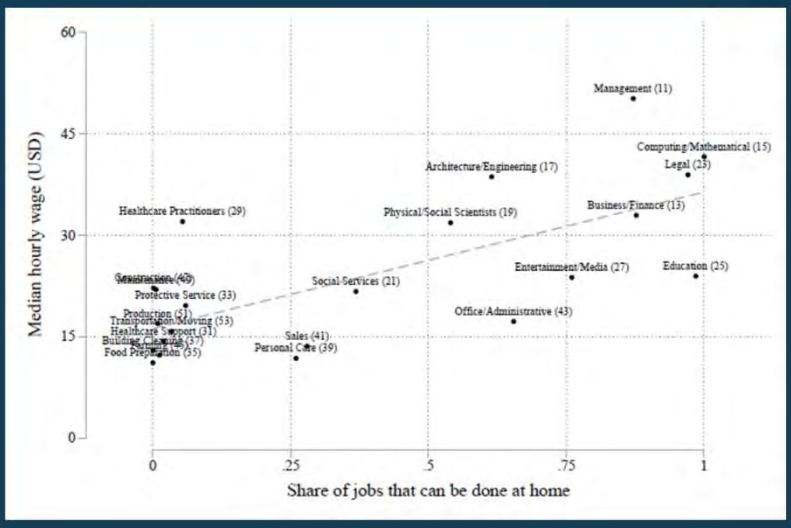


Source: Metcalf et al., July 2021. Will Allowing Duplexes and Lot Splits on Parcels Zoned for Single-Family Create New Homes? A Terner Center Report.

15

What about telecommuting in the COVID era?

- About 37% of all jobs can be done at home.
- These jobs tend to be in higher-income occupations.
- Regional plans – telework typically more associated with *mode share*



Sources: Dingel & Nieman 2020. www.nber.org/papers/w26948

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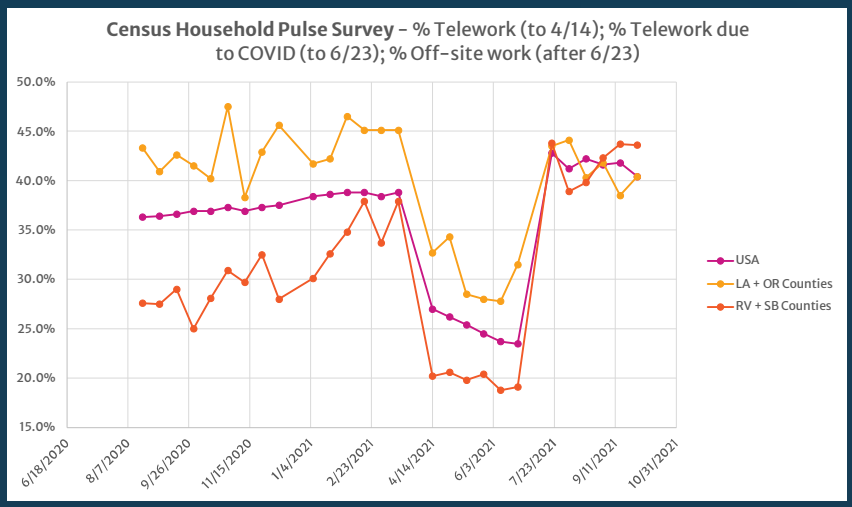
What about telecommuting in the COVID era?

- Available for top 15 US Metros
- *Caution: survey question changes*
- *Currently close to "maximum" telework?*



Sources: Census Household Pulse Survey, 2021, https://www.census.gov/data/experimental-data-products/household-pulse-survey.html

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SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast

Update Provided to the Technical Working Group on 12/13/2021

Below is SCAG's preliminary growth forecast of population, households, and employment for Connect SoCal 2024 at the regional and county level. As articulated in prior reports, a key focus is balance between population, households, and employment across the region. Staff plans to present these figures to policy committees in February 2022. They will be allocated to the jurisdictional and Transportation Analysis Zone levels for local review beginning in May 2022. After integrating and assessing local feedback we anticipate a draft forecasted regional development pattern to be complete in early 2023. Please note:

- This forecast is similar to the mid/baseline scenario for 2019-2050 regional growth presented in November to the Community, Economic, and Human Development committee (report begins on page 65 of https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2271&Inline=True).
- Members of our Panel of Experts were asked to weigh in via email. Most who did felt the mid/baseline scenario was reasonable though some of the low scenario's assumptions were also reasonable.
- Compared to the mid/baseline, 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 ACS or DOF data. This results in a slightly lower regional population and household forecast by 2050.
    - Nonetheless, in the regional model the outlook for immigration and domestic migration remains higher than recent past levels. This reflects a combination of using anticipated job growth as an input assessing the level of future migration, the insight that the region continues to be desirable especially for those who can afford it (e.g. two-income households), and the cumulative effect of pro-housing policies.
    - As a sidenote, the December 9th UCLA Anderson Forecast assessed how price increases in other metros make Southern California *relatively* more affordable, supporting higher domestic migration assumptions (see 39:00-51:00 of https://www.youtube.com/watch?v=iyHc0AhFt5E)
- Most county models follow the regional trend and use county-specific input data unless data by category (e.g. race and age combinations) is of an insufficient sample size.
- Net domestic migration at the county-level is controlled to regional totals. Past trends are taken into account as well as the practice of keeping the demand for labor (projected employment growth) relatively consistent with the supply of labor (projected working-age population).

	SCAG	Imperial	LA	Orange	Riverside	San Bernardino	Ventura
Annual Avg. Net Domestic Migration, 2019-2050	-45,607	-1,345	-49,200	-4,274	9,809	1,003	-1,599

- In most counties, it was possible to ensure that a county's resident labor force would grow to meet the anticipated rise in jobs. Orange County diverges somewhat since current employment exceeds the resident labor force. This is reflected in the P:E ratios below:

Population to Employment (P:E) Ratio

	SCAG	Imperial	LA	Orange	Riverside	San Bernardino	Ventura
2019	2.10	2.61	2.02	1.75	2.85	2.53	2.27
Growth	1.46	1.41	1.48	1.33	1.52	1.43	1.51
2050	2.03	2.34	1.97	1.71	2.45	2.31	2.28

- Total household formation rates are projected to rise in part because of the ageing of the population – older people are far more likely to live in small households. Additionally, it is reasonable to expect that the impact of latent demand and pro-housing policy is consistent with the gradual alleviation of existing housing need.
- In most counties and population categories, we project a gradual return to 2005-2007 household formation rates by 2032. Exceptions include under 25 population which is not expected to return to previous levels, and Orange County whose articulation of land use constraints during previous regional plan cycles make it more difficult to foresee a full return to these levels.
- This results in a fairly large reduction in average household sizes:

	SCAG	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura
2019	2.98	3.52	2.89	2.94	3.19	3.25	2.98
2050	2.64	2.87	2.56	2.69	2.79	2.72	2.64

SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast

Provided to the Technical Working Group on 12/13/2021

Total Population

	2019	*2020*	2025	2030	2035	2040	2045	2050	2019-2050 Growth	2019-2050 Pct. Growth
Imperial	181,000	*180,000*	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.0%
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	236,000	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)	-0.9%
SCAG	18,833,000	*18,830,000*	19,049,000	19,392,000	19,778,000	20,170,000	20,444,000	20,553,000	1,720,000	9.1%

Total Households

	2019	*2020*	2025	2030	2035	2040	2045	2050	2019-2050 Growth	2019-2050 Pct. Growth
Imperial	51,000	*51,000*	56,000	61,000	64,000	68,000	70,000	72,000	21,000	41.2%
Los Angeles	3,400,000	*3,427,000*	3,611,000	3,791,000	3,934,000	4,017,000	4,060,000	4,064,000	664,000	19.5%
Orange	1,066,000	*1,076,000*	1,124,000	1,169,000	1,202,000	1,228,000	1,248,000	1,248,000	182,000	17.1%
Riverside	740,000	*756,000*	816,000	877,000	929,000	970,000	1,006,000	1,038,000	298,000	40.3%
San Bernardino	656,000	*667,000*	725,000	776,000	815,000	848,000	874,000	893,000	237,000	36.1%
Ventura	280,000	*283,000*	296,000	307,000	313,000	316,000	315,000	312,000	32,000	11.4%
SCAG	6,193,000	*6,259,000*	6,628,000	6,980,000	7,257,000	7,446,000	7,572,000	7,627,000	1,434,000	23.2%

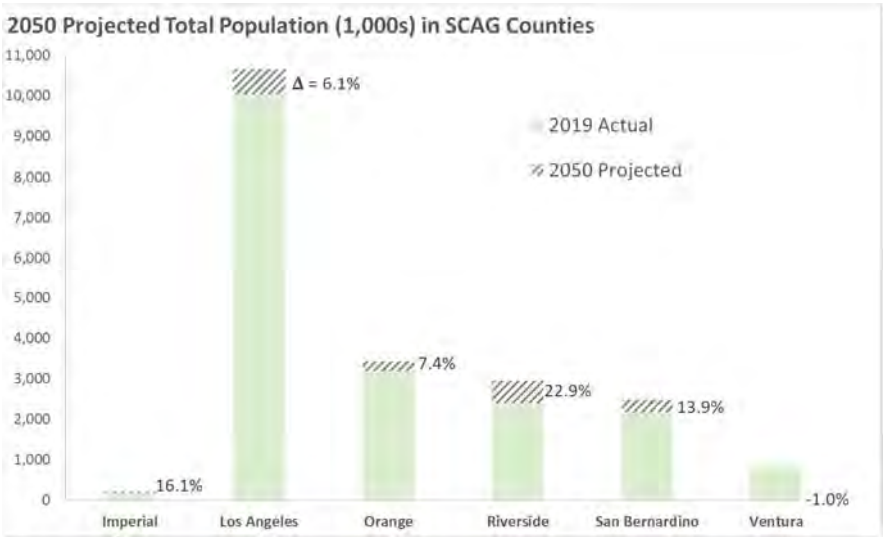
Total Employment

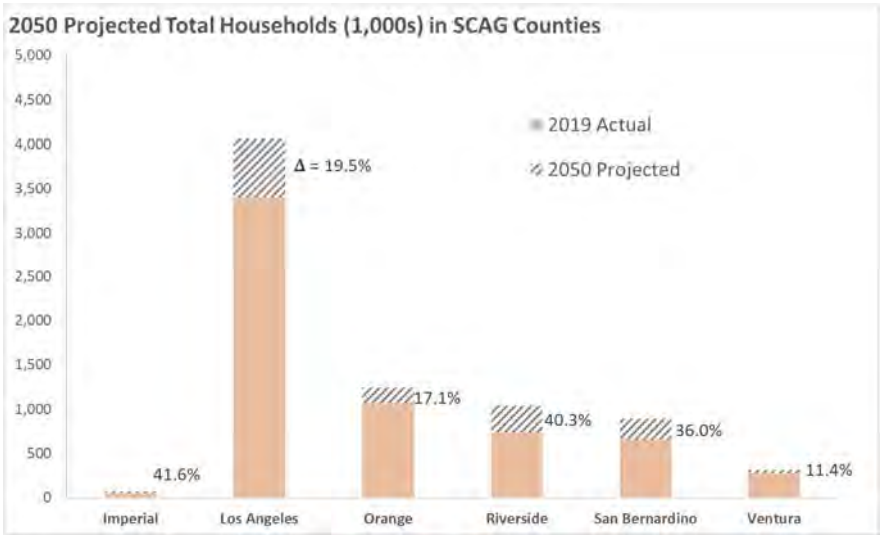
	2019	*2020*	2025	2030	2035	2040	2045	2050	2019-2050 Growth	2019-2050 Pct. Growth
Imperial	69,000	*69,000*	72,000	76,000	80,000	84,000	87,000	90,000	21,000	30.4%
Los Angeles	4,985,000	*4,470,000*	5,044,000	5,190,000	5,309,000	5,385,000	5,413,000	5,398,000	413,000	8.3%
Orange	1,824,000	*1,660,000*	1,846,000	1,903,000	1,951,000	1,984,000	2,000,000	2,002,000	178,000	9.8%
Riverside	839,000	*791,000*	894,000	961,000	1,028,000	1,091,000	1,149,000	1,200,000	361,000	43.0%
San Bernardino	859,000	*834,000*	892,000	937,000	981,000	1,018,000	1,047,000	1,070,000	211,000	24.6%
Ventura	372,000	*350,000*	367,000	371,000	375,000	375,000	373,000	367,000	(5,000)	-1.3%
SCAG	8,949,000	*8,172,000*	9,114,000	9,439,000	9,724,000	9,938,000	10,069,000	10,127,000	1,179,000	13.2%

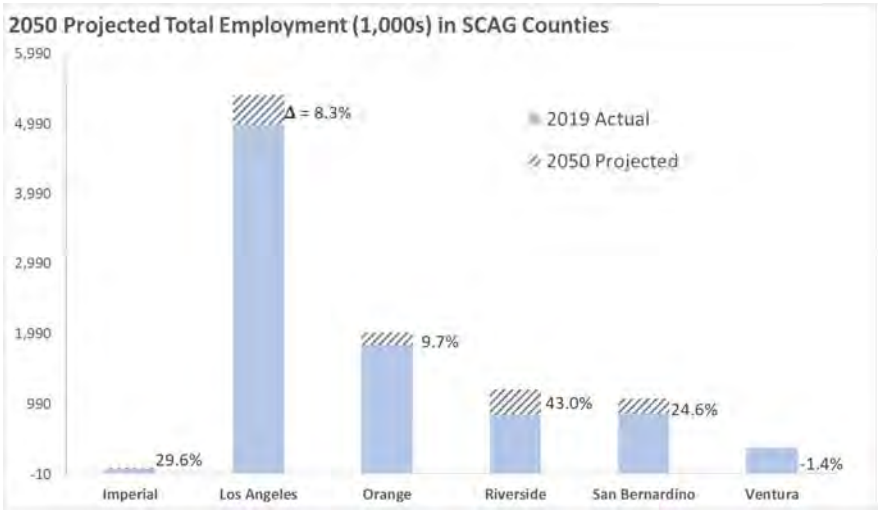
Note: Projections rounded to the nearest 1000.

SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast

Provided to the Technical Working Group on 12/13/2021







2. Connect SoCal 2024 – Local Data Exchange (LDX) and Forecasted Regional Development Pattern – Principles Discussion

Kevin Kane, PhD

SCAG Staff

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Overview

This item builds on the 9/30/21 TWG item "Process and Timeline" discussion of the same.

Connect SoCal 2020 had conducted a comprehensive outreach process ("Local Input") involving data exchange and one-on-one meetings with all 197 local jurisdictions, which included the opportunity to review and edit a preliminary forecast of population, household, and employment growth at the jurisdictional and TAZ-levels developed by SCAG. This forecast is also referred to as "SED," referring to "Socioeconomic data." This was followed by a separate land use scenario development process whereby growth at the TAZ-level was reallocated based on various priority growth and constraint areas. The final Connect SoCal 2020 "growth vision" which followed is described at https://scag.ca.gov/sites/main/files/file-attachments/growth-vision-methodology.pdf?1603148961.

In contrast, Connect SoCal 2024 proposes to develop a preliminary small area growth forecast which explicitly includes regional policies and strategies which have been previously adopted. These would include updated versions of Connect SoCal's 2020 priority development and constraint areas, in addition to assessing 6th cycle RHNA allocations and local 6th cycle housing element updates. This is in addition to the use of regional and county-level growth totals (described separately and referred to as "control totals") and local jurisdictions' general plans and, to the extent available and applicable, other relevant land use data such as zoning, specific plans, and key entitlements.

The purpose of this shift would be to use the months-long Local Data Exchange Process, and the opportunity for one-on-one meetings with individual jurisdictions which it provides, to review and discuss how these ingredients to the *Forecasted Regional Development Pattern* are reflected locally in order to update and strengthen the concepts found in Connect SoCal 2020 for the upcoming plan cycle.

The Local Data Exchange Process will focus on the data layers described in, and found in, the separate Data/Map Book agenda item. It will be principally conducted through the ESRI-based Regional Data Platform which will contain a digital/interactive version of these data layers. SCAG will also provide a mechanism to submit input outside the RDP platform, and technical assistance will be available throughout via the Local Information Services Team ("LIST").

Regional and County Growth Forecast

Local Data Exchange (LDX) Soft Launch

- Includes land use data, transportation/resource/boundary data, and data layers reflecting growth concepts from last plan.
- Uses SCAG Regional Data Platform – trainings, general/subregional outreach.

Preliminary Small Area Growth Forecast (SED)

- SCAG allocates household and employment totals to the jurisdiction and TAZ levels.
- NEW - Allocation would reflect regional policies Connect SoCal 2020 priority development and constraint areas, and 6th cycle RHNA.

LDX Complete Launch (anticipated May 2022)

- Includes preliminary small area growth forecast
- Complete outreach; one-on-one with each jurisdiction to link local and regional visions. Target due date: October 31, 2022

Draft Forecasted Regional Development Pattern

Preliminary Small Area Growth Forecast – Interim Years

Details on the Connect SoCal 2020 input process can be found at https://scag.ca.gov/2020-local-input-process. A sample of a preliminary jurisdiction-level forecast is found below:

The chart below shows jurisdictional level socioeconomic data.

	Population	Households	Employment
2016	7,535	3,099	5,562
2020	7,697	3,137	5,577
2030	7,766	3,178	5,679
2035	7,798	3,196	5,720
2045	7,866	3,227	5,818

Connect SoCal 2024 will have a horizon from 2019-2050. 2019 was selected as the base year in part to reflect that COVID-19 adversely impacted the quality of certain data – particularly employment and transportation – which would lead to several challenges were 2020 selected as the base year. In addition to 2019, there are at least eleven intermediate years for which modeling output is necessary in order to model or assess a required plan output.

Recognizing that it is neither practical nor reasonable to expect local jurisdictions to review this many intermediate years, Connect SoCal 2020 included 2020 and 2030 (years bounding the 6th cycle Regional Housing Needs Assessment process) and 2035, a target year for which California Air Resources Board greenhouse gas emissions targets are measured. SCAG staff would interpolate values for other intermediate years as needed based on standard forecasting practice.

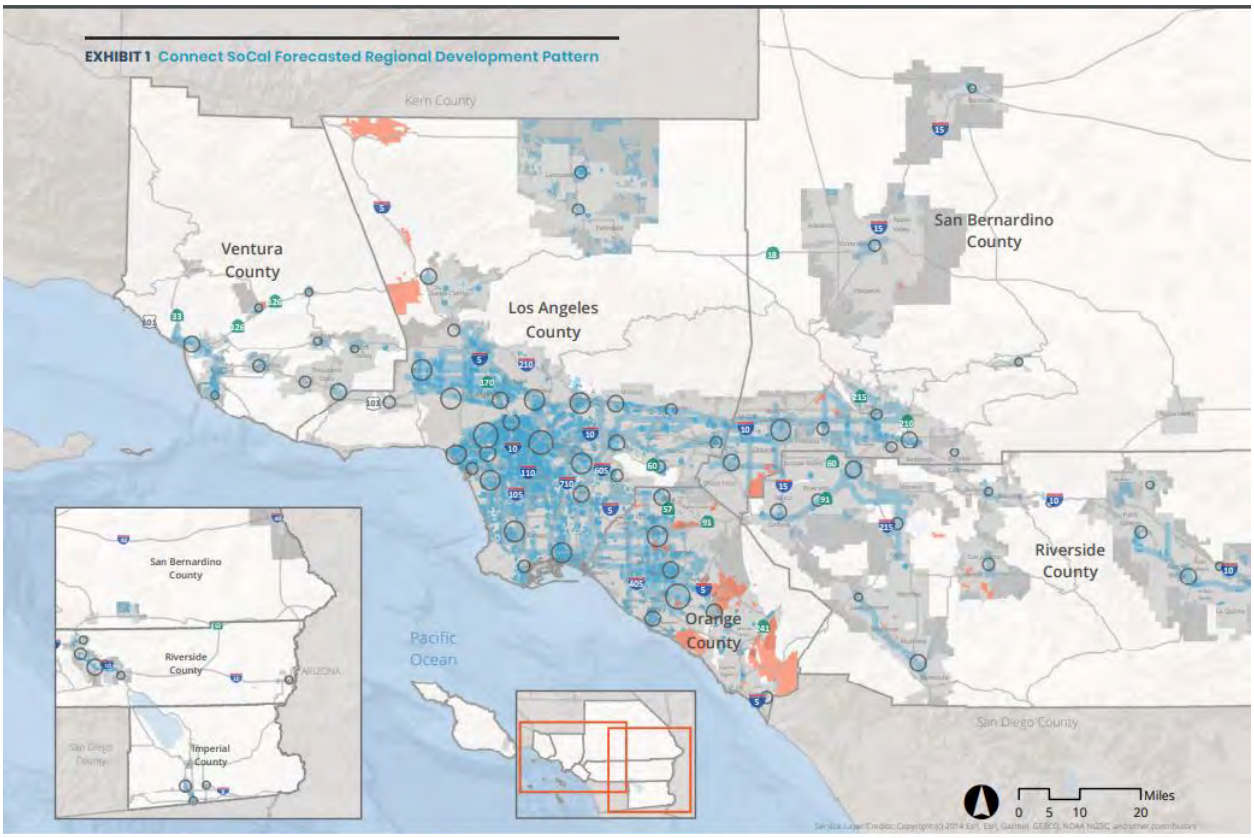
Since Connect SoCal 2024 is not associated with Regional Housing Needs Assessment development, only 2035 remains as an intermediate year with a "major" associated target. As such, it may be possible to solicit growth/SED information from local jurisdictions as of 2019, 2035, and 2050. A more detailed alternative may be to include all five-year increments, i.e. 2019, 2025, 2030, 2035, 2040, 2045, and 2050. In addition, staff are considering whether it may streamline the review process if local jurisdictions were only asked to provide review of household and employment data since it is relatively straightforward to calculate population growth given households. **Staff would like to learn which option TWG members may consider more reasonable from the local review perspective.**

Connect SoCal 2024 *Forecasted Regional Development Pattern* and its adoption

California Government Code 65080(b)(vii) indicates the statutory underpinnings of Connect SoCal's forecast:

> *"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 (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506)."*

To illustrate this, Connect SoCal 2020's Sustainable Communities Strategy appendix contained the following map to illustrate five key aspects of the Forecasted Regional Development pattern:



* Priority Growth Areas include Spheres of Influence outside of constrained areas, as discussed further in the SCS Technical Report.

Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019

The Demographics & Growth Forecast Technical Report also contained jurisdiction-level totals of population, households, and employment in 2016 and 2045 – the base and horizon years of the plan – in order to further illustrate the *Forecasted Regional Development Pattern*. TAZ level data from the final adopted plan, while public record, were not included as part of plan documents, and SCAG used the language "*the growth forecast is adopted at the jurisdictional level*" to describe this process. This language helped to reflect that local jurisdictions are the region's land use authorities and helped communicate that small area forecast data from the RTP/SCS are considered advisory and non-binding, particularly for CEQA purposes.

However, as the map above illustrates, there is not a great degree of specificity required in articulating a *Forecasted Regional Development Pattern*; rather, the map reflects several key policies and strategies for directing growth toward priority areas. To a degree this reflects the inherent uncertainty of forecasting future growth – especially at the small area level – and is reflective of some of the difficulty in precisely reflecting the timing and size of potential and entitled developments. As such, it should not be expected that a regional plan reflect a build-out scenario, nor that it reflect the most current detail on every proposed project region-wide (though, increasing precision continues to be a goal).

In contrast, the objective of a *Forecasted Regional Development Pattern* might be considered more vision-based rather than project-based—a distinction which may be more important given recent changes to state law governing approval of housing projects whose impacts could vary (e.g. ADUs, SB 9,

streamlining). **As such, staff would like to discuss with TWG how to best communicate the nature of a *Forecasted Regional Development* Pattern – specifically whether the language of "adoption at the jurisdiction level" or any spatial scale serves this purpose.**

Regardless of this, it is expected that the public outreach and communication requirements of SCAG's plan development, in addition to SCAG's core value of "being open" and the nature of much of SCAG's data as public record, would still necessitate including growth totals at the jurisdictional level as part of plan documents. Staff have discussed increasing use of metrics like percent of housing growth which is multifamily, in priority development areas, or takes place in certain neighborhood types (e.g. urban, compact, standard), to further illustrate the plan's land use strategies.

These have been used to varying extents in past plans, and given the increased oversight requirements from CARB it may be necessary to include or develop additional ways to communicate aspects of the *Forecasted Regional Development Pattern.* This may also include the requirement in 65080(a)(2)(B)(iii) to "identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584."

Achieving Plan Targets

While a shortcoming of the scenario development exercise of Connect SoCal 2020 was that it did not take advantage of one-on-one engagement with local jurisdictions, it did provide a mechanism for SCAG to develop land use strategies which resulted in the region's ability to hit CARB's GHG emissions reduction target and ensure federal air quality conformity targets were met.

In the above-described timeline for Connect SoCal 2024, SCAG would still refine and expand strategies related to growth & development (e.g. the last plan's co-working and parking pricing strategies were linked to job center locations); however, the objective would be to avoid the need to change the location of future population, households, and employment after the conclusion of the Local Data Exchange process. In other words, SCAG staff would not make additional changes to the *Forecasted Regional Development Pattern* after the conclusion of the Local Data Exchange process, but some additional land use-based strategies may be added to affect travel to and within certain locations.

Since Connect SoCal's 2020 achievement of CARB's GHG target relied upon developing these strategic growth strategies after that plan's local input process, this proposal may add risk to SCAG's ability to make needed changes to ensure compliance. Since updated transportation investments, transportation network data, and various model development/calibration steps and standards would not be available during the Local Data Exchange process, it may not be known until several months after the process' conclusion whether the *Forecasted Regional Development Pattern* is "efficient" enough at reducing travel demand to contribute to hitting the targets.

An advantage of one-on-one engagement with local jurisdictions about growth & land use is that it is also a conversation in which SCAG's externally-set targets and general strategies can be shared and taken into account as local jurisdictions review forecast data. However, it is also possible that revisions received by SCAG could result in substantially higher growth in outlying areas and thus greater travel demand (i.e., generally away from priority development areas). In this case, SCAG may be required to devise land use strategies *after* local review – in consultation with TWG and/or other working groups – nonetheless. **Staff would like to discuss this potential challenge with TWG and specifically ask whether there are**

any measures or "guardrails" which could improve the Local Data Exchange process' review of growth data.

6th Cycle Housing Element Updates

All 197 SCAG region jurisdictions were required to submit a 6th cycle housing element to the Department of Housing and Community Development (HCD) by October 15, 2021. While there is no official grace period, certain statutory penalties exist should jurisdictions not submit within 120 days of this deadline, i.e. February 11, 2022.

An especially important piece of the housing element update as it relates to Connect SoCal is the site inventory, which contains a site-by-site listing of locations which jurisdictions have identified as likely to develop into housing units during the 2021-2029 planning period and which sum to the RHNA allocation (net of alternative methods to achieve the RHNA allocation, e.g. ADUs).

Given the high regional total of 1,341,827 units to be included in Southern California jurisdictions' site inventories – and the allocation methodology which emphasized job and transit accessibility – staff estimate that a large number of jurisdictions will likely need to undertake rezoning or general plan updates in order to demonstrate that these plans can accommodate sites identified in the housing element update. Statute allows up to three years for this process; this is reduced to one year if housing elements are not submitted within 120 days of the deadline.

As of 11/6/2021, staff estimates that 156 of 197 jurisdictions have submitted at least an initial draft housing element to HCD for review. Of those, only 22 jurisdictions have adopted a housing element; however, most of these are still pending a compliance finding from by HCD. Separately, as of 11/9/2021, HCD indicated that only 20 SCAG jurisdictions had submitted the required Excel-formatted site inventory document.

Despite the ongoing nature of housing element updates and the unavailability of site-specific proposed land use changes, jurisdiction-level RHNA numbers have been available for several months (and in draft form for nearly two years). Furthermore, SCAG staff have been able to review draft housing elements to identify major categories of sites as defined by HCD: vacant sites, nonvacant sites, sites requiring rezoning, and ADUs. In addition to the RHNA number itself and existing local general plan, zoning, and land use data, currently available housing element information provide a basis for a preliminary small area growth forecast which could become refined during one-on-one local review.

While staff recognizes that housing element update data are likely to remain incomplete until at least February 2022, by the time Connect SoCal 2024 is scheduled to be adopted in Spring 2024, 6th cycle housing elements and most associated local plan changes will have been completed. Additionally, many programs through REAP and REAP 2021 will have provided substantial financial support for increasing the likelihood of development of sites identified in local housing elements. Finally, by the time SCAG intends to begin one-on-one meetings with local jurisdictions to discuss and review the local data associated with the *Forecasted Regional Development Pattern*, housing element updates are expected to be fully complete. **Staff would like to learn whether TWG members have identified additional challenges, or have any suggestions, in ensuring that the 6th cycle housing element update process is adequately reflected in the Connect SoCal 2024 *Forecasted Regional Development Pattern.***

SCAG Data/Map Books

For Connect SoCal 2024 Local Data Exchange (LDX) Process

Jung Seo, GIS Program Manager
Modeling and Forecasting Department
Southern California Association of Governments

Technical Working Group
November 18, 2021

www.scag.ca.gov

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1

SCAG Data/Map Book Overview

- **Objectives**
  - Producing 197 Data/Map Books including data descriptions and maps of 20+ geospatial dataset
  - To facilitate and assist in the local review of SCAG's base datasets in preparation for Connect SoCal development
  - To solicit information from local cities, counties and subregions on their most current land use, anticipated growth, resource areas, transportation and geographic boundaries
- **Connect SoCal 2020**
  - November 2017 version – Using the preliminary dataset
  - November 2019 version – Updated by incorporating feedbacks from local jurisdictions

2

SCAG Data/Map Book
Contents (Connect SoCal 2020)

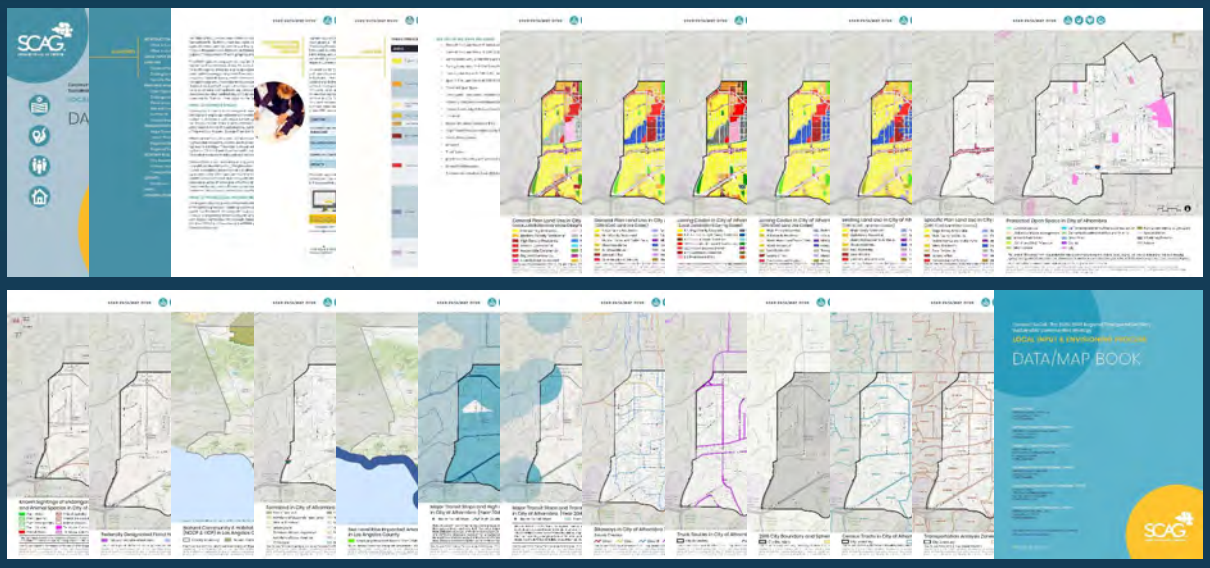
- **Connect SoCal 2020 Data/Map Books**

Land Use	General Plan, Zoning, Existing Land Use, Specific Plan
Resource Areas & Farmland	Open Space and Parks, Endangered Species and Plants, Flood areas, Natural Community & Habitat Conservation, Farmland, Sea Level Rise
Transportation	Major Transit Stops, High Quality Transit Corridors, High Quality Transit Areas, Transit Priority Areas, Bikeways, Truck Routes
Admin Boundary	City Boundary & Sphere of Influence, Census Tract, Transportation Analysis Zone (TAZ)
Growth	Socioeconomic Growth Forecast Entitlements, Potential Infill Sites

- **Customized map book production**
  - City/Tier2-level SED
  - Entitlement projects

3

SCAG Data/Map Book
Sample (Connect SoCal 2020)



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SCAG Data/Map Book
Current Progress

- **Geospatial Data Development**
  - Collect and update geospatial dataset land use, resource areas & farmland, transportation, geographic boundaries, etc.
  - Timeframe*: March 2021 thru January 2022
- **Data/Map Book Layout Development**
  - Update format & layout of cover pages and main texts
  - Update map templates
  - Timeframe*: October 2021 thru January 2022
- **Newly Added Information**
  - Growth strategy (Job Centers, NMAs)
  - Green Region layers

** This is a tentative schedule and will be subject to change.*

5

SCAG Data/Map Book
Contents (Connect SoCal 2024) – *DRAFT*

- **Land Use**
  - General plan, specific plan, zoning and existing land use at the parcel level
  - Key entitled projects
- **Resource Areas & Farmland**
  - Open space & park, flood areas, endangered species & plants, NCCP & HCP, farmland
  - Coastal inundation, Green Region
- **Priority Development**
  - Job Centers, Neighborhood Mobility Areas
- **Transportation**
  - HQTAs & TPAs (from Connect SoCal 2020)
  - Regional bikeways
  - Regional truck routes
- **Geographic Boundaries**
  - City boundary, sphere of influence
  - Census tract
  - Transportation Analysis Zone (TAZ)
- **Growth Forecasting**
  - Available in May 2022 release

Notes: The live/digital version of the above data contents will be also available on RDP Local Input Web during the Local Data Exchange soft launch.

6

Thank you

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7

SCAG 2024 RTP/SCS Data Map Book and Local Data Exchange (LDX) Process

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 pland 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 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.

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

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.

DRAFT

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.

ANCITIPATED 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

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.

[TABLE 1 PENDING. FOR REFERENCE, A PRIOR VERSION CAN BE VIEWED AT https://scag-spm-documentation.readthedocs.io/en/latest/scag_lu_codes/]

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.

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.

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%).

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]

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

[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

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).

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

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.

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

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 Sesource 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*. GRRA layers have been selected based off guidance from SB 375 defined "resource areas." As a note, some GRRA 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: 500-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

- 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 0.2%-annual-chance (or 500-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, 2021, CA Department of Fish and Wildlife
Sensitive Habitat Areas	2020 Priority Wildfire Movement Barrier Locations by Region, 2020, CA Department of Fish and Wildlife
	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
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

- 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.*

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.

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

- 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 2010 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (**T**opologically **I**ntegrated **G**eographic **E**ncoding and **R**eferencing) 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.

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

ANCITIPATED 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.[4]
    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.

[4] 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 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.

Priority Development Areas (PDAs)

Lyle Janicek
Associate Regional Planner, Sustainability
11/18/2021

www.scag.ca.gov

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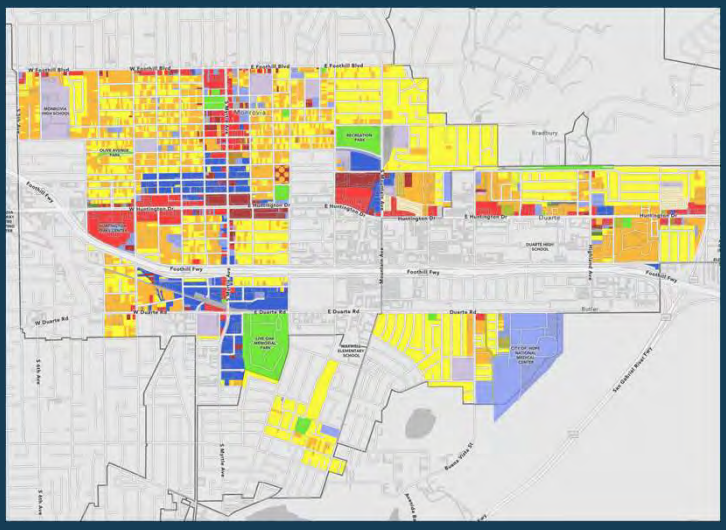
1

PDAs Layers considered for Connect SoCal 2024

- **High Quality Transit Areas**
  - Information to be provided by CTCs. Connect SoCal 2020 HQTAs will be provided for context alongside LDX Soft Launch
- **Job Centers**
  - Will be released with LDX Soft Launch
- **Spheres of Influence**
  - Will be released with LDX Soft Launch
- **15 Minute Communities**
- Continuing exploration of applicability to our plan and whether concepts are already present in Neighborhood Mobility Areas
- **Mobility Hubs**
  - Continuing exploration of applicability to our plan.
  - Will update at January TWG.
- **Neighborhood Mobility Areas**
  - Will be discussed in depth in the following slides

2

Neighborhood Mobility Areas (NMAs)



Monrovia/Duarte Parcels within Neighborhood Mobility Areas as identified in SCAG's HELPR tool.

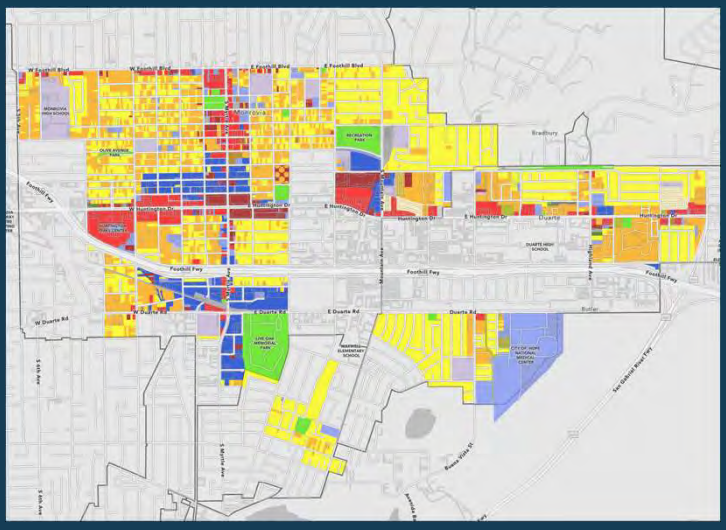
Connect SoCal 2020

NMAs are defined by 4 measures at the Tier 2 TAZ level:

- Intersection density
- Low-speed streets
- Land use entropy, mixing measure of residential, "destinations," and amenities/open space in each TAZ
- Accessibility, number of (1) apparel retailing (2) restaurants and (3) grocery stores within 1-mile using street-network distances

3

Neighborhood Mobility Areas (NMAs)



Monrovia/Duarte Parcels within Neighborhood Mobility Areas as identified in SCAG's HELPR tool.

Connect SoCal 2024 revisions

NMAs are defined by 4 measures at the Tier 2 TAZ level:

- Intersection density
- Low-speed streets
  - Utilized new OpenMaps dataset
- Land use entropy, mixing measure of residential, "destinations," and amenities/open space in each TAZ
- Accessibility, number of (1) apparel retailing (2) restaurants, (3) grocery stores, (4) hospitals, and (5) childcare & elementary schools within 1-mile using street-network distances

4

NMAs continued

- Using the four measures on the previous slide, Z-Scores were developed for all four measures.
- A Z-score is a numerical measurement that describes a value's relationship to the mean of a group of values.
- This allowed us to evaluate and assess how each TAZ performed on any of the four evaluation criteria.
- A Composite NMA score for each TAZ was developed by adding the four z-scores together.
- The last step was to capture the top 25% performing Tier 2 TAZs from the region and consider them a Neighborhood Mobility Area.

5

NMAs considerations

- At this point there are two ways to evaluate and define what is and what isn't a Neighborhood Mobility Area

1. The previous plan considered the top 25% performing TAZs when compared to the region.
   - Provides a regional perspective of top performing TAZs
2. Another assessment staff looked at was at the county level. What were the top 25% performing TAZs when compared to the rest of the county.
   - Provides a county level perspective of top performing TAZs

6

Regional NMA Analysis and Outputs

Counties	Number of Jurisdictions	Number of Jurisdictions with NMAs	% with NMAs	Total Area (Acres)	Total Area of NMAs (Acres)	% of Land identified as NMAs
Imperial	8	7	88%	2,867,806	3,760	0.13%
Los Angeles	89	78	88%	2,615,118	243,239	9.30%
Orange	35	31	89%	511,034	83,418	16.32%*
Riverside	29	23	79%	4,671,679	32,680	0.70%
San Bernardino	25	15	60%	12,861,792	14,251	0.11%
Ventura	11	11	100%	1,189,909	15,952	1.34%
Total	**197**	**165**	**84%**	**24,717,338**	**393,300**	**1.59%**

* Note that this is because Orange County is the only county without large amounts of non-urbanized land.

7

County NMA Analysis and Outputs

Counties	Number of Jurisdictions	Number of Jurisdictions with NMAs	% with NMAs	Total Area (Acres)	Total Area of NMAs (Acres)	% of Land identified as NMAs
Imperial	8	8	100%	2,867,806	29,570	1.03%
Los Angeles	89	75	84%	2,615,118	193,240	7.39%
Orange	35	33	94%	511,034	115,803	22.66%*
Riverside	29	29	100%	4,671,679	221,239	4.74%
San Bernardino	25	22	88%	12,861,792	160,530	1.25%
Ventura	11	11	100%	1,189,909	41,773	3.51%
Total	**197**	**178**	**90%**	**24,717,338**	**762,155**	**3.08%**

* Note that this is because Orange County is the only county without large amounts of non-urbanized land.

8

Regional Vs. County NMA Analysis and Outputs

Regional Assessment

Counties	Number of Jurisdictions	Number of Jurisdictions with NMAs	% with NMAs	Total Area (Acres)	Total Area of NMAs (Acres)	% of Land identified as NMAs
Imperial	8	7	88%	2,867,806	3,760	0.13%
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Ventura	11	11	100%	1,189,909	15,952	1.34%
Total	**197**	**165**	**84%**	**24,717,338**	**393,300**	**1.59%**

County Level Assessment

Counties	Number of Jurisdictions	Number of Jurisdictions with NMAs	% with NMAs	Total Area (Acres)	Total Area of NMAs (Acres)	% of Land identified as NMAs
Imperial	8	8	100%	2,867,806	29,570	1.03%
Los Angeles	89	75	84%	2,615,118	193,240	7.39%
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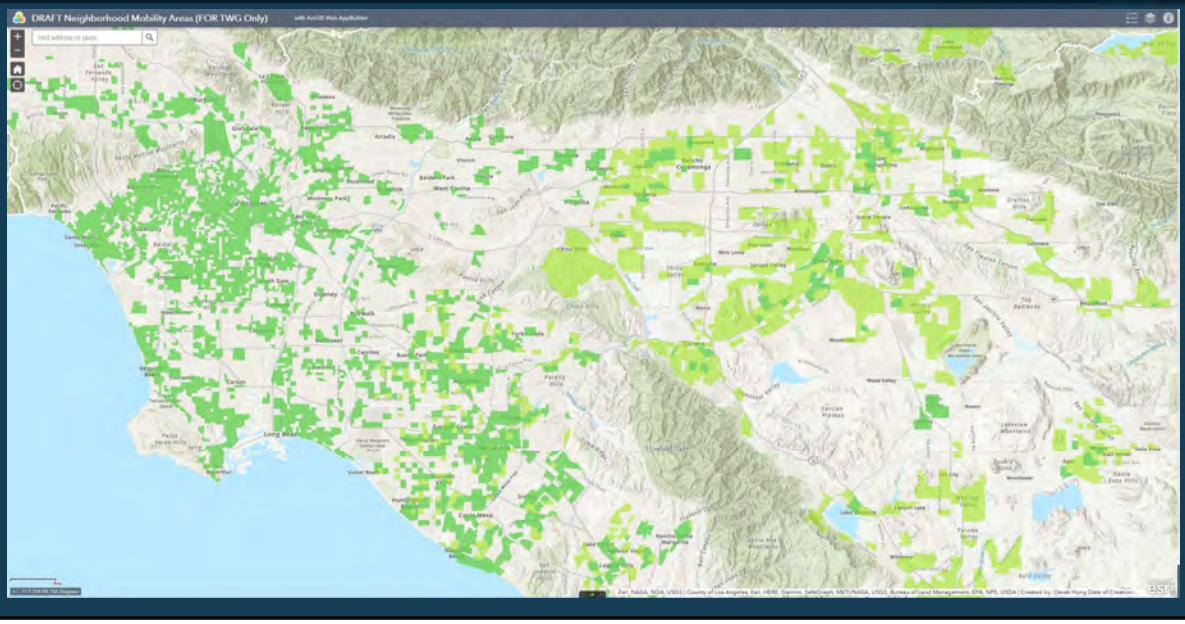
Total	**197**	**178**	**90%**	**24,717,338**	**762,155**	**3.08%**

9

NMA Assessment Tool



10

Recommendations for NMAs and how to release in January

- What NMAs assessment should be considered for Connect SoCal 2024?
  - Regional Assessment or County Level Assessment?
  - Based on the map, does "top 25%" seem to capture areas with better potential for.... neighborhood mobility?
  - Should the 4 factors be weighted equally? Are some more important?
- Should the NMAs layer be released alongside the Local Data Exchange to examine areas of improvement?
- How might local review during LDX improve this layer?
- What guidelines/instructions would help local jurisdictions link their understanding of "neighborhood mobility" to reviewing this map?

11

Next Steps for PDAs and 2024 Connect SoCal

- Consider feedback and recommendations for DRAFT from TWG
- Further discuss linking the PDA areas with strategies to promote shorter trips / trip reduction.
- Prepare timeline to incorporate and analyze data for potential feedback from local jurisdictions
- Continue to review input data, and assess methodology for defining areas that prioritize growth

12

Any Questions?

Lyle Janicek
Janicek@scag.ca.gov

www.scag.ca.gov

13

SCAG RDP

Southern California Association of Governments

Regional Data Platform

SCAG Regional Technical Working Group

November 18, 2021

1

Project Goals

1. Facilitate stronger regional and local planning by providing modern tools and best practices to assist with planning at all level with information-based decision making
2. Streamline the process of collecting and integrating data from member agencies to SCAG, while providing useful information products and data sets to everyone
3. Provide a mechanism for data consistency and standardization, as well as procedures to SCAG for GIS related work and then spillover to our regional partners
4. Build a community around the RDP for long-term maintenance and growth

Supporting regionally aware local planning
And locally informed regional planning

For a more cohesive and sustainable region…

2

The RDP Delivers Powerful Data and Tools

…Supporting Planning and Data Sharing Workflows Across Jurisdictions

Accessible Data and Information

Regional Hub

SoCal Atlas

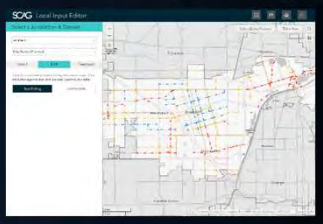
Planning & Engagement Tools

HELPR

Parcel Explorer

General Plan Update Initiative Templates

Data Sharing Tools & Workflows



Local Data Exchange

SCAG Regional Data Platform (RDP)

Empowering planners and residents. . .
. . . To create more sustainable communities

3

Data & Information Tools

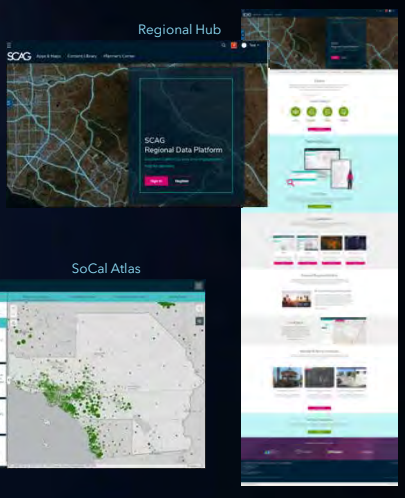
Member Agency Only Publicly Accessible

Regional Hub

Provides one-stop access to data, tools, and information as well as a platform for two-way engagement. Features and capabilities include:

- Rich content catalogue with data, maps, apps, policy resources, and more
- "Planner's Corner" full of planning-specific resources
- Public and private access
- Collaboration workspace for regional programs and initiatives *(coming soon)*
- Ability to request one-on-one technical assistance from SCAG

Regional Hub



SoCal Atlas

A web-based experience allowing member agencies, other regional stakeholders, and the general public to explore data, statistics, and maps across topics and geographies.

SoCal Atlas

4

Planning & Engagement Tools

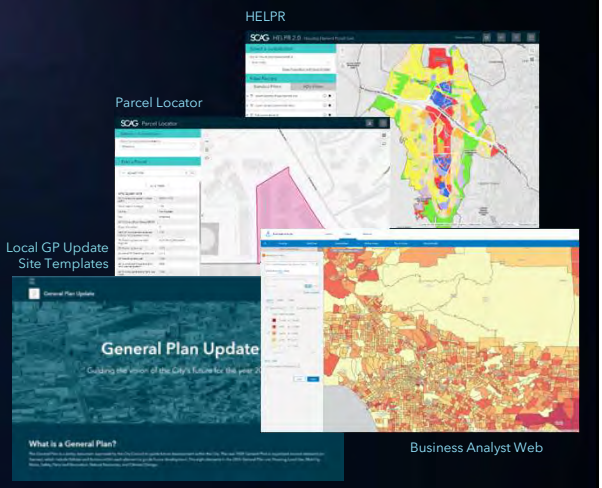
Member Agency Only Publicly Accessible

HELPR
Provides the ability to evaluate which parcels within a jurisdiction may have potential for residential development based on parcel attribute information and recommended filters.

Parcel Locator
A self-service resource for planners, residents, or other stakeholders (such as developers) to find and discover rich information about specific parcels.

Local General Plan Update Site (template)
A ready-to-use template for web-based General Plans for use by Member Agencies to communicate and engage with residents around their General Plan update.

Off-the-Shelf Planning & Engagement Tools
Esri products, provided to member agencies, along with resources, templates, and best practices to support a broad range of common planning and resident engagement workflows. This includes Business Analyst Web, ArcGIS Urban, and ArcGIS Pro



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Local Data Exchange (LDX) Tools

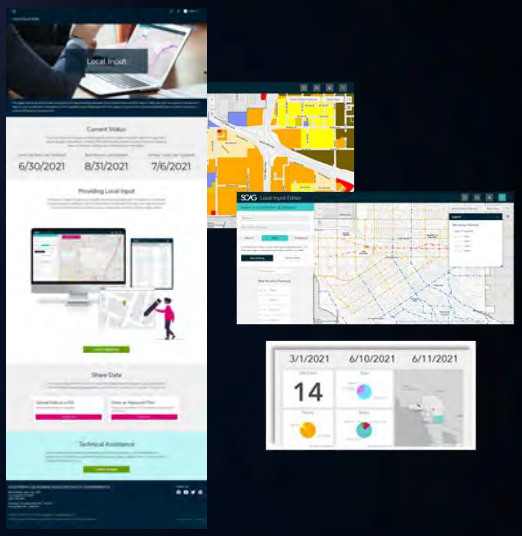
Member Agency Only Publicly Accessible

LDX Website
A central location for member agencies and other stakeholders to access data sharing tools and related Local Data Exchange resources, view information and statistics on the state of data in the region and request technical assistance from SCAG.

Data Editor
A web-based application for jurisdictions and other key stakeholders to explore, review, and update/comment on data shared with SCAG through the Local Data Exchange process for their jurisdiction.

Data Sharing
Additional mechanisms for member agencies to provide data to SCAG as part of the Local Data Exchange process, including GIS data file upload and sharing an approved plan in ArcGIS Urban.

Data Reviewer
A workflow allowing member agencies to review and approve edits to data within their jurisdiction before edits are sent to SCAG and incorporated to the regional layers



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Summary

RDP Tools and Capabilities	Accessible to
Regional Hub	
SoCal Atlas	
HELPR	
Parcel Locator	
Local General Plan Update Site Templates	
Off-the-Shelf Planning & Engagement Tools	
LDX Website	
LDX Data Editor	
LDX Data Sharing	
LDX Data Reviewer	

Member Agency Only

Publicly Accessible

7

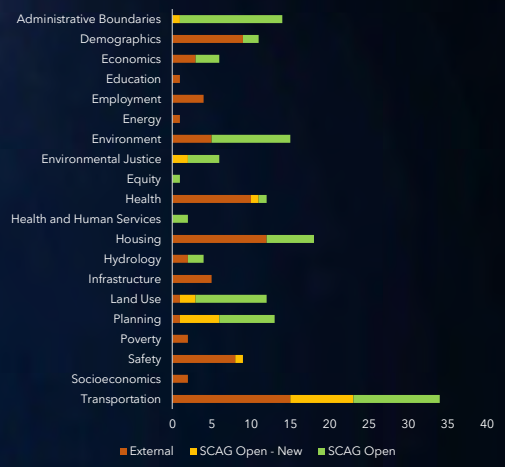
Data/Tools Governance Plan

The Regional Hub is a one-stop access to technical information.

Has a total of 172 items and counting!

- **8** applications, **16** documents, **2** tabular data, **18** live maps, and **128** geospatial datasets across **20** different categories (e.g., administrative boundaries, demographics, housing, energy, EJ, health, land use, etc.)
- **3** types of data sources
  - SCAG Open = [Source = SCAG, Open Data Portal = Yes, Website = Yes]
  - SCAG Open New = [Source = SCAG, Open Data Portal = No, Website = No]
  - External = [Source = External, Open Data Portal = No, Website = No]
    - Includes live geospatial data and maps from trusted sources like the **California State Open Data, Caltrans, or Esri Living Atlas**

Data Categories by Sources



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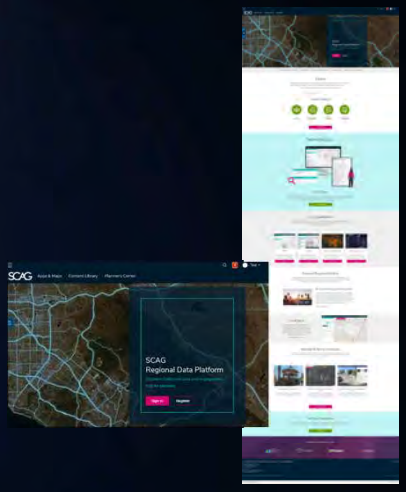
Data/Tools Governance Plan (Continued)

All data should have (1) metadata and (2) come from trustworthy sources, but what about…

- What data should be included on the platform? (e.g., tabular data, spatial data, documents, tools, etc.)
- When should the data and tools be updated? (e.g., annually, biannually, quadrennially, etc.)
- Who should update the data and tool? (e.g., data owners, etc.)
- Who decides which data and tools to be included in the platform? (e.g., internal working group, etc.)
- Who is responsible for data and tools management on the platform? (e.g., internal staff, consultant, etc.)
- How do we make sure the data and tools on RDP are consistent with SCAG official website? (e.g., coordinate with Graphics, etc.)
- What is the rollout plan look like? (e.g., starts with SCAG Open Data Portal and website, survey internal staff to see what data they want to publish, etc.)



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What's next?

Currently Available
- *HELPR 2.0*
- *Off-the-shelf Planning & Engagement Tools (e.g., ArcGIS Pro, Urban, Community Analyst, etc.)*

LAUNCH

Available February 2022
- *Regional Hub*
- *Local GP Initiative Templates*
- *SoCal Atlas*
- *Parcel Locator*
- *LDX Suites (e.g., website, editors, reviewers, etc.)*

User Testing with Pilot Jurisdictions

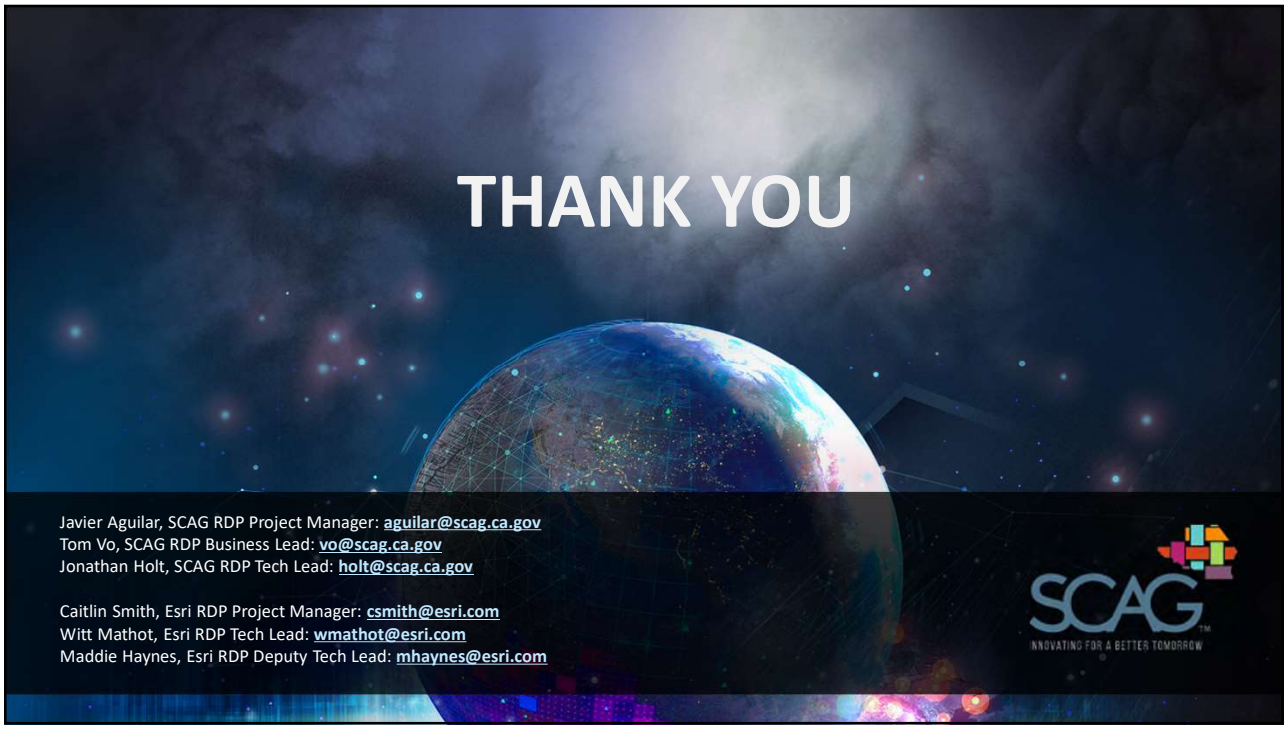
Incorporate testing feedback
Finalize and deploy

Jul **Aug** **Nov 2021** **Feb 2022**

- Ongoing pilot testing for Local Data Exchange Rollout
- Training resources for RDP users
- One-on-one technical assistance for member agencies through SCAG LIST program

Pilot Jurisdictions
City of Barstow
City of Fullerton
City of Long Beach
City of Los Angeles
City of Pico Rivera
City of Ventura
County of San Bernardino
County of Imperial

10


THANK YOU
Javier Aguilar, SCAG RDP Project Manager: aguilar@scag.ca.gov
Tom Vo, SCAG RDP Business Lead: vo@scag.ca.gov
Jonathan Holt, SCAG RDP Tech Lead: holt@scag.ca.gov
Caitlin Smith, Esri RDP Project Manager: csmith@esri.com
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Maddie Haynes, Esri RDP Deputy Tech Lead: mhaynes@esri.com
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11

SoCal Greenprint Update

Technical Working Group

November 18th 2021

India Brookover
Sustainable & Resilient Development Dept

www.scag.ca.gov

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1

What is a Greenprint?

A tool to help users make better land use and transportation infrastructure decisions and support conservation investments based on the best available scientific data.

2

Goals of the SoCal Greenprint

- Implement Connect SoCal
- Balance growth with conservation
- Accommodate infrastructure while protecting natural resources
- Address the lack of consistent, regional data and tools
- Better prioritize lands for mitigation investments
- Resource for our member agencies and stakeholders

3

Key Users of the SoCal Greenprint

- Infrastructure Agencies
- Conservation Practitioners
- Community-Based Organizations
- Developers
- Planners (Town, City, County, Tribal)

4

What a Greenprint is and is not

WHAT IT IS	WHAT IT IS NOT
A data tool that can help to advance the pace and scale of voluntary conservation in a region.	An acquisition map or regulatory plan that puts constraints on land use for any public or private entity.
A data tool that identifies landscape features that are important to residents and communities, like recreation, habitat, water resources, habitat, climate change resiliency or community.	A complete inventory of everything important within an area or new data set.
A data tool that illustrates how conservation values may work in concert with each other and with other values, like climate resilience.	A comprehensive solution for natural resource protection.
A resource that helps stakeholders understand factors in a specific area to help facilitate collaboration.	A requirement that stakeholders engage in projects.
An information tool to support data-driven decision making for infrastructure investments.	An effort to subvert private property rights.

5

The SoCal Greenprint will

- Aggregate existing data in an interactive online format
- Help decision makers plan for development with nature in mind
- Encourage and highlight conservation efforts that provide multiple benefits for nature and people
- Function as open resource for conservation information that anyone can access

6

Implementation Pause & Subsequent Activities

On July 1st, 2021 the Regional Council voted to pause implementation on the SoCal Greenprint for at least 30 days and to hold a public hearing for further discussion, permitting staff to engage in further outreach with stakeholders.

Outreach since Pause Implementation:

- Proposed Data List & Survey
- August 24th Public Hearing
- Presentations to TWG and GLUE Council
- One-on-One Stakeholder meetings

7

Frequently Cited Questions, Comments and Concerns

- Land use authority & general plans inclusion
- Data alignment
- Intergovernmental Review Program (IGR)
- Dataset use
- Specific datasets
- Inoperable/misdirected links repaired
- Project timeline
- Consultant selection
- Connect SoCal Mitigation Measures
- Pertinence of California Environmental Quality Act (CEQA)

8

Data Vetting Criteria

- Data must be publicly available, meaning that existing datasets are available online or can be accessed if requested and/or licensed;
- Data was vetted for inclusion by science advisors; and,
- Data would support decision-making from the five key user groups identified through the planning process (planners, infrastructure agencies, developers, community-based organizations, and conservation organizations) based on suggestions and feedback from Science and Strategic Advisors.

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TWG Involvement with SoCal Greenprint to date

- Presentations on 7/15/21 and 9/30/21.
  - Feedback collected at both of these sessions on data layers
- Extended Workshop for TWG members on 7/29/21 to collect in-depth feedback.
- SCAG will continue to engage TWG with regular updates and actively seek feedback.

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October 7th Regional Council Action & Next Steps

RC Action

Voted **to continue the pause on implementation** of the SoCal Greenprint to allow for further engagement with stakeholders to ensure the tool advances the policy direction and requirements of the mitigation measures in the PEIR.

Next Steps

- Establish policy framework for advance mitigation
- Review and revise current proposed data layers based on stakeholder feedback
- Conduct user testing
- Develop disclosure statement to convey proper use
- Return to RC to seek feedback and remove the pause

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Full Text of RC Approved Staff Recommendation

1. **Develop a white paper and work with a 5-member advisory task group of the Regional Council** (appointed by the President and which will automatically disband upon reporting its findings to the Regional Council as provided in Item 8 below**) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the Greenprint is aligned with policy objectives**;

2. **Develop the SoCal Greenprint as identified in Connect SoCal and its associated PEIR** with explicit focus on helping cities, counties and transportation agencies make better land-use and transportation infrastructure decisions and conserve natural and farm lands;

3. Include features in the SoCal Greenprint **to convey limitations and foster its proper use, such as a disclosure statement** and mandatory user acknowledgement feature;

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Full Text of RC Approved Staff Recommendation (Cont.)

4. **Conduct an open advisory meeting for further review and revision of data layers** to meet the needs of cities, counties and transportation agencies;

5. **Remove datasets for inclusion in the tool if they are not publicly available** (i.e. layers are accessible for download online, **or are downloadable via request and/or license** to the author or custodian of the data);

6. **Complete prospective user testing with at least ten stakeholders** representing cities, counties and transportation agencies to ensure that the tool is working and functional as developed with targeted audiences;

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Full Text of RC Approved Staff Recommendation (Cont.)

7. Engage in continued public outreach as described at the July 1, 2021 RC meeting; and

8. **Return to the Regional Council and Energy & Environment Committee** once prospective user testing is complete **to demonstrate the tool, provide a report on the white paper and a proposed policy framework, seek feedback prior to public launch and to remove the pause.**

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RAMP Advisory Task Group

- Establish a policy framework for advance mitigation in the SCAG region, and to ensure the SoCal Greenprint is aligned with related policy objectives.
- Advise on a white paper on Regional Advance Mitigation Planning (RAMP)
- Consists of 5 Regional Council Members
- Will meet 4 times between December 2021 and March 2022
- Report findings to RC and EEC in April 2022

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Responding to feedback on Proposed Data Layers

- SCAG has been compiling all feedback on proposed data layers, including from this group.
- Will present to Strategic and Science Advisory Committee for further review and revision based on aforementioned criteria.
- Meeting to take place in January 2022. Members of this group are encouraged to attend or provide feedback through email.

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Timeline

December 2021 – March 2022
- RAMP Advisory Task Group

January 2022
- Science & Strategic Advisory Committee Meeting

April 2022
- Present policy framework to RC

May 2022
- Finalize list of data layers based on stakeholder feedback

June – August 2022
- Complete draft tool and conduct user testing

October 2022
- Present tool to RC & EEC

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Questions?

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