SCAG™

Connect SoCal 2050

Local Data Exchange Data/Map Book

Unincorporated Area of Los Angeles County

RESEARCH + RESOURCES + DATA

PRELIMINARY | APRIL 2026

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Introduction

Founded in 1965, 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.

To support the development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), in addition to related regional planning activities, SCAG staff aim to meet with and exchange local information for regional purposes with all Southern California jurisdictions through the **Local Data Exchange** (**LDX)** process. This formal process for participation in Connect SoCal 2050 will begin in April 2026 and input is due to SCAG by November 20, 2026.

LDX's bottom-up approach ensures that local jurisdictions are actively involved in the development of SCAG's regional plans and that local data are accurate. As Connect SoCal data and models guide plan implementation and local funding opportunities for jurisdictions, LDX is one part of ensuring that local and regional plans are mutually reinforcing.

What is Connect SoCal 2050?

A regional transportation plan (RTP) is an important planning document allowing transportation projects to qualify for federal funding and federal approval, referred to as **conformity**, in all major U.S. regions. A principal requirement of the RTP is that the U.S. Environmental Protection Agency's Transportation Conformity Regulations are complied with at the regional level. Specifically, the Clean Air Act section 176(c)(1)(B)(iii) states:

> *"[t]he determination of conformity shall be based on the most recent estimates of emissions and such emissions shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."*

The California Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, mandates the integration of transportation, land use, and housing planning. Under SB 375, the California Air Resources Board (CARB) issues a passenger vehicle-based per-capita greenhouse gas (GHG) emissions reduction target for the region and requires MPOs to develop a Sustainable Communities Strategy that demonstrates target achievement. California Government Code section 65080(b)(vii) states that an MPO shall:

*"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)."*

CARB has set a GHG reduction target for the SCAG region of 19 percent below 2005 per capita emission levels by 2035. CARB will adopt updated targets in 2026.

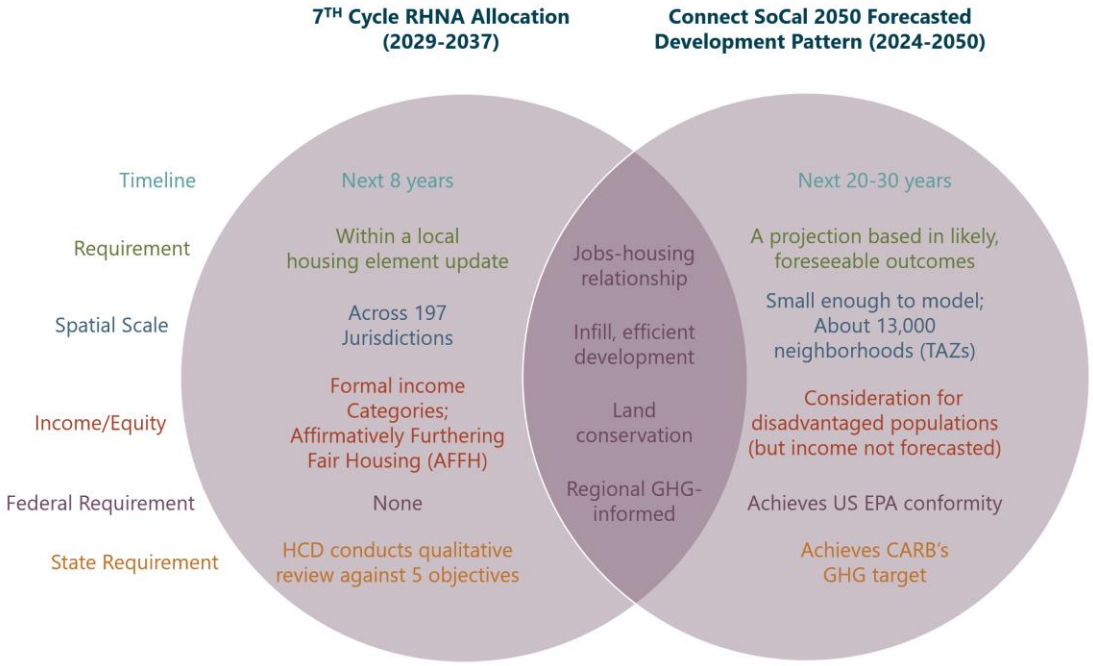
Relationship With the Regional Housing Needs Assessment

The forecasted development pattern for the region shares key similarities and differences with the Regional Housing Needs Allocation (RHNA), which determines the amount of housing each jurisdiction must plan for to accommodate existing and future housing needs across several income levels. Both processes describe where development is expected to occur within the region and consider factors such as the jobs–housing relationship, opportunities to promote efficient development patterns, and land conservation. State law requires that the RHNA plan be informed by the Sustainable Communities Strategy (SCS) and its underlying development pattern.

The two processes differ in several important ways. The RTP/SCS forecasts growth over a 20-30-year development horizon, while RHNA is based on an eight-year housing element cycle. They are also driven by different statutory purposes. RHNA is part of the state housing element process, which requires local jurisdictions to plan for sufficient housing to meet current and future housing needs. In contrast, the RTP/SCS forecasted development pattern is linked to a GHG reduction target (see above) and is a foundational input to the regional transportation conformity determination required under federal law.

The two processes also are at different spatial scales. The RHNA process distributes housing needs across the region's 197 local jurisdictions, while the forecasted development pattern is at a finer geographic scale, e.g., transportation analysis zone (TAZ), to support regional modeling and analysis. The RHNA methodology must also address the state's affirmatively furthering fair housing requirements and allocates housing needs across state-determined income categories.

Exhibit 1 Comparison of RHNA and the Connect SoCal Forecasted Development Pattern



What is the Local Data Exchange Process?

Through the LDX process, SCAG staff aim to meet with and exchange local information for regional purposes with all Southern California jurisdictions. To develop a process that can meet these requirements, SCAG first prepares a set of GIS maps for local jurisdictions. Several maps are produced from datasets managed by third parties and are curated and provided by SCAG for informational purposes. Other maps are draft, prior, or public versions of local data which SCAG is requesting local review for possible inclusion in draft plan development. Over the course of 2026, SCAG will reach out to all 197 local jurisdictions, provide available resources, and meet one-on-one with local jurisdictions to discuss these data and maps in their local context and provide background on the development of Connect SoCal 2050. Preliminary data and maps are available in this Data/Map Book.

Additional data, tools, and resources are available through SCAG's Regional Data Platform. Technical assistance requests and LDX process questions can always be submitted through SCAG's Local Information Services Team (LIST) at list@scag.ca.gov.

LDX and Forecasted Regional Development Pattern Guiding Principles

The LDX provides a process for SCAG staff to work with local jurisdictions on technical inputs to Connect SoCal 2050 and to generate a forecasted regional development that will be:

1. Rooted in local planning policies. The forecasted regional development pattern will use local general plans as a starting point, or ceiling, for growth and local jurisdictions will be asked to update and review the development pattern with their expertise of local planning context and pending/upcoming planning work.

2. Aligned with state policy. The forecasted regional development pattern will reflect the housing element process and be assessed against SCAG's SB 375 greenhouse gas emission reduction targets.
3. Steered by a regional vision. The forecasted regional development pattern will further focus growth in areas supported by Regional Planning Policies adopted by the SCAG Regional Council and follow regional and county forecast totals as guided by SCAG's Demographic Panel of Experts.

Providing Input to SCAG

This Data/Map Book is specific to your local jurisdiction and is designed to help local planners better understand the sources, methodologies, and contexts of datasets that will be integrated into SCAG's regional plans.

The data layers below are being shared with local jurisdictions in preparation for Connect SoCal 2050. During the LDX process, SCAG asks local jurisdictions to provide updates and corrections to layers that are within local purview. The remaining layers are either outside local jurisdictional purview or consist of third-party data related to regional objectives. These layers are included for reference, as some are used in developing Connect SoCal 2050's forecasted regional development pattern. Each layer is described below.

Please note that SCAG shall incur no responsibility or liability as to the completeness, correctness, or accuracy of this information. All information is provided "as is" without warranty of any kind, express or implied, including warranties of accuracy, completeness, timeliness, merchantability, fitness for a particular purpose, or non-infringement. The dataset may include third-party data not maintained by SCAG. SCAG makes no guarantees regarding such data and assumes no liability for errors, omissions, or outcomes arising from its use. Users are strongly encouraged to verify information with original sources. Where applicable, consult local jurisdictions for official land use, zoning, or other authoritative data.

Exhibit 2 Data Categories and Layers

Category	Layer Name	Review Type
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Housing Element Sites Inventory	Update/Corrections
	Candidate Sites for Rezoning	Update/Corrections
	Residential Development Activity	Update/Corrections
Transportation	High Quality Transit Corridors	Reference Only
	Transit Priority Areas and Major Transit Stops	Reference Only
	Regional Bikeways	Update/Corrections

Category	Layer Name	Review Type
	Regional Truck Routes	Update/Corrections
	Mobility Hubs	Update/Corrections
	Regional Dedicated Transit Lanes	Reference Only
	National Highway System and Functional Classification Roads	Reference Only
Priority Development	Priority Development Area	Reference Only
Green Region Resource Areas (SB 375)	Consolidated Map	Reference Only
	Climate Hazards	Reference Only
	Habitat Areas	Reference Only
	Agriculture	Reference Only
	Conserved Areas	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	Transportation Analysis Zone	Reference Only
Preliminary Growth-Forecast	Jurisdiction-Level Projections of Households and Employment (2024-2050)	Update/Corrections
	TAZ-Level Projections of Households and Employment (2024-2050)	Update/Corrections

Note. The reference dates and data sources are included in the sections below describing each data layer.

SCAG staff accept submissions via email as well as through other cloud-based methods, including data and file uploads to a designated SharePoint link. SCAG's LIST members will be available throughout the LDX process to provide technical assistance and can be contacted at list@scag.ca.gov.

TIMELINE

The LDX process involves the following milestones.

Exhibit 1 Local Data Exchange Timeline

Event	Anticipated Date
One-on-one meetings with local jurisdictions to review the data package and feedback opportunities.	Beginning April 2026
Deadline for local jurisdictions to provide feedback for inclusion in draft Connect SoCal 2050 development.	Nov. 20, 2026
Regional collaboration on plan development. Continued development of Connect SoCal 2050 strategies with stakeholders, working groups, and the public.	2027
Draft Connect SoCal 2050 release	Fall 2027
Final Connect SoCal 2050 adoption	Spring 2028

Land Use

The base year for Connect SoCal 2050 is 2024. In preparation for Connect SoCal 2050, SCAG developed the 2024 regional land use dataset to update parcel-based land use information. This dataset updates the 2019 regional land use data, which reflect local input received during the prior plan development cycle and are used as the base year datasets for Connect SoCal 2024.

This section includes a set of land use maps and additional maps related to local residential development capacity and activity. Beginning in 2019, California state laws standardized how local governments report residential development-related information and ensured that this information is publicly accessible. This includes sites identified as available and suitable for meeting regional housing needs in local housing elements, candidate sites for rezoning, and residential development activity reported annually to the state.

To update parcel-level land use information, from late 2024 to early 2025, SCAG staff obtained the 2024 parcel boundary GIS file and tax roll property information from county assessor offices and county 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 General Plan Designations
- Adopted General Plan Land Use with SCAG Land Use Codes
- Adopted Specific Plan Land Use with SCAG Land Use Codes
- Adopted Zoning Codes with Local Zoning Codes
- Adopted Zoning Codes with SCAG Land Use Codes
- 2024 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 Exhibit 4 SCAG Land Use Codes Legend.

Please note that the data shown in some areas may be generalized, because SCAG's 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.

Exhibit 4 SCAG Land Use Codes Legend

Legend	Land Use Description
Single Family Residential	1110 Single Family Residential 1111 High Density Single Family Residential (9 or more DUs/ac) 1112 Medium Density Single Family Residential (3-8 DUs/ac) 1113 Low Density Single Family Residential (2 or less DUs/ac)
Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density

Legend	Land Use Description
Mixed Residential	1140 Mixed Residential 1100 Residential
Rural Residential	1150 Rural Residential
General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities
Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing 1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing
Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports

Legend	Land Use Description
	1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
Mixed Residential and Commercial	1600 Mixed Residential and Commercial 1610 Residential-Oriented Residential/Commercial Mixed Use 1620 Commercial-Oriented Residential/Commercial Mixed Use
Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation 1890 Off-Street Trails
Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
Specific Plan	7777 Specific Plan

Legend	Land Use Description
Under Construction	1700 Under Construction
Undevelopable or Protected Land	8888 Undevelopable or Protected Land
Unknown	9999 Unknown

General Plan Land Use (For Review)

From July 2024 through May 2025, SCAG conducted the 2024 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 jurisdictions' general plan land use element updates and to collect recently updated local general plan land use information, based on information available on city and 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 2019 regional land use dataset used for Connect SoCal 2024. As a part of the update process, SCAG staff migrated 2019 general plan land use information to 2024 parcel polygons and updated 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 codes, 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 that are applied to all general plan land uses within the region.

Specific Plan Land Use (For Review)

From October 2024 through June 2025, SCAG conducted the 2024 specific plan land use data update process to capture the most current local specific plan information across the region.

SCAG staff reviewed city and county websites to inventory adopted, updated, or rescinded specific plans and collected the new land use maps or GIS data since the 2019 regional land use dataset used for Connect SoCal 2024's 2019 base year.

As a part of this update, SCAG migrated the 2019 specific plan land use information to 2024 parcel polygons and updated GIS parcel attributes and specific plan correspondence tables.

The dataset provides parcel-level information, including:

- Number of specific plans adopted covering the parcel.
- Local land use designations.
- Residential density (dwelling units per acre).
- Non-residential intensity (floor area ratio).

This map presents specific plan land uses within each local jurisdictional, showing SCAG's standardized land use codes along with specific plan boundaries.

Zoning (For Review)

From July to October 2025, SCAG conducted the 2024 zoning data update process. In preparation for the update process, SCAG staff conducted an inventory of local zoning codes to collect recently updated local zoning information based on information available on city and county websites. Throughout the process of collecting local zoning documents and GIS data, SCAG staff made every effort to identify any change reflected in the local zoning GIS data updated after the development of 2019 regional land use dataset. As a part of the update process, SCAG staff migrated 2019 zoning code information to 2024 parcel polygons and updated GIS parcel attributes and zoning correspondence tables. The zoning information was coded into GIS format at the parcel level, which includes local land use designations and SCAG zoning code designation. In this Data/Map Book, zoning 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.

Existing Land Use (For Review)

To develop the base year 2024 existing land use data, SCAG staff migrated the 2019 existing land use information to 2024 parcel polygons and incorporated any recent land use changes since the year 2019.

As a part of the update process, SCAG staff identified newly developed parcels that were previously vacant by analyzing county assessor's tax roll information (including use codes and assessed valuations) and building footprint information.

Additional geoprocessing was performed to improve accuracy using reference layers, such as California Protected Areas Database (CPAD), California School Campus Database (CSCD), Farmland Mapping and Monitoring Program (FMMP)'s Important Farmland, and U.S. Department of Defense's Military Installations, Ranges, and Training Areas (MIRTA).

This map presents the 2024 existing land use map at the jurisdictional level using SCAG's standardized land use codes.

6th Cycle Housing Element Sites (For Review)

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community, at all income levels. California's local governments meet this requirement by adopting housing elements as part of their general plans. Government Code section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment. The purpose of the housing element's sites inventory is to identify and analyze specific land (sites) available and suitable for residential development in order to determine the jurisdiction's capacity to accommodate residential development and reconcile that capacity with the jurisdiction's Regional Housing Needs Allocation (RHNA). The sites inventory enables the jurisdiction to determine whether there are adequate sites to accommodate the RHNA by income category.

The 6th Cycle Housing Element Sites dataset includes sites inventory data submitted by local jurisdictions to the California Department of Housing and Community Development (HCD) during the 6th Cycle housing element update process. These sites are reported by local jurisdictions through a standardized form created by HCD (*Table A, Housing Element Sites Inventory)*. To compile this dataset, SCAG retrieved data from the California Department of General Services (DGS) in October 2025, with housing element

sites inventory available for 147 local jurisdictions. Staff collected sites inventory directly from city websites for an additional 21 local jurisdictions.

This map displays the estimated total housing unit capacity, across all income categories, at the parcel level. Capacity for sites with the same reported Assessor's Parcel Numbers (APN) is aggregated into a single record. Some sites and their capacity could not be mapped due to unmatched or incomplete APNs, including cases where official APNs were not available at the time the data were prepared.

Candidate Sites for Rezoning (For Review)

A site inventory and analysis (described above) determine whether local jurisdictions need to adopt program actions to make sites available for residential development with appropriate zoning, development standards, and infrastructure capacity to accommodate the new development need. When the inventory demonstrates that there are insufficient sites to accommodate the RHNA by income category, local governments must identify sites to be included in the housing element program and made available early in the planning period to accommodate the identified housing needs. These sites are reported by local jurisdictions through a standardized form created by HCD (*Table B, Candidate Sites Identified to be Rezoned to Accommodate Shortfall Housing Need*).

SCAG retrieved data from the DGS in October 2025, with candidate sites for rezoning available for 77 local jurisdictions. This map displays the realistic unit capacity for each site under the proposed zoning, as reported by local jurisdictions. Capacity for sites with the same reported APN is aggregated into a single record. Some sites and their capacity could not be mapped due to unmatched or incomplete APNs, including cases where official APNs were not available at the time the sites were identified or where future parcel subdivision is anticipated.

Residential Development Activity (For Review)

Residential development activity, including pipeline projects (those in planning, permitting, and construction phases) and newly completed projects (those receiving certificates of occupancy), is developed to support SCAG's growth forecasting and to enhance information database available to SCAG member jurisdictions and stakeholders. This dataset is sourced from Table A2 of the annual progress reports (APR) prepared by local jurisdictions and submitted annually to HCD. Government Code Section 65400 requires that local jurisdictions prepare an APR on the status of the housing element of its general plan and progress in its implementation, using forms and definitions adopted by the HCD. A primary function of the housing element APR data is to allow HCD to track each local government's annual progress towards meeting its RHNA over the 5- or 8-year planning cycle.

For Connect SoCal 2050, SCAG extracted data for projects that received entitlements or building permits in 2022, 2023, and 2024, as well as housing units that received a certificate of occupancy or other form of readiness in 2024 (the base year of Connect SoCal 2050). This three-year time span reflects the typical duration for residential projects to move through the development pipeline from entitlement to completion.[1]

[1] Recent analysis of proprietary data of current and prospective development projects over the last two decades finds that, from planning to delivery, a multifamily project takes an average of 30.2 months in the U.S. Census Bureau's West Region, which includes California. See Cunninham and Orlando (2024), *How Long Does It Take to Build Multifamily Housing?* Federal Reserve Bank of Atlanta.

SCAG retrieved the data from the California Open Data Portal in September 2025 and performed data inspection and cleaning, including the removal of duplicate projects, standardization of APN formats, and geocoding of project locations. Because development activity can span multiple years, one project may appear in multiple APRs. Due to the lack of unique project identifiers in the APR data, SCAG systematically examined the records for duplicates, which were primarily identified by matching the activity dates, project types, tenure, and total units within each jurisdiction. Additional duplicates were identified through careful review of large developments. Due to missing data, potential data entry errors in APRs, and other reporting inconsistencies, some duplicates may remain. Projects are mapped based on coordinates derived from either APN centroids, geocoding, or manual online address searches. The resulting map reflects approximate project locations and does not represent the exact placement of the development sites.

Transportation

The transportation section highlights the regional multimodal network that supports mobility, accessibility, and connectivity across the region. These datasets and maps illustrate how transit, active transportation, and roadway systems function together to serve residents, businesses, and visitors, while supporting SCAG's goals for equitable, efficient, and sustainable regional travel.

This section includes a series of maps that visualize the region's key transportation assets and planning initiatives:

- High Quality Transit Corridors
- Transit Priority Areas and Major Transit Stops
- Mobility Hubs
- Regional Bikeways
- Regional Truck Routes
- Regional Dedicated Transit Lanes
- National Highway System and Functional Classification Roads

Together, these maps provide a comprehensive overview of the existing and planned transportation framework guiding Connect SoCal 2050 and other regional mobility initiatives.

High Quality Transit Corridors (Reference Only)

For Connect SoCal 2024, SCAG developed High Quality Transit Corridors in the SCAG region for plan year 2050, based on the following Senate Bill 375 language:

- High-Quality Transit Corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than **15 minutes** during peak commute hours (California Public Resource Code Section 21155(b)).

HQTCs included in this Data/Map Book are based on the **2050 plan year transit network of Connect SoCal 2024** and will be updated for Connect SoCal 2050. Further explanation of the methodology for identifying HQTCs is included in the Connect SoCal 2024 Mobility Technical Report Appendix. Please note that SCAG updates its inventory of planned transit network 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 California Environmental Quality Act (CEQA) exemption or streamlining.

Transit Priority Areas and Major Transit Stops (Reference Only)

For Connect SoCal 2024, SCAG developed Transit Priority Areas (TPAs) and major transit stops in the SCAG region for plan year 2050. TPAs are areas within one-half mile of existing or planned major transit stops in the region. Assembly Bill (AB) 2553, passed in 2024, revised the definition of major transit stop. SCAG updated the TPA and major transit stop maps accordingly. Under AB 2553, 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 **20 minutes** or less during the morning and afternoon peak commute periods. This frequency of service interval, which took effect on Jan. 1, 2025, increases from 15 minutes under prior law. TPAs are where transit-oriented development can be realized—where people can live and work 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 2050 plan year transit network of Connect SoCal 2024 and reflect the updated statutory definition of major transit stops under AB 2553. Please note that SCAG updates its inventory of planned transit network 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.

Mobility Hubs (For Review)

SCAG's mobility hubs strategy, as described in Connect SoCal 2024, identifies mobility hub locations across the region and establishes a recommended baseline for a mobility hubs network. The data-driven methodology for screening and prioritizing mobility hubs analyzed a set of baseline network criteria using GIS analysis to determine candidate mobility hub locations based on proximity or inclusion within a zone.

To divide the entire region into consistent land areas, counties were split into equally sized grid tiles with areas of a quarter mile by a quarter mile. The methodology established transit/rail stops as a baseline criterion, ensuring only locations containing at least one major stop were further evaluated. Other

screening criteria included park and ride locations, proximity to major institutions such as sport venues, universities, and overlap with Connect SoCal 2024 Priority Equity Communities.

The screening process resulted in the identification of more than 700 potential mobility hub locations, which provided the baseline for a potential regional network. These mobility hub locations were then categorized by typology. In developing typologies, SCAG considered land use densities, transportation characteristics, and future population and employment growth. A total of six typologies were identified as part of Connect SoCal 2024 development including: Downtown Hubs, Urban Hubs, Emerging Urban Hubs, Suburban and Rural Hubs, Equity Hubs, and Institutional Hubs. The expansive list of screened mobility hubs was then subjected to prioritization based on the following weighted criteria: transit access and connectivity, climate action, and equitable mobility. Additional information on the mobility hubs typologies can be found in the Connect SoCal 2024 Mobility Technical Report.

The prioritization process resulted in a halving of the prior list, to a total of 346 mobility hubs. Each of the mobility hub types has designated land uses based on definitions as well as transportation features. In addition to existing land use and transportation characteristics, each hub type includes a list of elements that are highly recommended, recommended, or not applicable (e.g., electric vehicle charging, bike share, etc.). It is important to note that design and access elements can vary significantly based on topography, property lines, and other local context factors.

Data was gathered from Caltrans Park and Ride data, Los Angeles County Metropolitan Transportation Authority boardings/alightings and bikeshare, and Homeland Infrastructure Foundation-Level Data. SCAG-specific data included bike routes, livable corridors, microtransit service zones, SPZs 2016 and 2045, electric vehicle charging zones, airports, job centers, and Priority Equity Communities. SCAG published the "Mobility Hub Design and Implementation Guide" in 2025.

Regional Bikeways (For Review)

The Southern California Regional Bikeway Shapefile (RBS) builds on what was compiled in coordination with each of the six county transportation commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura) for Connect SoCal 2020. SCAG developed standard data fields using existing fields from each county and additional fields identified by stakeholders and consultants. Since the adoption of the Connect SoCal 2020, SCAG further refined the data fields necessary to streamline and standardize digitization of the RBS and its associated attributes. For inclusion in the Connect SoCal 2024 RTP/SCS, SCAG 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 2016 RTP/SCS and Connect SoCal 2020. The RBS included in this Data/Map Book includes updates provided by local jurisdictions as part of the development of Connect SoCal 2024. County transportation commissions and local jurisdictions may use different strategies for compiling their data, so some areas may be more up to date and contain different amounts of data than others.

Existing routes are bicycle facilities currently installed on city streets or paths. Proposed facilities are those contained in city or county plans that have not been constructed. Each route is classified by definitions from the "California Highway Design Manual" as outlined in the following.

Class Definitions:

- Class I Bikeway (Bike Path): Provides a completely separated facility for the exclusive use by

bicycles and pedestrians, with crossflow by vehicles minimized.

- Class II Bikeway (Bike Lane): Provides a striped lane, with or without a buffer, for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route): Provides for shared use with motor vehicle (more common) or pedestrian (less common and discouraged) traffic. Includes bicycle-friendly boulevards, which are routes parallel to major corridors 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, and curb extensions.
- 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) between the bikeway and vehicular traffic.

Regional Truck Routes (For Review)

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 related routes by the cities. The RTRS includes truck routes on existing local facilities.

Jurisdictions may use various operational criteria to define truck routes, including number of axles and time of day; weight-related restrictions, like minimum and maximum weights and gross and net weight limits, are the most used criterion. Existing truck routes specifically identify facilities where trucks are generally permitted, or permitted with restrictions, all or most of the day. It should be recognized that most jurisdictions permit trucks 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.

Regional Dedicated Transit Lanes (Reference Only)

SCAG's "Regional Dedicated Transit Lanes Study" identified the key benefits of dedicated bus lanes and the primary factors for successful implementation, conducted a preliminary assessment on where transit priority treatments might be most feasible and beneficial in the SCAG region, and provided recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes and transit priority treatments. These dedicated transit lanes provide an overview of transit-priority treatments across the SCAG region, including bus lanes, signal priority, Freeway/HOV ExpressLanes, Bus on Shoulder operations, and other enhancements such as bus queue jumps and limited-stop services.

The dataset is a repository of existing, planned, and recommendations from the study finalized in collaboration with transportation agency stakeholders throughout the region, including county transportation commissions, councils of governments, transit operators, and community-based

organizations, through various stakeholder meetings and the project technical advisory committee. The dedicated transit lanes network is one of the mobility strategies for implementing Connect SoCal 2024 and will be further refined as part of Connect SoCal 2050.

National Highway System and Functional Classification Roads (Reference Only)

Functional Classification is used in determining eligibility for federal funding programs. The Federal Highway Administration identifies Functional Classification as a key item in transportation data. Streets and highways are grouped into classes according to the service they provide. This Functional Classification dataset was sourced from the Caltrans California Road System web map with the Functional Classification overlay. The dataset is based on Caltrans Linear Reference System exported on July 3, 2024.

The specific dataset that forms this layer was selected for the SCAG region to facilitate the identification of all federal aid eligible roads as well as those that are not eligible, such as local roads. By including this information for each local jurisdiction in the Data/Map Book, each local agency can easily and definitively evaluate roadways for eligibility of federal funds to fund operational and capital improvements. This is particularly relevant with Surface Transportation Block Grants and Congestion Mitigation Air Quality Improvement Program funds, which SCAG allocates and administers. This information can also support the financial planning and prioritization of roadway improvements.

Priority Development Areas (Reference Only)

SCAG uses Priority Development Areas (PDAs) as a technical tool during plan development to identify areas likely to result in comparatively lower per-capita vehicle miles traveled (VMT) for residents. PDAs are categorized by High Priority Areas, Medium Priority Areas, and Low Priority Areas based on a weighted index of eight components. The eight PDA components include street and transit networks as well as accessibility measures based on the base-year and planned networks of Connect SoCal 2024 and Connect SoCal 2024 mobility strategies.

PDAs shown during LDX represent a flexible framework developed to support the early stage of Connect SoCal 2050 development and are subject to further change and refinement including changes resulting from Regional Council direction or state policy.

To identify PDAs, eight components are first measured at the Scenario Planning Zone (SPZ) geography. SPZs are the minimum unit of scenario planning and analysis that SCAG developed by grouping parcels of uniform or compatible land uses while maintaining a manageable size for capturing local land use benefits on transportation, varied by development density and intensity. These are subsets of the transportation analysis zones, as described in the Geographical Boundaries section.

The eight components include:

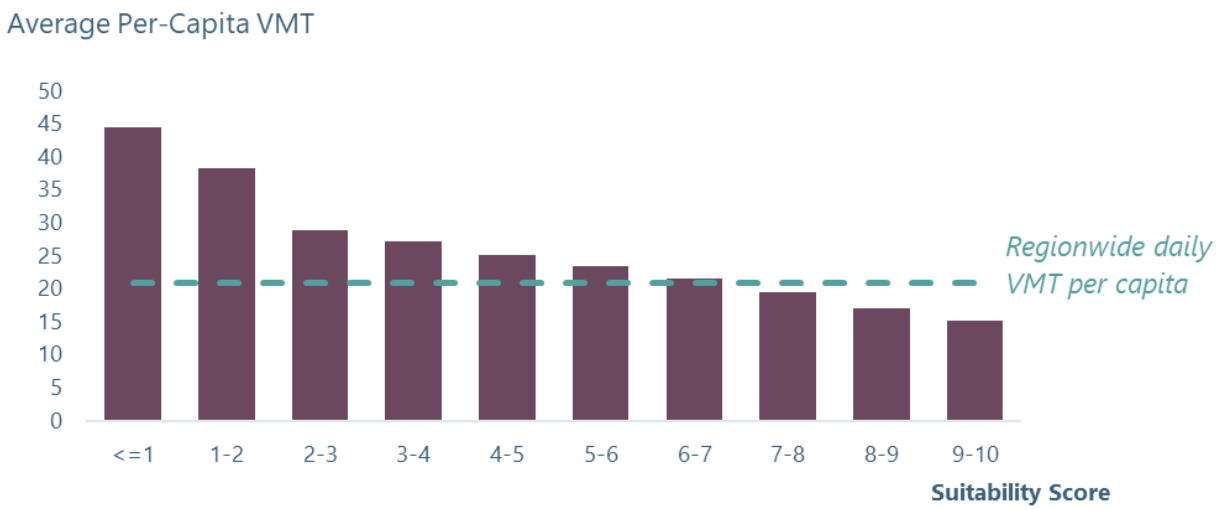
- Walkable destinations – everyday destinations within 15 minutes of walking (employment-weighted, 2019 base year).
- Bikeable destinations – everyday destinations within 15 minutes on bike based on 2050 planned network (employment-weighted).
- Intersection density – intersections per square mile (2019 base year), reflecting walkability that might not be captured by a travel time threshold.

- Transit access – regional jobs within 45 minutes by transit during morning peak (2050 plan year), reflecting transit accessibility.
- Transit Priority Areas – areas within a half-mile buffer of major transit stops (2050 plan year).
- Mobility Hubs – locations where at least two transportation modes connect and interact with one another.
- Bike Network – 2050 planned bike network (excluding Class III).
- Dedicated Transit Lanes – regional dedicated transit lanes network.

Next, SCAG used the Suitability Modeler in ArcGIS Pro to convert the eight components to 30-meter grid cells and transform their values into a common 0-10 scale. Since the different components might contribute unequally to per-capita VMT, weights are applied in the suitability analysis to reflect their relative importance.

With the goal of mirroring 2019 per-capita, resident-based VMT from Connect SoCal 2024's activity-based travel demand model (for which data are available at SCAG's HELPR tool), SCAG conducted several regression models that used various combinations of the eight components to predict VMT. The standardized coefficient estimates from these models reflect the relative strength of association between each component and per-capita VMT and were used to inform the weights applied in the suitability analysis, with components showing stronger relationships assigned higher weights. The suitability analysis generates a 0-10 suitability score for each grid, which is then summarized to the SPZ. As shown in the following figure, areas with higher suitability scores have lower per-capita VMT on average, suggesting that the suitability analysis effectively captures observed VMT patterns.

Exhibit 5 Average Resident-Based Per-Capita VMT by Suitability Score Category



To qualify as a PDA, SCAG removed freeway SPZs with zero population and employment, as well as SPZs where 5 percent or more of the area was defined as **conserved areas.** These areas were excluded due to natural and environmental factors, as described in the Green Region Resource Area section of this Data/Map Book.

SCAG has also produced thresholds categorizing the qualifying SPZs based on their suitability scores. SCAG used natural breaks based on the data to determine these categorical thresholds. Due to their largest impact on reducing per-capita VMT, SPZs with scores of 7 and above were identified as **High**

Priority Areas. As shown in the above figure, High Priority Areas have lower average per-capita VMT than the regional average. SPZs with scores between 5 and 7 were then identified as **Medium Priority Areas.** These areas still have an impact on reducing per-capita VMT but score lower than areas in the High Priority category. And SPZs with scores no higher than 5 were identified as **Low Priority Areas**. These areas have a relatively minimal impact on reducing per-capita VMT compared to those in higher priority categories.

These suitability surface and weighting steps are specific to the early stages of Connect SoCal 2050 development, with an analytical objective of reducing resident-based, per-capita VMT. It is possible that, with further analysis, guidance, and approval, the data elements and steps shown here can be adapted to additional plan strategies, local needs, or even funding programs. Any use of PDAs or PDA components beyond LDX might necessitate data updates, especially data of older vintages. Possible future adaptations of this methodology may be best served by using an individual component, or a different combination of components, of priority areas. For some future adaptations, a component or suitability score cutoff could also be considered relative to a jurisdiction or other geography, e.g., assessing the top 25 percent of SPZs in a city.

Green Region Resource Area (SB 375) (Reference Only)

As Southern California faces unprecedented challenges, it is essential to align regional land use and transportation strategies to plan for growth, promote sustainability, protect the region's natural resources, and reduce future climate-related risks. Green Region Resource Areas (GRRAs), derived from Senate Bill (SB) 375 statute and Connect SoCal 2024 strategies, highlight where future growth may be less feasible or recommended due to sensitivities to climate hazards, habitat areas, agricultural areas, protected open space, conservation easements, reserve designs, as well as military establishments and Tribal nations.

The Green Region Resource Areas (GRRA) data update is a key element of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy. This update ensures SCAG uses the most current information on resource areas and farmland, as required by SB 375.

GRRAs are central to shaping SCAG's Forecasted Regional Development Pattern, which aims to reduce greenhouse gas emissions from cars and light trucks while supporting population and economic growth. SCAG uses Priority Development Areas (PDAs) and GRRAs to guide how growth is distributed, with alignment to local plans and parcel-level densities (see more detail in the Preliminary Growth Forecast section in this Data/Map Book).

Importantly, PDAs and GRRAs do not change the overall growth projected for counties or the region. Instead, they provide a framework for where growth is most feasible or constrained. Together, these tools help SCAG advance regional sustainability goals while respecting local land use authority.

Consolidated Map

The GRRA Consolidated Map identifies locations where development may be constrained due to climate hazards, habitat areas, and agricultural lands, consistent with SB 375 and Connect SoCal 2024 strategies. The dataset is organized into three overarching categories, with seven **topic areas** that have one or more layers contributing to each:

- Climate Hazards (topic areas: flood hazard, sea level rise, wildfire risk)

- Habitat Areas (topic areas: habitat value, wildlife corridors, aquatic resources)
- Agriculture (topic area: farmland)

Conserved areas—such as protected open space, conservation easements, military installations, Tribal lands, and natural community conservation plan and habitat conservation plan (NCCP/HCP) reserve designs—are excluded from scoring because they are legally protected from growth to a varying degree.

Areas throughout the region receive a score based on the number of topic areas that overlap it, with possible scores ranging from 0 to 7. This approach identifies areas where multiple constraints overlap, particularly those combining climate hazards and habitat areas (as these overarching categories have more topic areas within them). Additional information on each of the data layers that contribute to the seven topic areas is shown subsequently for each overarching category.

Climate Hazards

The Climate Hazards category highlights areas within the region at risk due to climate change, such as **flood hazard, wildfire hazard, and coastal inundation (sea level rise)**. These risks can significantly influence where future growth occurs, as development might need to avoid or adapt to areas with high vulnerability to climate impacts.

Exhibit 6 Climate Hazards Topic Areas and Data Sources

Topic Area	Underlying Dataset(s)
Flood Hazard	National Flood Hazard Layer (NFHL), 2025, Federal Emergency Management Agency (FEMA)
Coastal Inundation (Sea Level Rise)	Sea Level Rise (3.5 Feet), 2025, National Oceanic and Atmospheric Administration Office for Coastal Management
Wildfire Hazard	Fire Hazard Severity Zones (FHSZs) Local Responsibility Areas, 2025, California Department of Forestry and Fire Protection (Cal FIRE) FHSZs State Responsibility Areas, 2024, Cal FIRE Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, Fire and Resource Assessment Program (FRAP) at Cal FIRE Priority Landscape – Reduce Wildfire Risk to Communities, 2018, FRAP at Cal FIRE Wildland Urban Interface and Intermix (WUI), 2025, Cal FIRE

- **Flood Hazard** – Flood hazards are a foundational GRRA category because they highlight locations where development would face elevated risks and may not meet National Flood Insurance standards. The National Flood Hazard Layer (NFHL) (2025) is FEMA's digital geospatial database that consolidates all Flood Insurance Rate Map (FIRM) information and Letters of Map Revisions (LOMRs). FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called Flood Insurance Studies (FISs). From the study, FEMA delineates areas subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as the 100-year flood or base flood. The 100-year flood has a 26 percent chance of occurring during a 30-year period, the length of many mortgages. The 100-year flood is a regulatory standard used by federal agencies and most state agencies to administer floodplain

management programs. The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities.

- **Coastal Inundation (Sea Level Rise)** – Sea level rise represents a growing risk for California's coastline. The Sea Level Rise data was obtained from NOAA's Office for Coastal Management (2025) as part of its Sea Level Rise and Coastal Flooding Impacts Viewer, a screening-level tool designed to visualize potential inundation under multiple scenarios. GRRAs include a 3.5-foot sea level rise inundation scenario based on guidance from the California Ocean Protection Council as well as local feedback from Connect SoCal 2024.
- **Wildfire Hazard** – Wildfire represents one of the most critical hazards for Southern California communities, particularly where human development overlaps with fire-prone vegetation. Given the increasing frequency and severity of wildfires, the GRRA update incorporates multiple datasets to capture risks to both people and ecosystems. Data sources include several Cal FIRE datasets that assess wildfire risk and priority areas for mitigation.
  - Fire Hazard Severity Zones (FHSZs) for Local Responsibility Areas (2025) and State Responsibility Areas (2024) define wildfire hazards based on fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather, with zones classified as Moderate, High, or Very High.
  - Priority Landscape – Reduce Wildfire Risk to Ecosystem Services by Cal FIRE (2018) identifies watersheds and forestlands most in need of treatment to reduce risks to ecological functions such as carbon storage, timber, water supply, and large tree habitat. Only areas with the highest scores in the region were included in GRRAs.
  - Priority Landscape – Reduce Wildfire Risk to Communities by Cal FIRE (2018) highlights lands where people and infrastructure are most vulnerable to wildfire, based on the intersection of housing density and FHSZs. Only areas with the highest scores in the region were included in GRRAs.
  - Wildland Urban Interface and Intermix (WUI) dataset by Cal FIRE (2025) maps areas of California's WUI by classifying lands into Interface and Intermix according to housing density, vegetation cover, and Fire Hazard Severity Zones. Interface areas are locations where housing developments directly abut large, continuous tracts of wildland vegetation, creating a distinct boundary between urban and natural landscapes. Intermix areas occur where homes and wildland vegetation are intermingled, with structures dispersed throughout vegetated areas rather than concentrated along an edge. Both classifications represent zones of heightened wildfire risk due to the close proximity of human development to highly combustible vegetation.

Habitat Areas

Habitat Areas show areas sensitive to development due to the presence of strong **habitat value, wildlife corridors, or aquatic resources**. Sensitive habitats are critical for biodiversity conservation and ecosystem functioning, particularly where growth pressure may lead to habitat degradation. Conserving natural areas helps buffer communities from climate hazards, like flooding and wildfires, while preserving carbon-rich landscapes that mitigate greenhouse gas emissions. More information on the specific location and condition of species of rare and sensitive plants, animals, and natural communities is available through the California Natural Diversity Database (CNDDB), which can be viewed online at BIOS Viewer@CDFW. The

GRRA update includes multiple datasets to represent the topic areas of habitat value, wildlife corridors, and aquatic resources:

Exhibit 7 Habitat Areas Topic Areas and Data Sources

Topic Area	Underlying Dataset(s)
Habitat Value	Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, California Department of Fish and Wildlife (CDFW) Terrestrial Climate Change Resilience, ACE, 2021, CDFW Terrestrial Connectivity, ACE, 2025, CDFW Critical Coastal Areas, 2021, California Coastal Commission
Wildlife Corridors	Essential Connectivity Areas - California Essential Habitat Connectivity, 2025, CDFW South Coast Missing Linkages, 2008, South Coast Wildlands
Aquatic Resources	National Wetlands Inventory Riparian, 2024, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Wetlands, 2024, USFWS California Aquatic Resources Inventory, 2025, San Francisco Estuary Institute

- **Habitat Value** - The Habitat Value topic includes the following datasets from CDFW's Areas of Conservation Emphasis (ACE); notably, only areas with the highest sensitivities within the datasets (i.e., 5 from a 1-5 scale) were included in GRRAs:
  - Species Biodiversity (2021), which summarizes California's biodiversity based on occurrence and distribution data for amphibians, aquatic macroinvertebrates, birds, fish, mammals, plants, and reptiles.
  - Terrestrial Climate Change Resilience (2025) shows the probability that a location may serve as climate-change refugia. Climate-change refugia are areas relatively buffered from the effects of climate change, where conditions will likely remain suitable for the current array of plants and wildlife.
  - Terrestrial Connectivity (2021) identifies and maps critical wildlife movement corridors and habitat linkages that connect large, contiguous natural areas. These corridors are essential for maintaining ecological processes, allowing species to migrate, disperse, and adapt to changing conditions such as climate shifts.

  Additionally, this topic area includes the California Coastal Commission's Critical Coastal Areas (2021), which identifies coastal watersheds where high-value waters (such as those supporting sensitive habitats, recreational uses, or drinking water sources) are at risk from polluted runoff.

These areas often overlap with regions experiencing intense land use pressures, making them priorities for targeted management actions like improved stormwater controls, habitat restoration, and watershed planning.

- **Wildlife Corridors** – Wildlife corridors are a natural or restored pathway that connects separate habitat areas, allowing animals to move safely between them for essential activities such as feeding, breeding, and seasonal migration. This data topic includes the following datasets:
  - CDFW's Essential Connectivity Areas (2025) depict essential areas for ecological connectivity that support native biodiversity between habitat blocks. This coarse-scale map was based primarily on the concept of ecological integrity, rather than the needs of particular species. Essential Connectivity Areas are placeholder polygons that can inform land-planning efforts, but that should eventually be replaced by more detailed Linkage Designs, developed at finer resolution based on the needs of particular species and ecological processes. It is important to recognize that even areas outside of Essential Connectivity Areas support important ecological values that should not be "written off" as lacking conservation value.
  - South Coast Wildlands' South Coast Missing Linkages (2008) dataset delineates linkage boundaries identified by the South Coast Missing Linkages project. The South Coast Missing Linkages project was a collaborative inter-agency effort to identify and conserve the highest priority linkages in the South Coast Ecoregion. Linkage designs were developed through landscape permeability analyses that modeled least-cost corridors (best potential route) between protected areas for 109 focal species based on vegetation, topography, elevation, and road density layers at 30-meter resolution.
- **Aquatic Resources** – This data topic includes natural water-related ecosystems and features that provide habitat, ecological functions, and ecosystem services like water quality, groundwater recharge, flood control, and climate resilience. Datasets include:
  - The USFWS National Wetlands Inventory (NWI) Riparian (2024) maps riparian habitats across the western United States, identifying vegetated areas adjacent to rivers, streams, and other water bodies. These riparian zones are critical for maintaining water quality, stabilizing streambanks, supporting biodiversity, and serving as wildlife corridors.
  - USFWS NWI Wetlands (2024) maps wetlands and deepwater habitats including marshes, swamps, bogs, and permanently inundated zones such as lakes and estuaries, which are vital for water filtration, flood control, carbon storage, and wildlife habitat.
  - The San Francisco Estuary Institute's California Aquatic Resources Inventory (CARI) (2025) depicts wetlands, streams, and riparian areas and provides a detailed, statewide mapping of aquatic features, including wetlands, streams, and riparian areas.

Agriculture

Farmland is a vital GRRA category, valued not only for its economic importance but also for its contribution to regional sustainability, food security, and resilience. Preserving agricultural lands helps limit urban sprawl, protect carbon sequestration capacity, and sustain the long-term viability of California's farming economy.

Exhibit 8 Agriculture Topic Areas and Data Sources

Topic Area	Underlying Dataset(s)
Farmland	Farmland and Monitoring Program (FMMP), 2022, California Department of Conservation; California Williamson Act Enrollment, 2024, California Department of Conservation

- **Farmland**
  - Farmland Mapping and Monitoring Program (FMMP) (2022) provides a statewide inventory of agricultural land, mapping farmland and grazing land at a minimum unit of 10 acres. For the purposes of GRRAs, prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land were included.
  - California Williamson Act Enrollment (2024) identifies lands enrolled under Williamson Act and Farmland Security Zone contracts, which provide property tax incentives to encourage the long-term conservation of agricultural land. These contracts help reduce development pressure and maintain agricultural viability by limiting non-agricultural uses on enrolled parcels.

Conserved Areas

Conserved areas represent lands that are largely protected from future development and therefore excluded from growth scoring. These include **protected open space, parks, conservation easements, military installations, Tribal lands, and NCCP/HCP reserve designs**. Preserving these areas protects biodiversity, cultural resources, and recreational opportunities while supporting resilience and regional quality of life.

Exhibit 9 Conserved Areas Topic Area and Data Sources

Topic Area	Underlying Dataset(s)
Protected Open Space and Parks	California Protected Areas Database, 2025, Multiple sources California Conservation Easement Database, 2025, Multiple sources Ventura Save Open Space and Agricultural Lands, 2020, Ventura County Planning Division
Natural Community and Habitat Conservation Plans (NCCP/HCP) Reserve Designs	Orange County Conservation Areas, 2021, Orange County Transportation Authority Orange County Central/Coastal NCCP Reserve System, 2018, Nature Reserve of Orange County Rancho Palos Verdes NCCP Reserve, 2011, Palos Verdes Peninsula Land Conservancy

Topic Area	Underlying Dataset(s)
	Coachella Valley Conservation Areas, 2022, Coachella Valley Association of Governments Western Riverside County Multiple Species Habitat Conservation Plan Semi-Public and Non-Public Reserve Designs, 2025, Western Riverside Co Regional Conservation Authority
Military Installations	Military Installations, Ranges, and Training Areas (MIRTA), 2025, U.S. Department of Defense
Tribal Nations	National Geospatial Data Asset (NGDA), 2025, U.S. Census Bureau

- **Open Space and Parks** – Open space and parks are natural assets that provide recreational opportunities, conserve biodiversity, and support climate resilience through various ecosystem services. Preserving these areas helps maintain regional quality of life and protects lands designated for conservation and recreation from future development.
  - California Protected Areas Database (CPAD) (2025) provides the most comprehensive dataset of publicly owned parks and open space in California, including local, state, and federal lands.
  - California Conservation Easement Database (CCED) (2025) tracks conservation easements that restrict redevelopment and protect lands for ecological, cultural, or recreational purposes.
  - Ventura Save Open Space and Agricultural Lands (SOAR) (2020) was created by the Ventura County Planning Division to show lands covered under Ventura County's SOAR ordinance, which designates agricultural, rural, and open space areas protected from urban development.
- Natural Community and Habitat Conservation Plans – This dataset contains Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) reserve designs in Southern California. Reserve designs refer to the strategic layout and configuration of protected areas within a conservation plan to ensure long-term ecological integrity and species survival. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP/HCP. CDFW and the U.S. Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP and HCP participants. The GRRA update incorporates reserve designs from several NCCPs and HCPs across the SCAG region.
- Military Installations – Military installations represent areas managed by the U.S. Department of Defense (DoD), encompassing Military Installations, Ranges, and Training Areas (MIRTA) (2025). These areas are excluded from growth considerations, as they are reserved for defense purposes.
- Tribal Lands – Federally recognized Tribal lands are included in the GRRAs to acknowledge their role as sovereign territories and to ensure growth planning considers Tribal jurisdiction and heritage. U.S. Census Bureau National Geospatial Data Asset (NGDA) (2025) displays reservations and trust lands recognized by federal, state, and Tribal entities.

Geographical Boundaries (Reference Only)

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 2024, the base year of Connect SoCal 2050. For inaccuracies 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 2024 TIGER/Line Shapefiles version, downloaded from the U.S. Census Bureau, Topologically Integrated Geographic Encoding and Referencing (TIGER) Products website.

Transportation Analysis Zone (TAZ) Boundary

SCAG developed Transportation Analysis Zones (TAZs) for the SCAG Region. This is used to facilitate travel demand and land use modeling needs at SCAG.

Preliminary Growth Forecast (For Review)

SCAG prepares a growth forecast at multiple spatial scales with the primary objective of developing the socioeconomic data (SED) used to model federal- and state-mandated transportation and air quality outcomes over 2024-50. The demographic and economic forecast of population, households, and employment is developed at the regional and county levels and was guided by SCAG's demographic panel of experts. Since the development of Connect SoCal 2024, a number of factors have substantially reduced Southern California's population growth outlook. This also results in a substantially decreased employment growth outlook and a lower, but less severely decreased, household growth outlook.

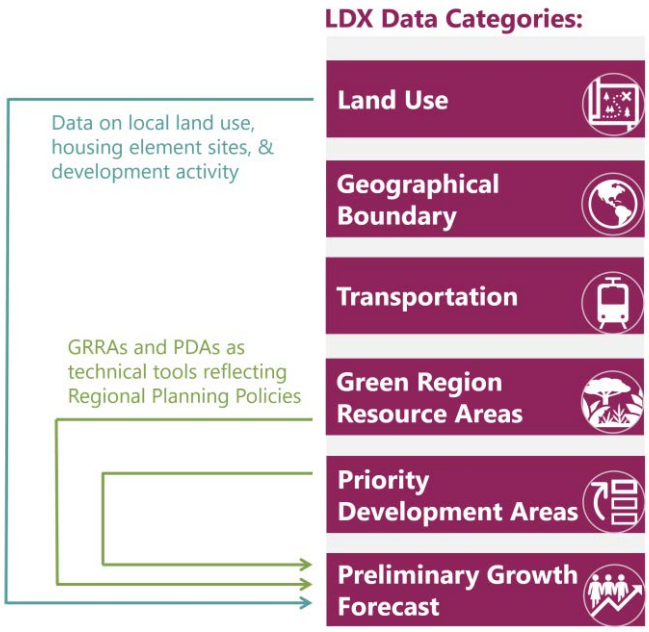
County-level household and employment growth is then disaggregated and developed at the jurisdictional and TAZ levels. This process allocates growth to more than 13,000 small-area zones, allowing the forecast to capture localized development patterns and spatial variation. While there is even greater uncertainty surrounding future growth at a small-area level than at a regional level—thus necessitating local review through LDX—this disaggregation allows SCAG to conduct required modeling and facilitates policy development and analysis of the Sustainable Community Strategy's forecasted regional development pattern described in this document's Introduction section and in Government Code section 65080(b)(2)(B).

The process of allocating growth to jurisdictional and TAZ levels follows the LDX and Forecasted Regional Development Pattern Guiding Principles described at the beginning of this Data/Map Book—namely, being rooted in local planning policies, aligned with state policy, and steered by a regional vision.

A jurisdiction's total household growth largely follows the final Connect SoCal 2024 projection, accounting for actual changes over 2019-2024 using U.S. Census and California Department of Finance data, and is updated based on the lower regional total described above. As a result of the lower regional growth outlook, projected household growth is lower in most jurisdictions. General plans and specific plans provide data on total development capacity and constraints at the TAZ-level. The preliminary Connect

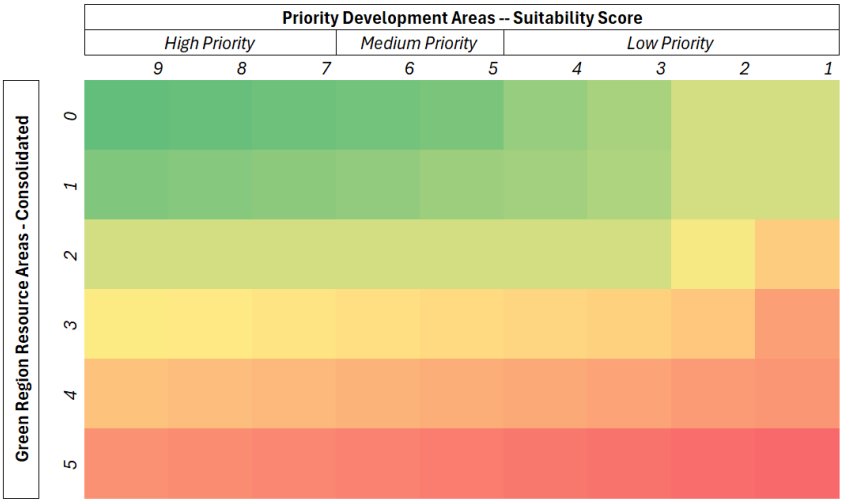
SoCal 2050 projection also places substantial emphasis on 6th Cycle housing elements adopted by local jurisdictions and approved by HCD. Sites identified in the housing elements provide parcel-level information quantifying potential housing capacity, were developed recently to meet state housing planning requirements, and follow a 6th Cycle Regional Housing Needs Allocation that was strongly informed by prior Connect SoCal plans. Data available to SCAG as of October 2025 indicate sites for approximately 474,000 housing units and an additional 1.6 million units reflected in planned rezoning potential. These inputs, provided to local jurisdictions for review through the LDX process, are illustrated in the following figure.

Exhibit 10 Relationship LDX Data and Preliminary Growth Forecast



The preliminary household forecast also explicitly emphasizes growth in Higher Priority PDAs and minimizes growth in overlapping Green Region Resources Areas (GRRAs), as shown in the Consolidated Map. The small area forecast assesses available capacity in each parcel by the combination of PDAs and GRRAs illustrated in the following figure. This approach assumes supportive policies and investments to increase the feasibility and market viability of growth in areas with the highest PDA suitability scores and the fewest overlapping GRRAs. These areas are shown in the darkest green shades below. Areas reflected in pale green, yellow, and pale red, reflect a lower PDA suitability score and/or more Green Region Resource areas, and are gradually less reflective of adopted Regional Planning Policies informed by these data layers. Generally, areas in the deepest red shades are least reflective of these policies.

Exhibit 11 Illustration of Growth Prioritization by Combination of PDA and GRRA

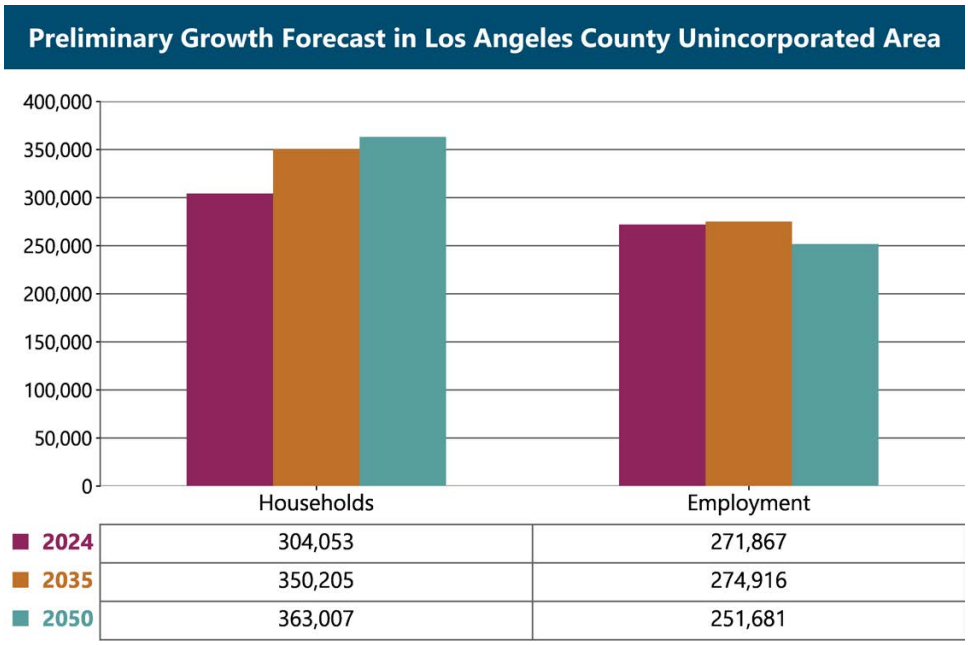


The forecast of total employment at the jurisdiction and TAZ levels integrates the demographic and economic forecast with locally reviewed job growth from the last plan and updated land use and employment data across 20 industry sectors. Base year data come from the state Employment Development Department (EDD)'s QCEW data. Owing to the low total projection, many areas see absolute decreases. Areas experiencing recent commercial land loss are used as a guide for places where employment losses may be more severe, while employment growth is directed toward PDAs wherever possible. Large specific plans are incorporated into the allocation at their respective locations.

SCAG invites local jurisdictions to provide input to the preliminary growth forecast with the understanding that this information is developed in a voluntary, bottom-up process based on interest and participation of each jurisdiction.

The chart below shows the preliminary jurisdiction-level growth forecast:

Exhibit 12 Forecasted Jurisdiction-Level Household and Employment Growth



	Households	Employment
2024	304,053	271,867
2035	350,205	274,916
2050	363,007	251,681

A household is defined as an occupied housing unit. Due to the requirement to model transportation, SCAG forecasts households to ensure that vacant housing units do not generate travel demand. Employment refers to the total number of jobs counted at the place of work. Employment includes wage and salary jobs and self-employment (e.g. independent contractors).

Note: Government Code section 65080(b)(1)(B) et seq. comments on the relationship of the SCS to the Regional Housing Needs Assessment, and Government Code 65584.01 et seq. requires that the RHNA allocation be informed by the SCS development pattern. However, it neither requires that forecasted household growth at the jurisdictional level must be numerically equivalent to a jurisdiction's Regional Housing Needs Allocation. 7th cycle RHNA allocations will be decided by SCAG's Regional Council pursuant to state policy administered by the Department of Housing and Community Development. Local jurisdictions should assess this preliminary growth projection based on local knowledge of future growth potential.

Appendix 1: Socioeconomic Estimates and Projection by Transportation Analysis Zone

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20211100	50	50	50	104	105	102
20213100	15	21	23	65	68	56
20213200	201	218	232	249	250	237
20216100	0	0	0	920	920	830
20216200	44	44	44	19	20	18
20216300	324	324	324	126	128	107
20216400	323	323	323	158	159	149
20217400	0	0	0	0	0	0
20217500	0	0	0	68	68	54
20218100	357	357	357	362	362	337
20219100	49	52	54	1,736	1,738	1,581
20219200	376	376	376	115	115	111
20221100	1,087	1,091	1,091	595	598	568
20221200	962	1,005	1,013	476	476	440
20221300	928	944	944	336	340	317
20222100	215	215	215	113	113	106
20222200	2	2	2	0	0	0
20223100	871	954	990	476	479	421
20224100	924	978	1,200	8,829	9,316	7,973
20224200	1	1	1	1,980	1,980	1,419
20225100	4,035	4,347	4,868	1,329	1,329	1,183
20226100	4,412	4,656	5,497	6,091	6,757	4,869
20227100	2,717	2,717	2,717	4,346	4,469	3,496
20228100	0	0	0	22	22	16
20230100	1,475	1,575	1,595	1,091	1,209	996
20245200	76	76	76	4	4	3
20247100	38	38	40	0	0	0
20259200	215	215	215	34	34	31
20262100	32	32	32	7	7	6
20264100	81	90	90	22	22	18

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20265100	36	46	58	8	8	7
20266100	8	8	8	0	0	0
20266200	151	151	151	138	138	125
20271100	176	176	176	76	76	68
20272100	114	114	114	84	84	78
20273100	121	121	121	187	187	172
20274200	184	184	184	100	100	94
20275100	0	0	0	14	14	14
20276100	105	105	105	46	46	42
20277100	51	55	55	350	350	316
20277200	11	41	41	1	1	1
20278100	115	235	235	175	175	149
20279100	11	11	11	29	29	23
20280100	149	556	2,273	73	330	135
20281100	99	322	335	57	364	776
20281200	59	150	168	15	15	13
20281300	48	53	59	0	0	0
20281400	93	182	205	7	7	6
20282100	38	39	39	7	7	1
20283100	183	779	1,010	14	14	10
20284100	216	236	363	76	76	0
20284200	665	768	877	109	109	103
20285100	10	90	102	0	0	0
20285200	12	139	174	3	3	2
20285300	6	121	181	0	0	0
20286100	2	19	19	3	3	3
20286200	0	45	45	1	1	1
20286300	1	170	196	0	0	0
20286400	1	8	18	0	0	0
20286500	0	31	31	0	0	0

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20287100	439	508	545	49	49	47
20287200	15	32	32	0	0	0
20288100	601	673	723	109	109	92
20288200	0	0	12	0	0	0
20288300	0	21	26	0	0	0
20288700	0	0	11	0	0	0
20289100	2	2	2	0	0	0
20289200	93	139	279	37	37	35
20289300	0	81	81	0	0	0
20289400	64	80	111	25	25	25
20289500	3	3	226	0	0	0
20289600	12	87	161	3	3	3
20289700	2	23	23	0	0	0
20290100	0	32	32	0	0	0
20290200	3	14	14	0	0	0
20290300	16	25	25	2	2	2
20290400	63	424	424	12	12	11
20290500	4	15	15	0	0	0
20290600	24	46	46	0	0	0
20290700	6	489	489	34	34	34
20290800	245	424	461	79	79	74
20291600	63	63	63	1	1	0
20291700	106	126	126	3	3	3
20291800	829	1,749	1,749	175	175	159
20291900	0	0	1	0	0	0
20292100	8	41	87	0	0	0
20292200	12	96	120	4	4	3
20292300	6	138	271	0	0	0
20292400	6	91	91	15	15	15
20292800	33	54	54	4	4	4

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20292900	5	7	35	0	0	0
20293100	197	247	402	105	105	103
20293200	14	189	189	3	3	2
20293300	18	164	164	1	1	1
20293400	10	178	224	1	1	1
20293500	13	163	163	0	0	0
20293600	7	68	96	0	0	0
20294100	57	60	60	1	1	0
20294200	70	81	81	19	19	16
20294400	328	335	335	39	39	35
20294500	284	971	971	160	160	152
20294600	468	488	488	192	192	166
20296900	31	31	31	2	2	2
20297100	84	136	136	10	10	9
20297200	287	326	326	74	74	71
20297300	691	984	984	199	199	192
20297400	410	431	431	241	241	217
20297500	134	134	134	35	35	33
20297600	67	209	209	22	22	21
20298700	0	1	1	0	0	0
20300100	8	453	453	0	0	0
20300200	1	832	964	0	0	0
20300300	3	3,506	3,506	19	19	19
20300400	3	5,743	5,743	0	0	0
20300500	25	307	307	1	1	1
20300600	15	23	23	0	0	0
20300700	1	25	25	0	0	0
20300800	7	82	92	0	0	0
20310100	217	223	223	3	3	2
20310200	0	0	0	0	0	0

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20310300	0	0	0	0	0	0
20311100	0	4	4	0	0	0
20311200	1	1	1	0	0	0
20311300	0	0	13	0	0	0
20311400	21	29	40	2	2	2
20316100	15	22	24	5	5	5
20316200	12	12	12	19	19	19
20316300	16	17	17	2	2	2
20316400	78	102	102	10	10	9
20316600	11	16	16	8	8	7
20324100	1	3	3	1	1	1
20324200	4	17	17	1	1	1
20324300	0	31	31	0	0	0
20324400	5	9	9	0	0	0
20324500	18	23	23	2	2	2
20329100	11	12	12	0	0	0
20329200	2	9	9	0	0	0
20329300	2	17	17	0	0	0
20329400	3	6	6	0	0	0
20329500	15	36	36	7	7	7
20329600	2	13	13	0	0	0
20330200	7	15	15	0	0	0
20330700	49	52	52	6	6	6
20331100	5	6	6	23	23	23
20332100	28	28	28	1	1	1
20332200	13	21	21	0	0	0
20332300	6	9	9	1	1	0
20332400	0	13	13	0	0	0
20332500	0	19	30	0	0	0
20332600	0	11	11	0	0	0

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20333100	2	2	2	0	0	0
20333200	1	4	4	0	0	0
20333300	26	33	33	2	2	2
20333400	1	4	4	0	0	0
20333500	0	20	20	0	0	0
20333600	18	35	35	10	10	9
20334100	19	38	38	1	1	1
20334200	0	25	25	0	0	0
20334300	31	51	70	19	19	17
20334400	14	31	62	0	0	0
20334500	3	15	20	1	1	1
20334600	12	25	39	70	70	56
20334700	14	19	48	0	0	0
20334800	23	44	47	0	0	0
20334900	22	29	35	0	0	0
20335100	8	24	36	1	1	1
20335200	2	3	3	0	0	0
20335300	4	4	4	0	0	0
20335400	0	10	23	0	0	0
20335500	0	0	0	0	0	0
20335600	0	0	0	0	0	0
20336100	68	124	124	3	3	2
20336200	4	35	35	0	0	0
20336300	12	25	32	3	3	3
20336400	3	9	21	0	0	0
20336500	4	15	19	10	10	10
20336600	7	10	10	0	0	0
20336700	14	24	24	0	0	0
20336800	4	8	14	0	0	0
20336900	42	60	72	5	5	3

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20337100	39	84	110	9	9	9
20338100	1,862	2,715	2,780	415	415	374
20338200	1,818	2,439	2,536	365	365	335
20338300	11	56	149	63	63	62
20339100	3	10	16	0	0	0
20340100	60	305	318	25	25	22
20341100	43	174	174	1	1	1
20341200	62	202	202	9	9	6
20342100	137	519	529	51	51	43
20343100	29	687	724	1	1	1
20343200	52	218	218	8	8	8
20344100	75	711	764	783	783	584
20345100	48	587	587	12	12	10
20346100	38	671	847	5	5	3
20347100	179	1,885	1,975	542	542	414
20348100	658	810	810	244	244	213
20348200	673	1,138	1,142	645	645	583
20349100	30	30	30	13	13	11
20350100	3	3	3	0	0	0
20350500	0	0	0	0	0	0
20350700	17	27	35	0	0	0
20351100	673	837	1,253	347	347	293
20351200	953	1,084	1,586	725	725	643
20352100	0	0	1	0	0	0
20353100	267	312	312	13	13	12
20353200	174	185	185	260	260	248
20353300	215	216	216	436	436	404
20353400	425	430	430	110	110	92
20354100	19	27	28	5	5	3
20354200	0	2	4	1	1	1

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20356100	0	10	10	0	0	0
20356200	150	178	178	100	100	96
20357100	108	230	288	5	5	5
20357200	1,050	1,247	2,059	880	880	793
20359100	119	128	132	20	20	19
20359200	135	136	136	49	49	45
20359300	50	50	50	14	14	9
20359400	109	126	126	58	58	57
20359500	65	74	74	9	9	9
20359600	107	124	124	37	37	32
20359700	95	106	106	4	4	2
20359800	53	56	56	5	5	5
20359900	45	56	56	2	2	0
20360100	283	317	317	115	115	107
20361300	0	0	0	0	0	0
20361400	0	171	171	0	0	0
20361500	156	160	160	244	244	238
20361600	524	551	551	123	123	118
20362100	114	118	118	33	33	21
20362700	41	45	122	6	6	5
20363100	87	346	447	43	43	40
20363200	113	165	222	65	65	63
20363300	107	152	616	34	34	33
20363400	127	131	134	81	81	76
20365800	26	26	26	8	8	8
20368100	0	40	40	0	0	0
20372300	0	0	2	0	0	0
20373100	46	60	60	62	62	58
20375200	0	0	0	0	0	0
20378100	60	195	227	1	1	0

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20378200	5	5	9	0	0	0
20378300	24	81	81	2	2	2
20378400	58	92	137	1	1	1
20378500	15	95	95	4	4	4
20378600	20	22	22	9	9	9
20383200	0	0	0	0	0	0
20383400	0	0	0	19	19	18
20383500	200	200	200	1,318	1,322	1,306
20383600	0	0	0	0	0	0
20383700	0	0	0	0	0	0
20383800	55	84	86	12	12	11
20383900	0	0	0	0	0	0
20384100	0	0	1	0	0	0
20384200	12	12	34	0	0	0
20384300	128	152	159	36	36	35
20384400	0	0	8	0	0	0
20384500	30	32	105	5	5	5
20384600	0	0	26	0	0	0
20384700	0	322	322	0	0	0
20384800	48	94	96	13	13	13
20387100	0	1	6	0	0	0
20387300	0	0	0	0	0	0
20388100	72	74	76	48	48	46
20388200	42	43	43	5	5	4
20388300	81	83	83	79	79	73
20388400	299	306	308	32	32	31
20388500	257	277	277	58	58	58
20388600	51	62	84	27	27	25
20388700	5	211	217	3	3	0
20388800	35	48	48	184	184	183

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20388900	428	458	524	73	73	67
20389100	98	191	219	13	13	12
20389200	521	545	546	89	89	86
20389300	238	262	266	100	100	95
20389400	600	789	792	107	107	104
20389500	287	342	363	38	38	37
20389600	21	116	116	8	8	5
20389700	181	217	292	132	132	124
20389800	120	273	281	215	215	198
20389900	51	63	63	0	0	0
20390100	3	18	18	0	0	0
20390200	2	11	17	1	1	1
20390300	0	0	0	0	0	0
20390600	0	0	0	0	0	0
20390700	0	31	49	0	0	0
20390800	128	266	266	18	18	15
20390900	5	214	233	1	1	1
20391100	481	1,911	2,030	99	99	71
20391200	164	673	710	48	48	38
20392100	526	1,109	1,739	335	335	320
20392200	33	490	490	1	1	1
20392300	25	25	54	94	94	89
20392400	41	75	242	3	3	3
20393100	7	89	100	0	0	0
20393200	34	70	70	1	1	1
20393300	32	305	313	2	2	2
20393400	2	23	23	32	32	32
20393500	214	272	326	16	16	15
20394100	232	242	242	60	61	56
20395100	158	181	212	337	343	316

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20396100	41	48	48	3	3	0
20397100	84	106	106	44	44	8
20398100	6	6	6	3	3	3
20400500	292	292	292	81	81	74
20402300	0	0	0	0	0	0
20407200	706	737	841	131	134	125
20422100	677	697	772	195	195	169
20442100	0	0	0	0	0	0
20622100	0	0	0	48	48	48
20626100	0	0	0	16,582	16,633	15,310
20656100	0	0	0	0	0	0
20666100	0	0	0	0	0	0
20710100	0	0	0	0	0	0
20714200	155	157	231	7	7	7
20718100	7	7	7	0	0	0
20732100	196	202	202	795	800	737
20734100	352	352	352	2,192	2,195	1,956
20736100	130	148	149	57	57	53
20737100	559	559	559	312	312	289
20737200	240	272	272	320	320	301
20785100	17	17	17	5,796	5,817	5,500
20792100	45	45	45	1,633	1,643	1,638
20795100	3,173	3,186	3,186	1,232	1,239	1,107
20795200	1,269	1,343	1,343	2,951	2,951	2,726
20795300	138	138	138	1,608	1,608	1,423
20795400	1,787	1,787	1,787	532	532	512
20818100	288	288	288	282	284	275
20852100	0	0	0	0	0	0
20861200	0	0	2	0	0	0
20893100	0	0	0	633	633	580

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
20901100	680	685	685	2,632	2,640	2,538
20901200	1,129	1,141	1,141	170	174	118
20901300	911	932	932	676	678	637
20906200	1	1	1	0	0	0
20924100	722	722	722	211	212	202
20924200	411	411	411	160	161	158
20924300	556	556	556	346	350	304
20924400	339	339	339	135	136	126
20924500	313	313	313	127	128	118
20926100	0	83	83	0	0	0
20946100	491	491	491	55	55	46
20946200	583	583	583	132	132	123
20946300	382	392	392	63	63	54
20946400	249	249	249	441	442	414
20946500	210	214	214	365	366	341
20946600	433	435	435	58	59	56
21119100	0	0	0	0	0	0
21158200	230	238	238	33	33	32
21158300	143	143	143	37	37	37
21158400	203	203	203	84	90	72
21158500	189	189	189	110	110	100
21158600	505	505	505	206	208	193
21158700	516	516	516	766	772	698
21161100	398	458	458	254	254	245
21161200	763	830	830	248	259	240
21161300	215	215	215	34	36	34
21161400	457	459	459	74	74	65
21165100	697	697	697	116	123	112
21165200	438	438	438	451	466	412
21166100	888	950	950	765	785	726

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21167100	363	376	376	389	389	363
21167200	650	898	898	90	93	87
21182100	331	337	337	26	26	26
21182200	374	374	374	238	239	224
21182300	392	392	392	163	164	152
21183100	633	633	633	180	195	173
21183200	347	347	347	76	76	66
21184100	288	288	288	45	45	41
21204100	387	387	387	241	242	206
21204200	1	1	1	1,906	1,916	1,792
21204300	789	800	800	232	232	214
21204400	438	448	448	81	81	78
21205200	329	329	329	64	64	59
21205300	278	280	280	47	49	46
21209100	294	297	297	18	18	5
21209200	93	93	93	76	81	74
21209300	866	866	866	132	132	124
21224100	292	292	292	871	880	819
21226100	442	442	442	175	176	173
21226200	534	534	534	57	58	51
21226300	190	190	190	152	154	141
21226400	310	310	310	56	56	52
21231100	489	489	489	243	244	228
21231200	637	637	637	172	174	165
21233100	1,086	1,086	1,086	429	430	409
21233200	642	642	642	119	120	111
21233300	391	412	412	217	217	207
21233400	528	528	528	738	744	684
21234100	608	608	608	151	154	142
21234200	1,600	1,600	1,600	349	351	327

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21235100	542	542	542	221	222	207
21235200	788	788	788	273	277	262
21241100	694	694	694	213	216	201
21241200	524	524	524	99	99	92
21241300	660	660	660	136	136	135
21241400	361	361	361	87	93	83
21242100	910	910	910	359	360	345
21242200	1,227	1,227	1,227	293	298	291
21279100	874	1,085	1,085	459	470	432
21304100	376	399	399	90	92	83
21304200	255	260	260	1,965	1,969	1,711
21307100	9	19	19	93	95	93
21312100	2	2	2	845	849	793
21316100	1,575	1,595	1,595	939	958	869
21318100	1,393	1,418	1,418	1,536	1,538	1,406
21318200	1,778	2,227	2,227	665	671	615
21319100	855	864	864	979	980	927
21319200	1,066	1,099	1,099	6,532	6,540	5,951
21320100	575	821	821	101	104	67
21320200	888	909	909	217	218	198
21326100	0	0	0	2,055	2,066	1,963
21358100	483	483	483	3,004	3,010	2,781
21359100	596	603	603	3,172	3,178	2,954
21363100	7	7	7	6,514	6,542	6,028
21363200	1	1	1	988	992	910
21479400	223	232	232	32	33	30
21479500	305	530	530	137	140	108
21495100	359	375	375	2,823	2,825	2,627
21495200	4	4	4	5,446	5,447	5,147
21497100	400	400	400	61	63	57

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21497200	527	543	543	426	428	390
21497300	486	492	492	433	434	412
21497400	2	2	2	2,803	2,806	2,618
21498100	368	368	368	487	489	449
21498200	425	425	425	168	169	158
21498300	572	585	585	191	193	181
21521100	634	656	656	246	247	228
21521200	332	334	334	1,246	1,248	1,145
21522100	636	636	636	102	104	98
21522200	226	226	226	40	40	39
21522300	272	272	272	97	99	78
21522400	584	597	597	447	448	403
21526100	22	22	22	2	2	2
21526200	155	163	163	46	46	46
21526300	205	209	209	1,677	1,677	1,633
21529200	269	269	269	53	53	53
21529300	140	140	140	26	26	25
21529500	274	287	287	221	221	207
21533100	356	356	356	462	471	446
21533200	751	751	751	139	141	131
21533300	470	470	470	409	410	373
21534100	475	475	475	399	400	371
21534200	505	505	505	467	468	447
21541100	771	771	771	342	347	319
21541200	298	298	298	423	424	412
21541300	395	395	395	120	121	111
21541400	517	517	517	178	179	166
21542100	446	446	446	125	125	116
21542200	891	891	891	122	122	116
21543100	496	496	496	122	123	116

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21543200	549	549	549	229	232	210
21547100	348	348	348	172	173	150
21547200	467	467	467	301	302	280
21547300	525	525	525	391	392	367
21547400	492	492	492	77	78	60
21548100	280	305	305	50	51	48
21548200	253	253	253	3,167	3,179	2,818
21548300	270	270	270	158	161	155
21548400	197	197	197	63	64	56
21554400	5	12	12	1	1	1
21561100	107	107	107	260	263	242
21561200	247	247	247	39	42	37
21561300	345	345	345	262	264	245
21562100	591	591	591	159	162	155
21562200	791	791	791	160	164	152
21562300	332	332	332	80	80	69
21566100	270	270	270	827	830	782
21566200	477	477	477	34	34	27
21566300	759	759	759	354	360	337
21567100	173	173	173	350	353	323
21567200	353	353	353	66	66	62
21567300	410	410	410	155	157	146
21567400	542	542	542	172	175	161
21572100	326	326	326	451	453	407
21572200	823	823	823	209	211	196
21574100	628	636	636	205	205	195
21574200	397	427	427	92	92	84
21574300	259	273	273	35	35	35
21574400	489	526	526	112	112	109
21576100	418	418	418	363	366	343

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21576200	338	338	338	200	204	176
21579100	401	405	405	324	324	297
21579200	482	499	499	94	94	86
21579300	434	455	455	85	85	82
21580100	506	506	506	252	254	232
21584100	787	787	787	316	328	296
21584200	383	383	383	363	364	343
21589100	931	931	931	265	266	253
21600100	674	674	674	396	403	370
21607100	0	0	0	0	0	0
21607200	0	0	0	0	0	0
21608100	0	0	0	0	0	0
21612100	50	54	54	13	13	13
21615100	918	918	918	193	194	193
21643100	54	59	59	3	3	3
21654100	227	237	237	34	34	34
21654200	507	512	512	92	92	91
21672100	931	983	983	170	172	163
21672200	490	506	506	181	183	164
21673100	915	1,034	1,034	369	369	339
21673200	204	212	212	52	52	49
21679100	0	0	0	0	0	0
21680100	445	445	445	607	613	576
21680200	339	339	339	413	414	382
21680300	411	411	411	105	105	91
21681100	269	269	269	94	94	82
21681200	348	348	348	35	35	33
21681300	278	296	296	482	484	483
21682100	60	62	62	15	15	14
21684100	316	316	316	44	45	43

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21684200	290	290	290	32	32	30
21684300	464	464	464	122	124	117
21684400	340	340	340	52	53	49
21686100	857	857	857	193	201	188
21686200	448	448	448	315	320	299
21687100	587	587	587	195	203	187
21687200	617	637	637	115	138	111
21688100	159	159	159	905	910	885
21688200	381	381	381	96	96	89
21688300	230	230	230	255	256	242
21688400	537	537	537	310	313	286
21688500	227	227	227	109	110	102
21690100	1	1	1	0	0	0
21692100	416	416	416	204	207	193
21692200	949	949	949	868	872	819
21696100	202	202	202	40	40	36
21696200	722	726	726	198	200	190
21697100	392	399	399	146	148	132
21697200	724	724	724	230	233	222
21698100	611	611	611	361	363	342
21698200	260	260	260	187	188	176
21699100	65	65	65	537	541	492
21699200	478	478	478	809	813	732
21704100	262	262	262	49	49	43
21704200	604	604	604	180	183	166
21706100	157	163	163	49	49	46
21706200	142	142	142	70	72	64
21706300	151	151	151	67	84	65
21706400	250	250	250	124	124	111
21706500	204	209	209	310	313	292

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21706600	248	251	251	55	55	49
21706700	195	244	244	28	28	27
21707100	573	573	573	201	202	189
21707200	501	501	501	149	149	135
21707300	784	784	784	174	177	163
21709100	52	53	53	1,377	1,379	910
21709200	311	311	311	121	123	114
21710100	219	225	225	49	49	38
21710200	338	338	338	293	295	273
21710300	256	256	256	61	61	57
21713100	0	0	0	0	0	0
21716100	357	361	361	264	265	247
21716200	240	240	240	91	91	73
21716300	317	317	317	180	190	168
21716400	108	108	108	344	352	321
21716500	155	155	155	412	414	390
21717100	338	338	338	82	82	76
21717200	820	820	820	311	315	292
21718100	921	921	921	412	414	384
21720100	866	866	866	319	320	304
21722100	581	581	581	506	508	468
21722200	437	437	437	252	253	239
21722300	261	261	261	176	181	168
21727100	605	617	617	1,542	1,547	1,339
21729100	77	77	77	302	304	260
21729200	118	118	118	4,597	4,612	4,514
21729300	548	548	548	247	247	233
21730100	765	765	765	639	644	602
21730200	605	605	605	1,578	1,584	1,449
21732100	384	384	384	265	267	238

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21732200	1,007	1,007	1,007	115	115	114
21732300	423	423	423	334	335	258
21735100	481	481	481	50	50	38
21735200	433	449	449	118	118	110
21735300	816	856	856	196	197	185
21737100	446	446	446	136	136	130
21737200	857	863	863	294	298	274
21738200	62	68	68	86	86	82
21738300	102	108	108	104	104	104
21741100	259	259	259	90	91	83
21741200	873	873	873	245	246	231
21816100	149	184	184	27	27	26
21827100	365	368	368	44	45	41
21827200	477	481	481	123	125	111
21827300	354	354	354	97	98	92
21827400	149	149	149	226	226	208
21839100	727	761	761	118	118	111
21839200	279	279	279	26	26	23
21839300	328	330	330	195	199	172
21839400	538	543	543	172	184	167
21844100	527	528	528	182	186	159
21846100	25	29	29	1	1	0
21848200	327	327	327	32	33	30
21850100	320	326	326	33	34	33
21850200	435	435	435	158	160	147
21850300	164	164	164	105	105	101
21850400	482	489	489	86	86	79
21850500	240	250	250	138	139	117
21850600	314	317	317	70	70	67
21851100	73	73	73	4	4	4

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21851200	70	80	80	5	5	3
21859100	471	488	488	21	23	20
21859200	23	23	23	1	1	1
21859300	328	331	331	496	496	459
21859400	358	362	362	100	102	96
21860100	303	309	309	195	200	180
21861100	241	252	252	299	303	270
21861200	338	338	338	34	34	32
21862100	678	687	687	155	156	147
21862200	541	541	541	659	666	654
21865100	53	53	53	18	18	14
21866100	741	748	748	294	296	277
21866200	421	445	445	101	103	96
21866300	611	618	618	149	151	138
21868100	682	688	688	85	87	85
21868200	724	730	730	247	248	245
21871100	25	25	25	2,671	2,671	2,529
21871200	1,129	1,213	1,248	2,330	2,332	2,188
21875100	641	650	650	185	186	173
21875200	661	675	675	285	289	271
21877200	850	872	872	104	109	95
21878100	5	5	5	0	0	0
21880100	406	422	422	123	123	96
21880200	743	779	779	326	326	306
21882100	890	950	950	282	289	272
21882200	833	896	896	275	279	257
21882300	401	423	423	145	147	137
21884100	820	823	823	394	395	367
21884200	1,077	1,136	1,136	241	245	231
21890100	1,020	1,032	1,032	219	223	207

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21890200	1,011	1,034	1,034	322	328	306
21891100	105	139	167	10	10	9
21896200	270	276	276	20	20	17
21896300	460	466	466	287	287	267
21896400	159	159	159	2	3	2
21898400	7	7	7	21	21	20
21899100	685	763	763	97	98	95
21899200	932	965	965	347	347	325
21901100	630	649	649	788	790	765
21901200	1,144	1,192	1,192	121	123	113
21904200	0	0	0	0	0	0
21904300	210	287	295	119	120	116
22015100	562	579	579	620	622	586
22015200	478	491	491	700	704	667
22018100	474	485	485	298	301	275
22018200	334	334	334	536	536	496
22018300	557	573	573	411	417	379
22018400	631	636	636	298	308	282
22020100	585	602	873	129	129	123
22020200	841	865	982	146	149	139
22020300	623	631	794	100	101	96
22028100	2,297	2,396	2,396	743	746	692
22077100	7	13	16	46	46	43
22084100	19	19	23	1	1	1
22088100	803	820	820	604	606	574
22088200	476	486	486	657	658	623
22088300	242	242	242	635	636	601
22088400	312	346	346	341	341	315
22094100	718	754	754	150	151	141
22094200	326	351	351	93	93	86

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22094300	368	393	393	172	174	156
22097100	286	292	292	61	61	54
22097200	742	743	751	180	180	169
22097300	667	744	881	153	153	147
22115100	452	600	600	895	897	868
22115200	637	659	659	138	138	128
22115300	699	744	744	314	316	297
22123100	217	220	220	65	66	62
22123200	461	483	483	83	83	76
22123300	349	383	383	138	139	127
22123400	624	664	664	210	210	190
22123500	492	494	494	49	49	46
22145100	10	10	10	2	2	2
22149100	881	1,011	1,011	197	198	185
22149200	350	368	368	255	255	241
22149300	535	619	619	198	202	174
22151100	409	431	431	1,040	1,040	1,001
22151200	200	216	216	233	233	211
22151300	595	657	657	159	159	147
22151400	604	661	661	202	202	188
22151500	753	806	806	376	376	361
22155100	461	485	701	86	86	77
22155200	328	388	388	161	162	143
22155300	704	716	888	90	90	84
22155400	416	416	416	61	61	52
22155500	368	446	446	290	294	266
22159100	184	192	192	119	120	110
22159200	123	130	130	73	73	71
22161100	938	1,020	1,020	152	153	143
22163100	413	538	538	90	90	86

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22163200	386	411	411	471	471	444
22163300	781	804	804	307	307	291
22171100	308	308	308	105	106	97
22175200	0	0	0	0	0	0
22177100	295	307	307	69	69	67
22177200	428	466	466	166	166	156
22177300	412	460	460	347	347	328
22178100	217	236	236	68	68	67
22178200	239	239	239	32	32	32
22178300	452	464	464	59	59	56
22179100	608	632	632	813	819	755
22179200	322	355	355	303	303	293
22179300	299	394	394	183	183	157
22179400	6	6	6	216	218	198
22182100	401	402	479	162	163	144
22182300	2	2	2	0	0	0
22182400	62	74	157	7	7	4
22183100	1,060	1,060	1,060	117	117	108
22183200	473	510	510	222	223	214
22183300	300	300	300	69	70	62
22184200	666	679	679	294	296	275
22187100	793	793	793	400	401	369
22187200	1,030	1,033	1,033	362	363	335
22189100	781	782	782	131	131	121
22189300	583	583	583	199	199	184
22194100	329	329	329	520	523	479
22194200	678	680	680	576	576	531
22195100	0	0	0	0	0	0
22197100	5	5	5	61	61	47
22198200	674	691	691	244	244	234

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22201300	0	0	0	11	11	9
22204200	43	43	43	7	7	4
22225100	48	55	55	5	5	4
22225200	339	346	346	44	44	42
22231100	340	354	354	62	62	52
22231200	779	795	795	144	144	134
22231300	184	190	190	117	117	109
22241100	656	732	732	146	151	141
22241200	369	481	481	133	134	129
22241300	311	325	325	205	206	188
22244100	573	582	582	83	83	82
22249200	19	20	20	9	9	9
22249500	98	110	110	9	9	9
22250100	422	432	432	51	52	49
22250200	327	337	337	225	225	208
22250300	279	280	280	31	31	31
22250400	524	572	572	146	146	142
22254100	87	87	87	198	198	184
22257100	1,093	1,121	1,121	2,573	2,574	2,383
22258100	1,157	1,323	1,323	376	376	350
22259100	839	928	931	291	293	278
22259200	962	972	983	768	768	701
22260100	177	177	177	206	206	200
22260200	1,127	1,559	1,559	1,164	1,172	1,080
22262100	388	394	394	74	74	71
22262200	0	0	0	134	134	106
22262300	387	387	387	136	136	135
22265100	463	476	476	191	191	181
22265200	332	346	346	195	195	186
22265300	1,208	1,224	1,224	509	510	482

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22266100	287	398	398	4,357	4,359	4,269
22266200	103	103	103	97	97	93
22268100	706	727	727	413	415	384
22268200	608	619	619	247	248	226
22271100	251	251	251	77	77	77
22271200	348	356	356	146	146	133
22271300	471	481	481	77	77	72
22272100	437	446	446	84	84	80
22272200	384	393	393	82	82	73
22272300	982	1,091	1,094	540	540	497
22272400	647	662	662	304	304	281
22275100	9	9	9	315	317	278
22275200	43	43	43	35	35	29
22275300	33	33	33	632	635	603
22278100	840	865	865	1,259	1,259	1,139
22279200	534	1,142	1,142	131	131	111
22279300	312	314	314	262	263	242
22279400	569	573	573	129	129	128
22284100	385	429	429	167	167	158
22284200	624	631	631	765	765	691
22284300	387	387	387	131	131	116
22287100	972	974	978	297	299	285
22291100	271	271	271	72	72	69
22291200	484	484	484	142	142	130
22292100	567	567	567	72	73	71
22292200	279	279	279	237	238	222
22292300	201	201	201	48	48	45
22293100	452	487	487	222	224	207
22293200	970	1,006	1,006	271	275	269
22293300	560	590	590	382	383	352

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22294100	15	15	15	12	12	12
22298100	693	738	738	153	153	132
22298200	331	332	332	85	85	80
22302100	405	463	463	120	121	91
22302200	249	326	326	35	35	33
22302300	726	990	990	443	444	415
22302400	299	302	302	74	74	73
22304100	18	29	29	14	14	14
22305100	604	608	608	104	104	87
22305200	527	527	527	188	189	164
22305300	759	760	760	808	808	760
22306200	73	74	74	25	25	25
22308100	1,008	1,020	1,020	1,079	1,081	1,035
22310300	289	803	803	214	214	183
22311100	444	480	480	120	120	116
22311200	552	564	564	138	138	129
22311300	290	335	335	18	18	18
22312100	430	430	430	145	146	136
22312200	589	589	589	151	152	138
22312300	409	418	418	72	72	71
22312400	439	439	439	136	136	127
22314600	145	148	148	12	12	9
22315100	756	785	785	148	148	137
22315200	279	279	279	77	77	68
22316100	920	950	1,053	173	173	164
22318100	325	437	437	87	87	80
22319100	564	569	584	591	591	549
22319200	979	1,019	1,019	691	691	633
22321100	323	560	560	145	146	135
22322200	25	25	25	10	10	10

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22323100	70	84	84	12	12	12
22323200	508	512	512	87	87	81
22325100	121	203	203	22	22	21
22327100	235	236	236	87	87	82
22327300	305	314	314	37	37	36
22327400	418	427	427	42	42	38
22328100	1,446	1,478	1,478	495	497	477
22328200	775	795	795	144	145	135
22330200	369	372	372	30	30	30
22330300	582	722	722	163	163	154
22332100	3	3	3	0	0	0
22333100	223	223	223	16	16	16
22333200	346	413	413	66	68	61
22333300	153	153	153	10	10	10
22334100	1,288	1,305	1,305	386	386	355
22336100	639	639	639	93	95	89
22336200	17	17	17	0	0	0
22338100	2,364	2,608	2,608	1,186	1,190	1,134
22339100	0	0	0	554	555	519
22340100	0	0	0	0	0	0
22344100	18	26	26	5	5	5
22345100	897	912	912	388	388	363
22345200	454	467	467	95	95	88
22345300	545	1,170	1,170	584	589	541
22347100	910	1,141	1,141	1,578	1,581	1,514
22347200	629	629	629	1,023	1,024	955
22349100	1,132	1,144	1,144	922	925	874
22351100	610	619	619	61	62	55
22351200	291	306	306	29	29	27
22351300	281	283	283	25	25	24

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22352100	1,115	1,226	1,288	312	312	306
22352200	564	591	882	225	225	217
22354100	101	101	101	4	4	4
22354200	376	376	376	43	43	41
22355100	0	0	0	32	32	32
22355200	49	55	55	47	47	46
22356300	43	43	43	8	8	8
22358100	65	65	65	21	21	20
22358200	255	264	264	48	48	45
22358300	436	436	436	58	58	52
22360100	0	0	0	924	931	879
22360200	658	670	670	753	755	703
22360300	693	718	718	963	964	902
22361100	385	392	392	956	956	900
22361200	685	710	710	424	424	398
22361300	505	538	538	509	509	470
22362100	244	244	244	144	144	135
22362200	98	103	103	36	36	35
22363100	144	144	144	131	132	122
22363200	77	77	77	16	16	16
22364100	34	40	45	21	21	20
22364200	12	12	13	0	0	0
22365100	42	46	46	1	1	0
22365300	56	56	56	14	14	13
22367200	33	37	37	3	3	3
22369300	67	70	70	11	11	11
22370100	469	483	484	105	105	97
22371100	478	493	493	173	174	168
22371200	139	142	142	215	215	210
22371300	970	982	982	432	433	398

Preliminary Transportation Analysis Zone-Level Growth Forecast

(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22372200	0	0	0	15	15	15
22372300	0	0	0	0	0	0
22375100	224	252	252	134	135	111
22376100	22	59	59	8	8	7
22377100	86	102	191	11	11	10
22377200	221	224	224	29	29	27
22377300	292	296	296	90	90	90
22377400	25	25	25	6	6	6
22378100	8	8	8	3	3	3
22379100	692	724	727	227	228	208
22379200	3	3	3	3	3	3
22380100	0	0	0	55	55	54
22381100	0	0	0	16	17	16
22381200	0	0	0	3,082	3,092	3,055
22387100	379	395	590	111	112	105
22389100	867	884	884	230	230	216
22389200	390	397	397	169	172	158
22390100	160	160	160	23	23	22
22390200	89	192	198	41	41	38
22392300	6	6	6	66	66	66
22396200	3	3	3	0	0	0
22397200	0	0	0	59	59	59
22400100	7	7	7	5,427	5,445	5,145
22401100	0	0	13	0	0	0
22403100	0	47	135	0	0	0
22413100	114	139	171	273	273	265
22413200	8	8	8	152	152	152
22417100	0	0	0	0	0	0
22419100	401	436	436	87	88	83
22422100	8	8	8	0	0	0

Preliminary Transportation Analysis Zone-Level Growth Forecast

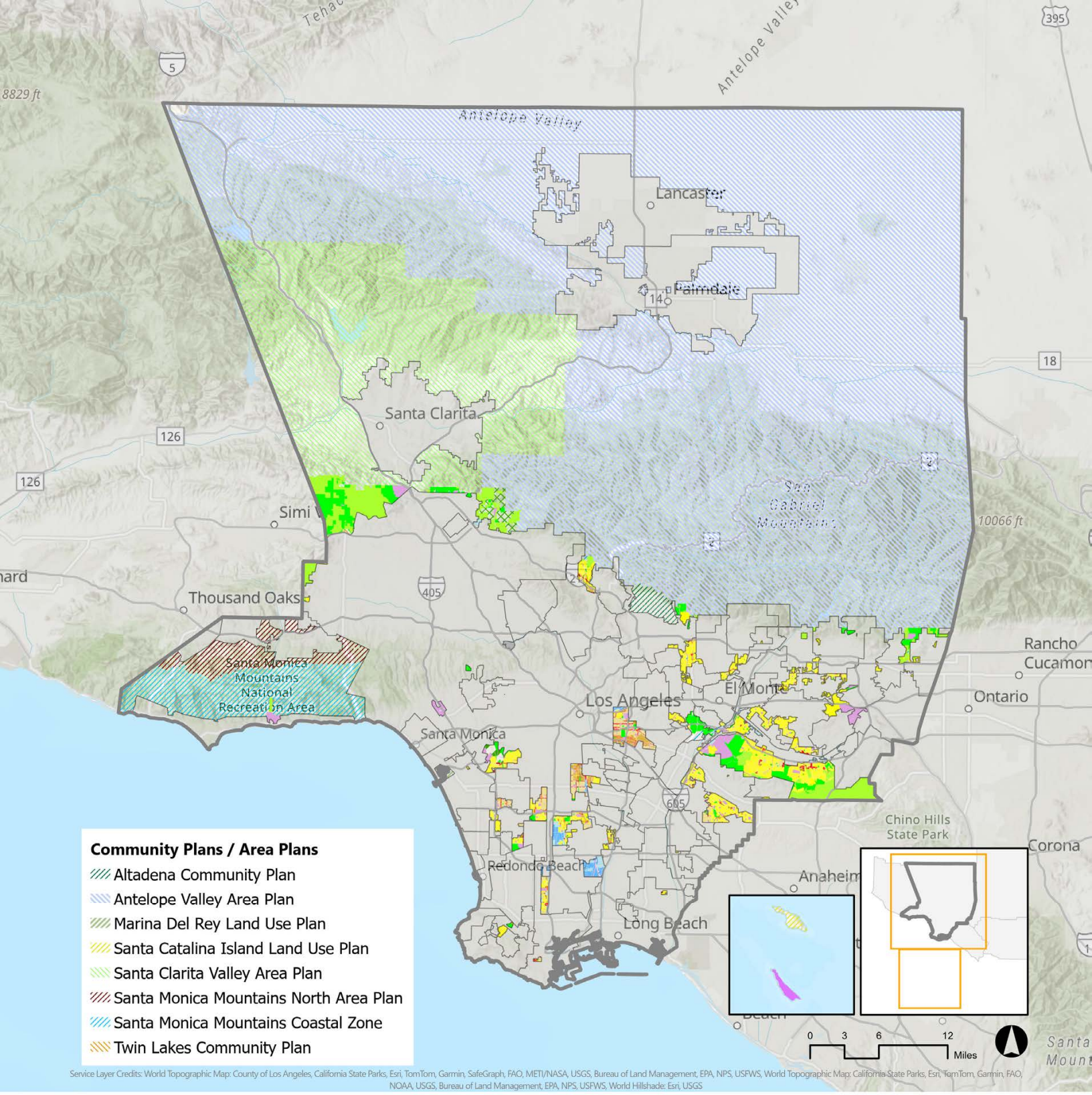
(Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
22424100	31	31	31	38	38	37
22438200	171	361	361	11	11	11
22450200	129	129	129	11	11	10
99999999	117	152	152	15	15	0
TOTAL	**304,053**	**350,205**	**363,007**	**271,867**	**274,916**	**251,681**

Maps

THE LIST OF GIS MAPS INCLUDED:

- General Plan Land Use with Local General Plan Designations
- General Plan Land Use with SCAG Land Use Codes
- Zoning Codes with Local Zoning Codes
- Zoning Codes with SCAG Land Use Codes
- Specific Plan Land Use with SCAG Land Use Codes
- Existing Land Use with SCAG Land Use Codes
- 6th Cycle Housing Element Sites
- Candidate Sites for Rezoning
- Residential Development Activity
- High Quality Transit Corridors
- Transit Priority Areas and Major Transit Stops
- Mobility Hubs
- Regional Bikeways
- Regional Truck Routes
- Regional Dedicated Transit Lanes
- National Highway System and Functional Classification Roads
- Priority Development Area
- Green Region Resource Areas: Consolidated Map
- Green Region Resource Areas: Climate Hazards
- Green Region Resource Areas: Habitat Areas
- Green Region Resource Areas: Agriculture
- Green Region Resource Areas: Conserved Areas
- City Boundary and Sphere of Influence
- 2024 Census Tract Boundary
- Transportation Analysis Zone (TAZ) Tier 2 Boundary
- Preliminary Growth Forecast – Households
- Preliminary Growth Forecast – Employment



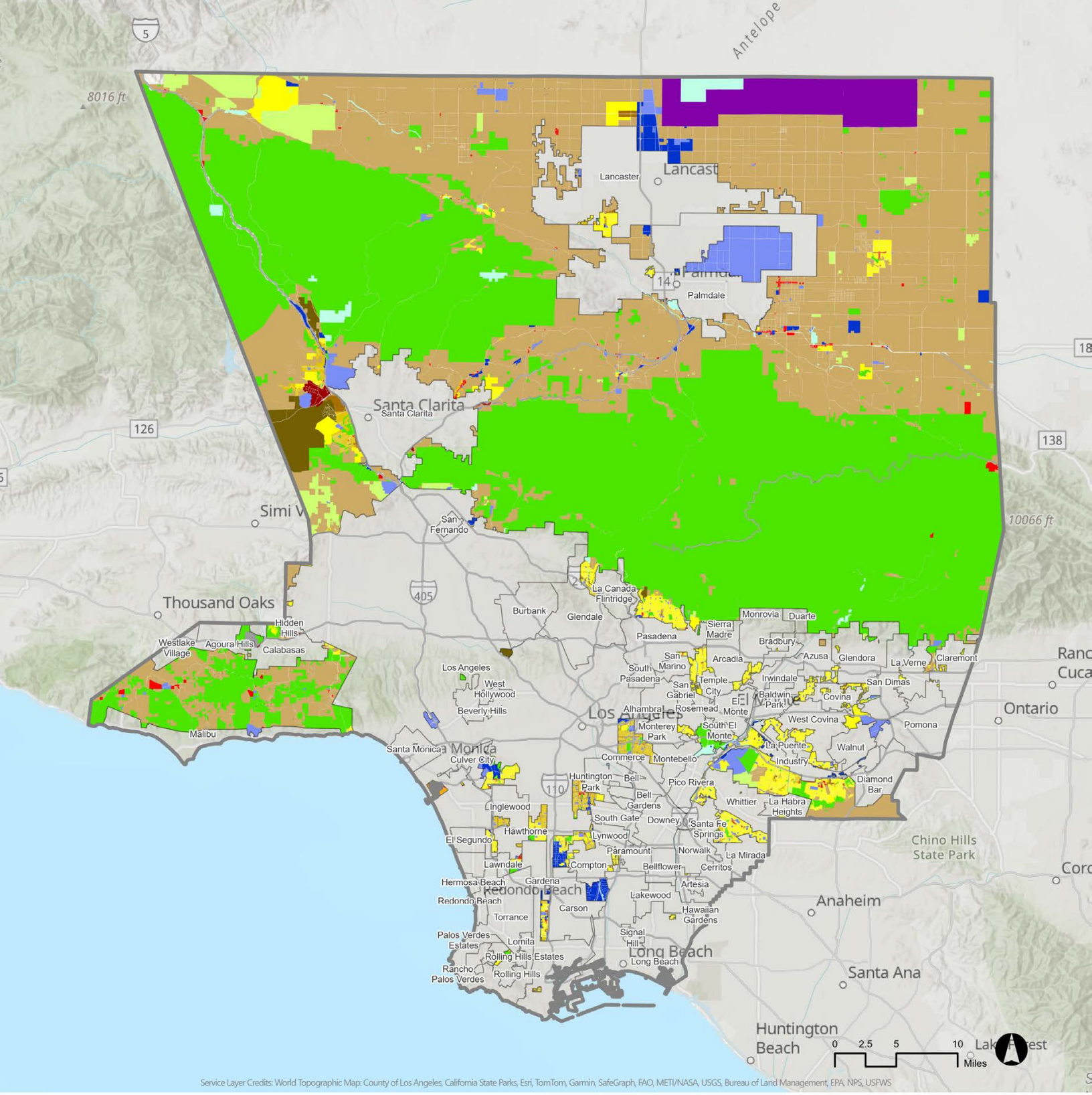
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, World Topographic Map: California State Parks, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS, World Hillshade: Esri, USGS

2024 General Plan Land Use in Los Angeles County Unincorporated Area

(Local Jurisdiction's Land Use Designations)

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- RL10 - Rural Land 10
- RL20 - Rural Land 20
- RL40 - Rural Land 40
- RL80 - Rural Land 80
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- H100 - Residential 100
- H150 - Residential 150
- CR - Rural Commercial
- CG - General Commercial
- CM - Major Commercial
- MU - Mixed Use
- MU-R - Mixed Use - Rural
- IL - Light Industrial
- IH - Heavy Industrial
- IO - Industrial Office
- P - Public and Semi-Public
- OS-BLM - Burea of Land Management
- OS-C - Conservation
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- W - Water
- ML - Military Land
- MR - Mineral Resources
- SP - Specific Plan

Data Source: County of Los Angeles, SCAG | Data Updated: 2024 | Map Created: 3/18/2026



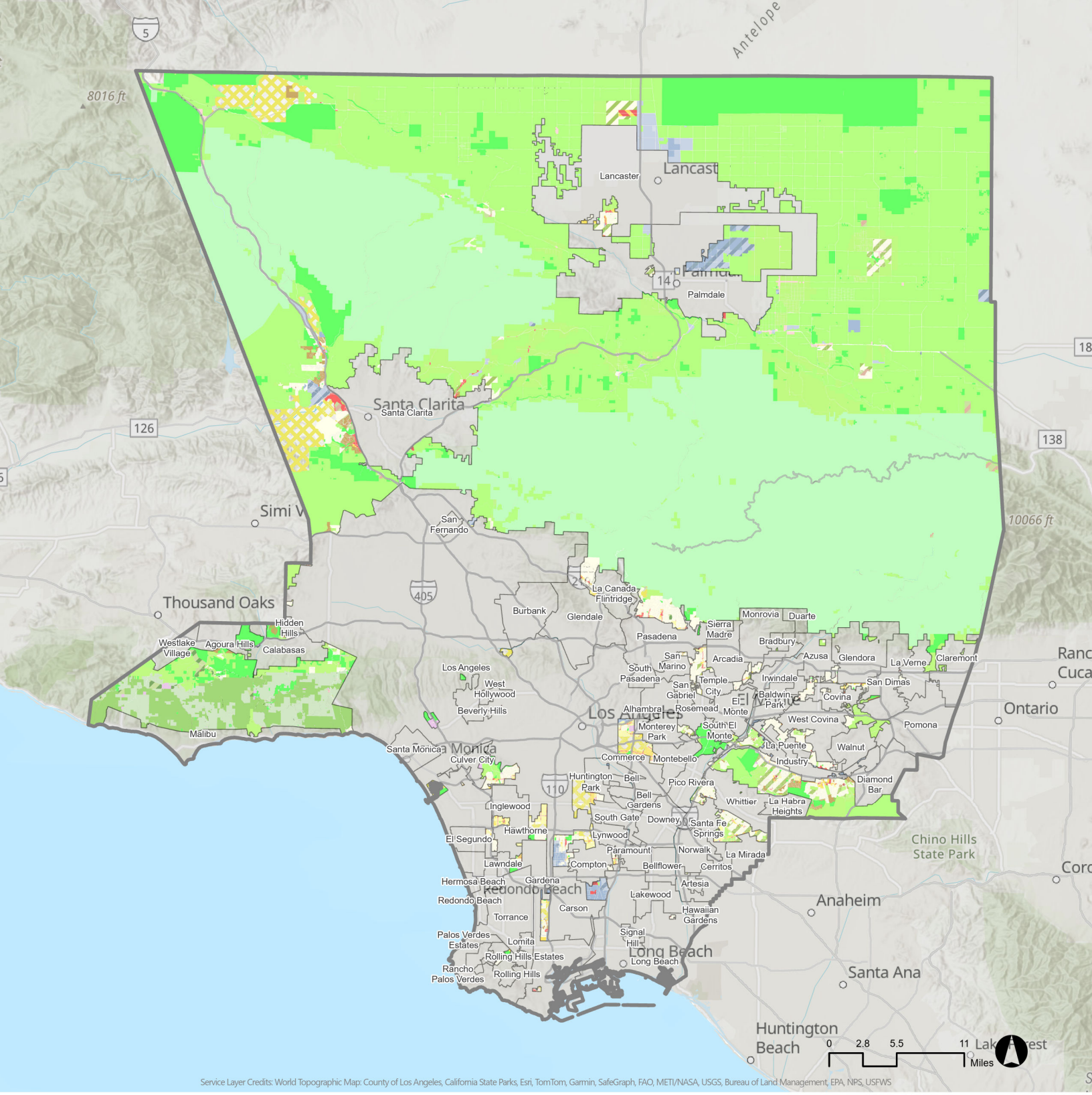
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

2024 General Plan Land Use in Los Angeles County Unincorporated Area

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Undevelopable
- Unknown

Data Source: County of Los Angeles, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

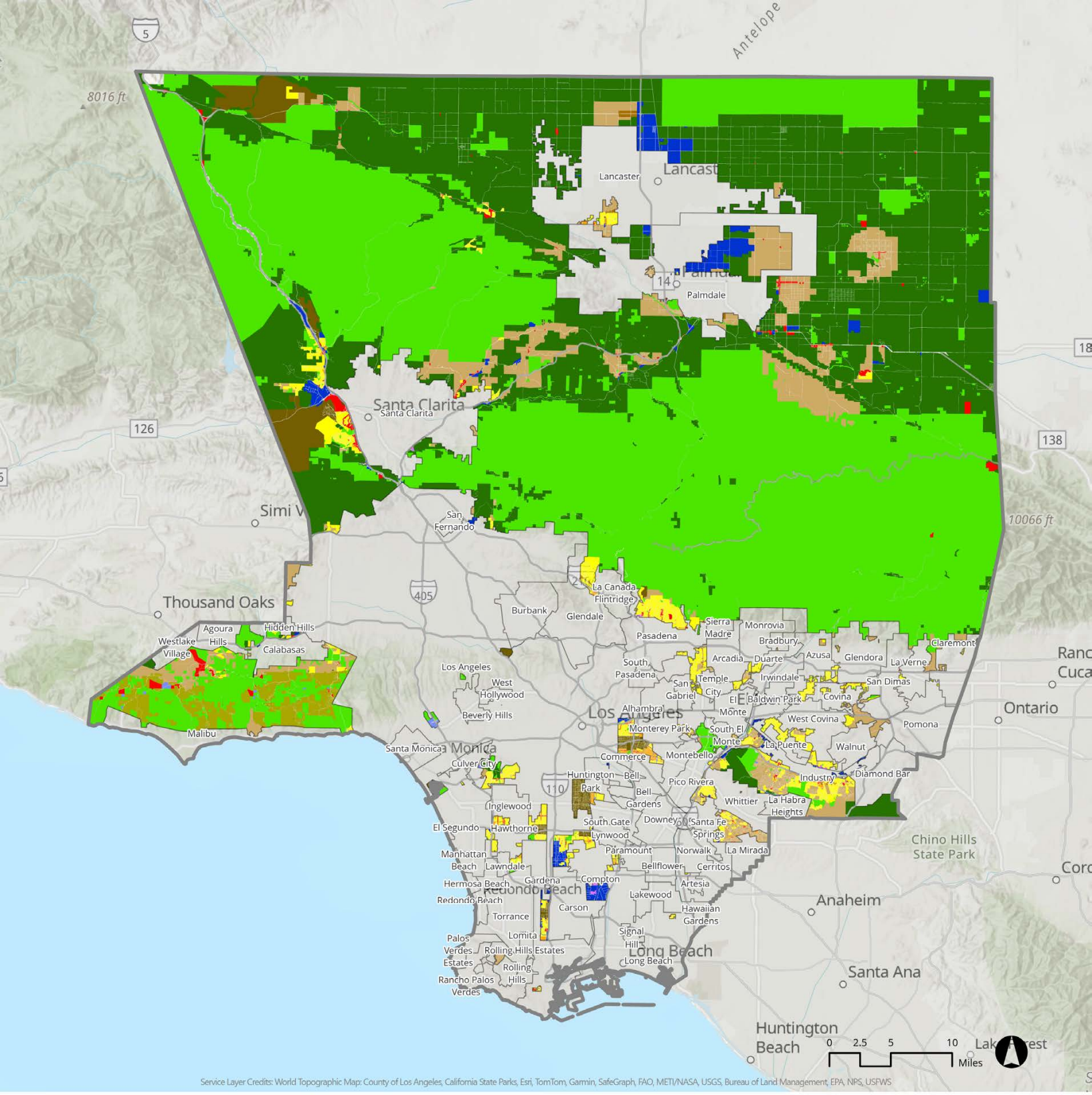


2024 Zoning Codes in Los Angeles County Unincorporated Area

(Local Jurisdiction's Zoning Codes)

- A-1 Light Agricultural
- A-2 Heavy Agricultural
- R-C Rural Coastal
- R-A Residential Agricultural
- R-1 Single-Family Residence
- R-2 Two-Family Residence
- R-3 Limited Density Multiple Residence
- R-4 Medium Density Multiple Residence
- R-5 High Density Multiple Residence
- RPD Residential Planned Development
- MXD Mixed Use Development
- MCD-RU Rural Mixed Use Development
- C-RU Rural Commercial
- C-1 Restricted Business
- C-2 Neighborhood Business
- C-3 General Commercial
- C-M Commercial Manufacturing
- C-H Commercial Highway
- CPD Commercial Planned Development
- C-MJ Major Commercial
- C-R Commercial Recreation
- R-R Resort And Recreation
- M-1 Light Manufacturing
- M-1.5 Restricted Heavy Manufacturing
- M-2 Heavy Manufacturing
- M-2.5 Aircraft and Heavy Manufacturing
- M-3 Unclassified
- MPD Manufacturing-Industrial Planned
- SP Specific Plan
- B-1 Buffer Strip
- P-R Parking Restricted
- IT Institutional
- O-S Open Space
- O-S-P Open Space - Parks
- O-S-DR Open Space - Deed Restricted
- Watershed
- Utilities and Industrial
- Two Habors Resort Village/Avalon Canyon Resort and Recreation
- Organized Campus and Special Facilities
- Open Space/Conservation

Data Source: County of Los Angeles, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

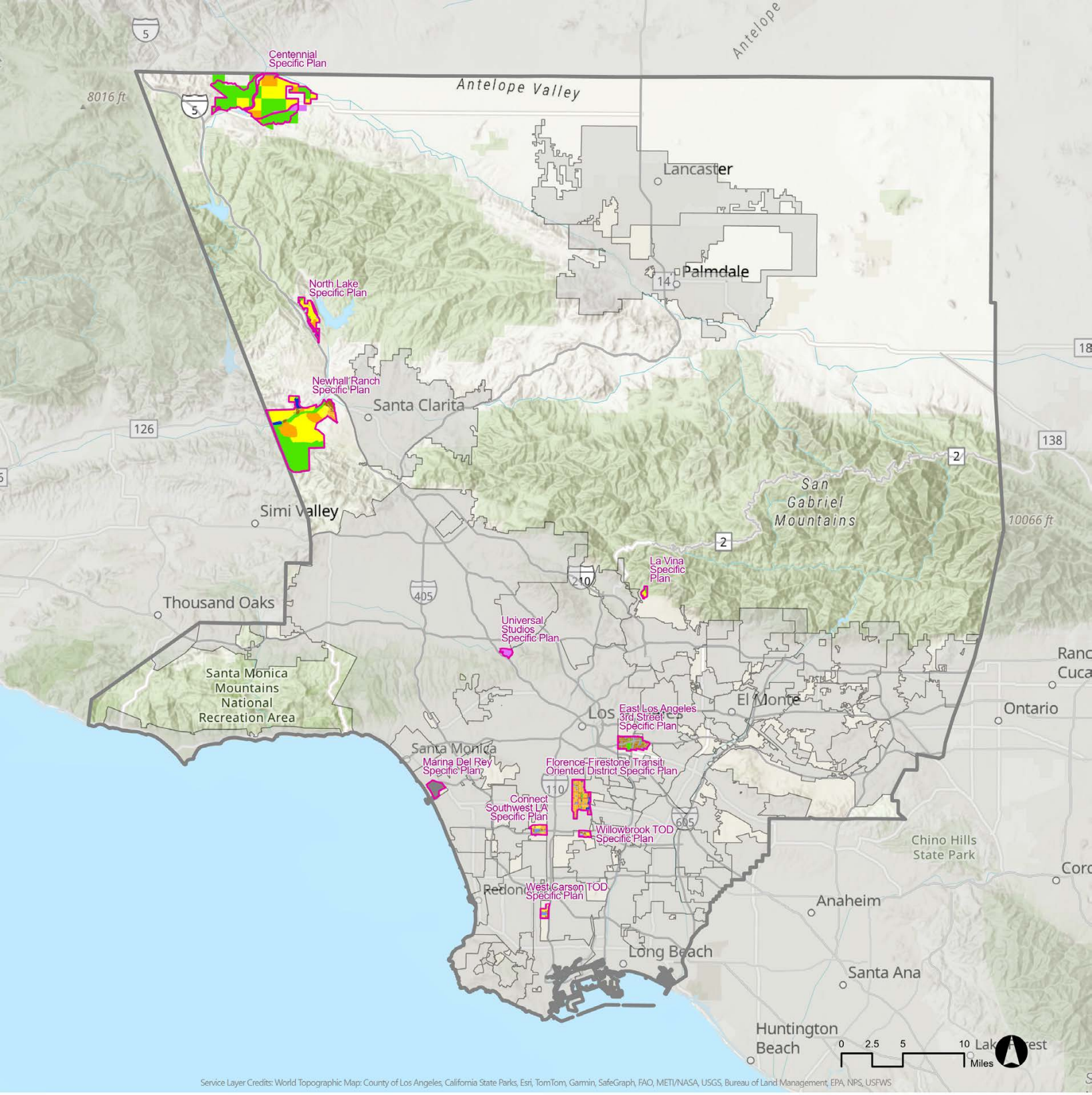


2024 Zoning Codes in Los Angeles County Unincorporated Area

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Undevelopable
- Unknown

Data Source: County of Los Angeles, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

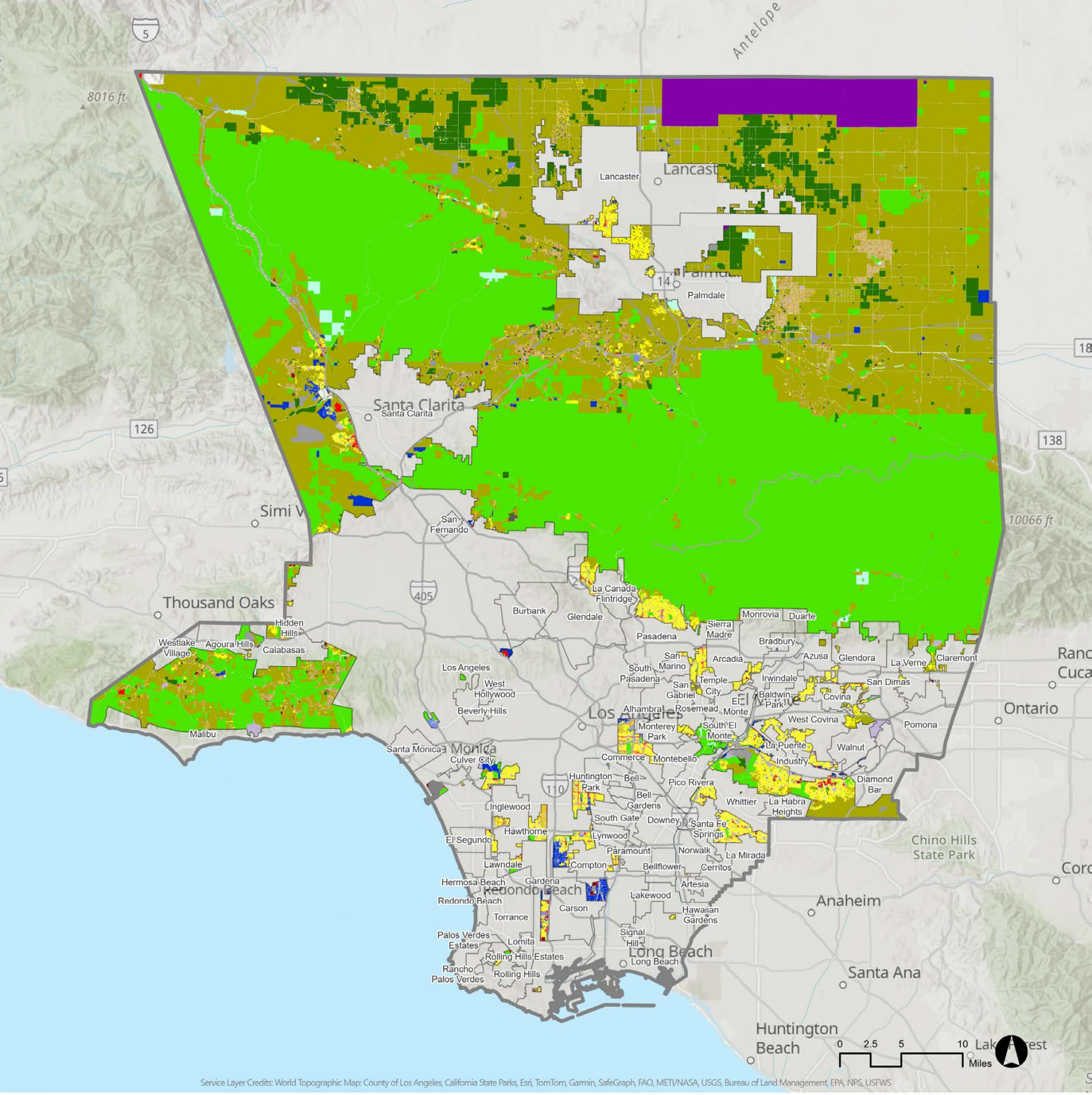


2024 Specific Plan Land Use in Los Angeles County Unincorporated Area

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Undevelopable
- Unknown

Data Source: County of Los Angeles, SCAG | Data Updated: 2024 | Map Created: 3/11/2026



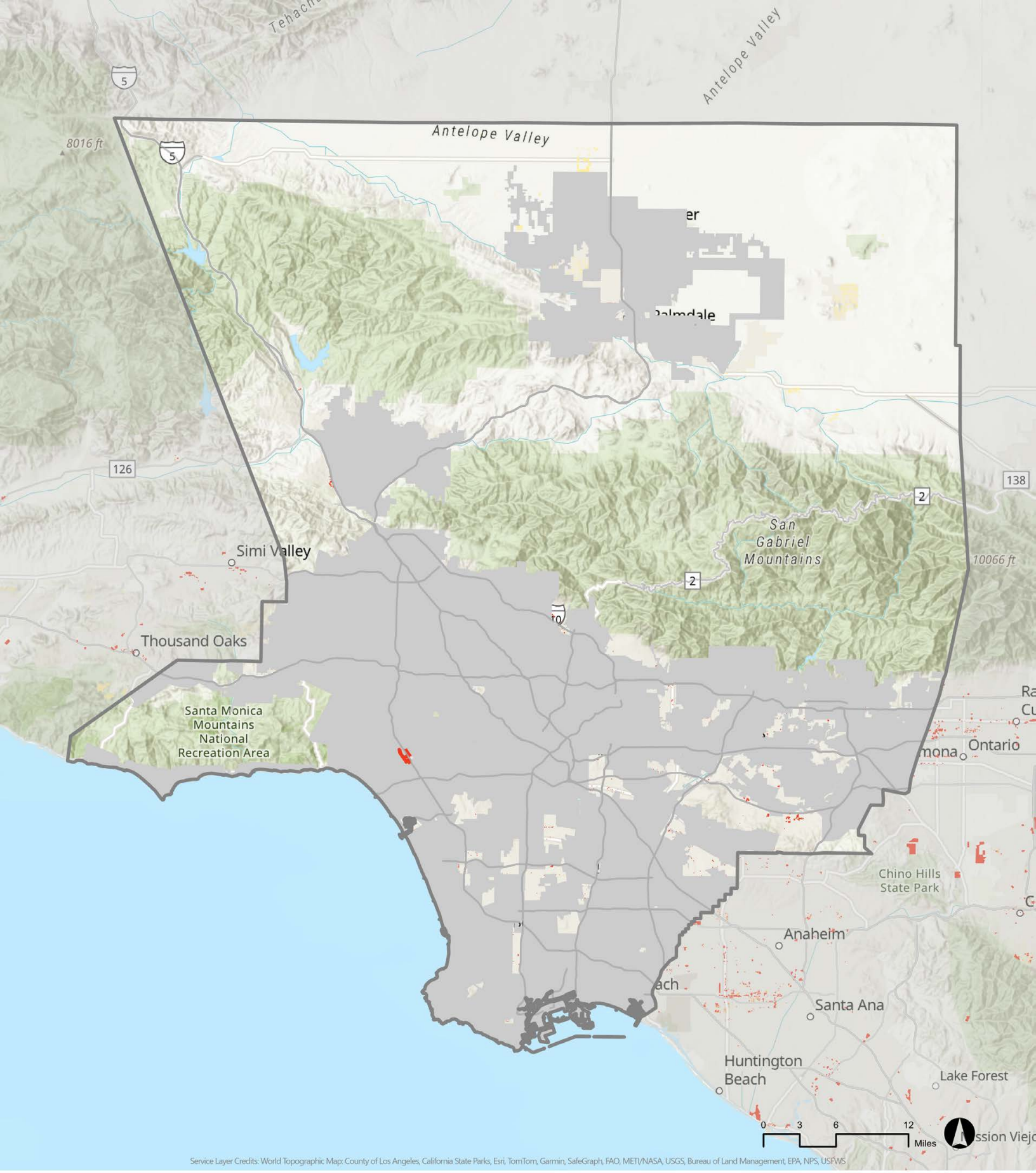
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

2024 Existing Land Use in Los Angeles County Unincorporated Area

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Under Construction
- Undevelopable

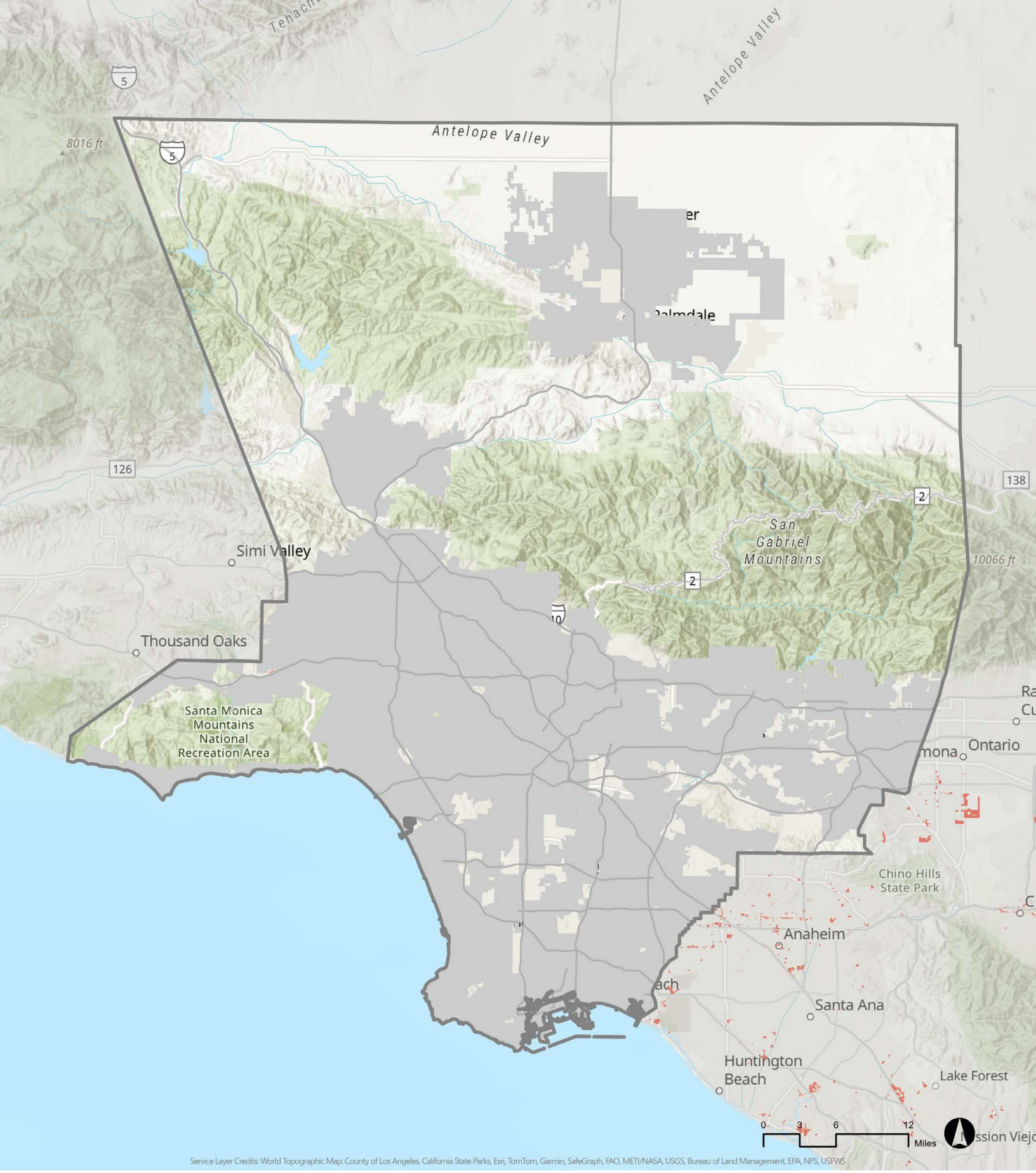
Data Source: County of Los Angeles, SCAG | Data Updated: 2024 | Map Created: 3/11/2026



6th Cycle Housing Element Sites in Los Angeles County Unincorporated Area

County Boundary | City Boundary | 1 unit or less | >1 to 4 units | >4 units

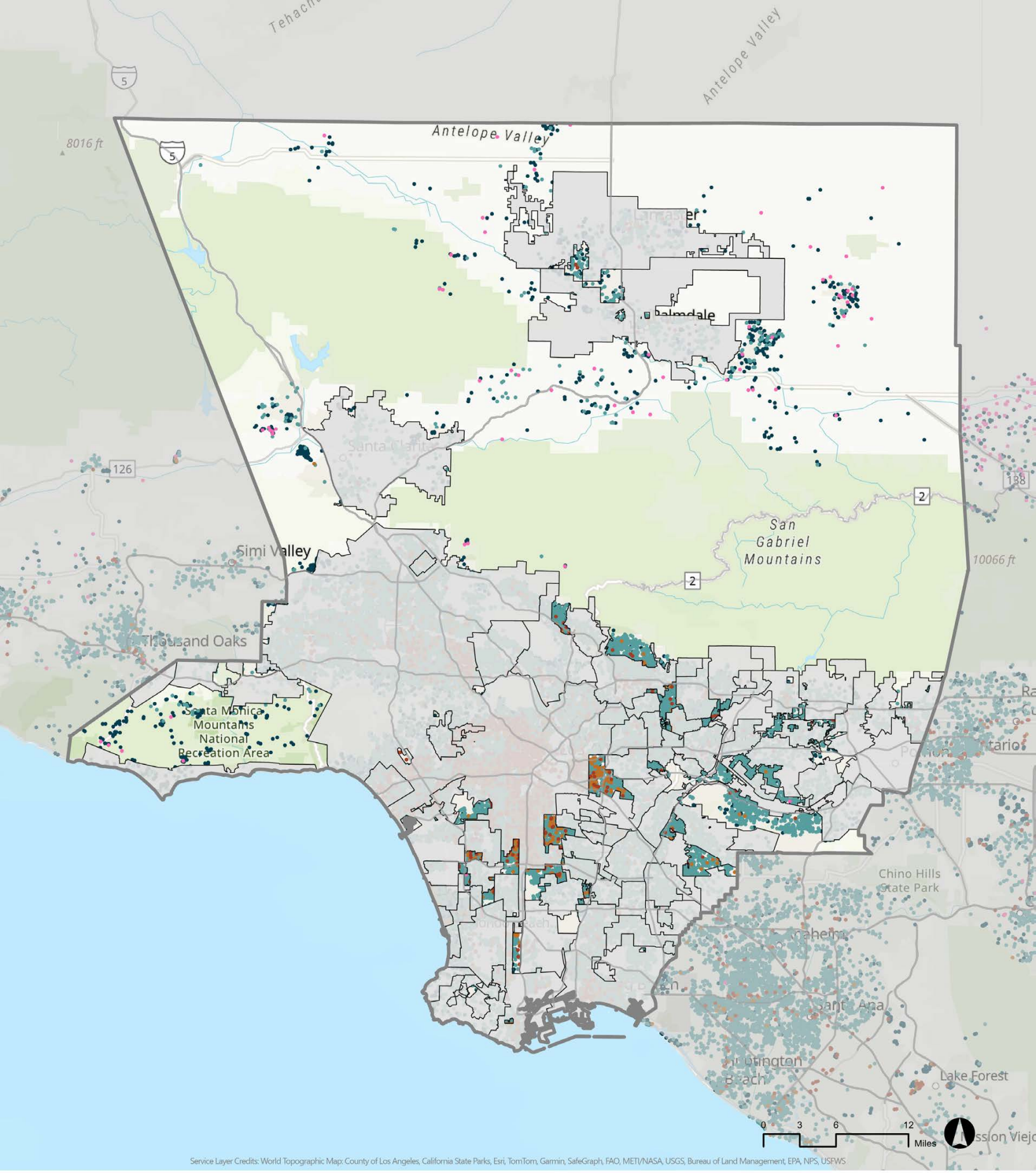
Data Source: County of Los Angeles, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026



Candidate Sites for Rezoning in Los Angeles County Unincorporated Area

County Boundary | City Boundary | 1 unit or less | >1 to 4 units | >4 units

Data Source: County of Los Angeles, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026



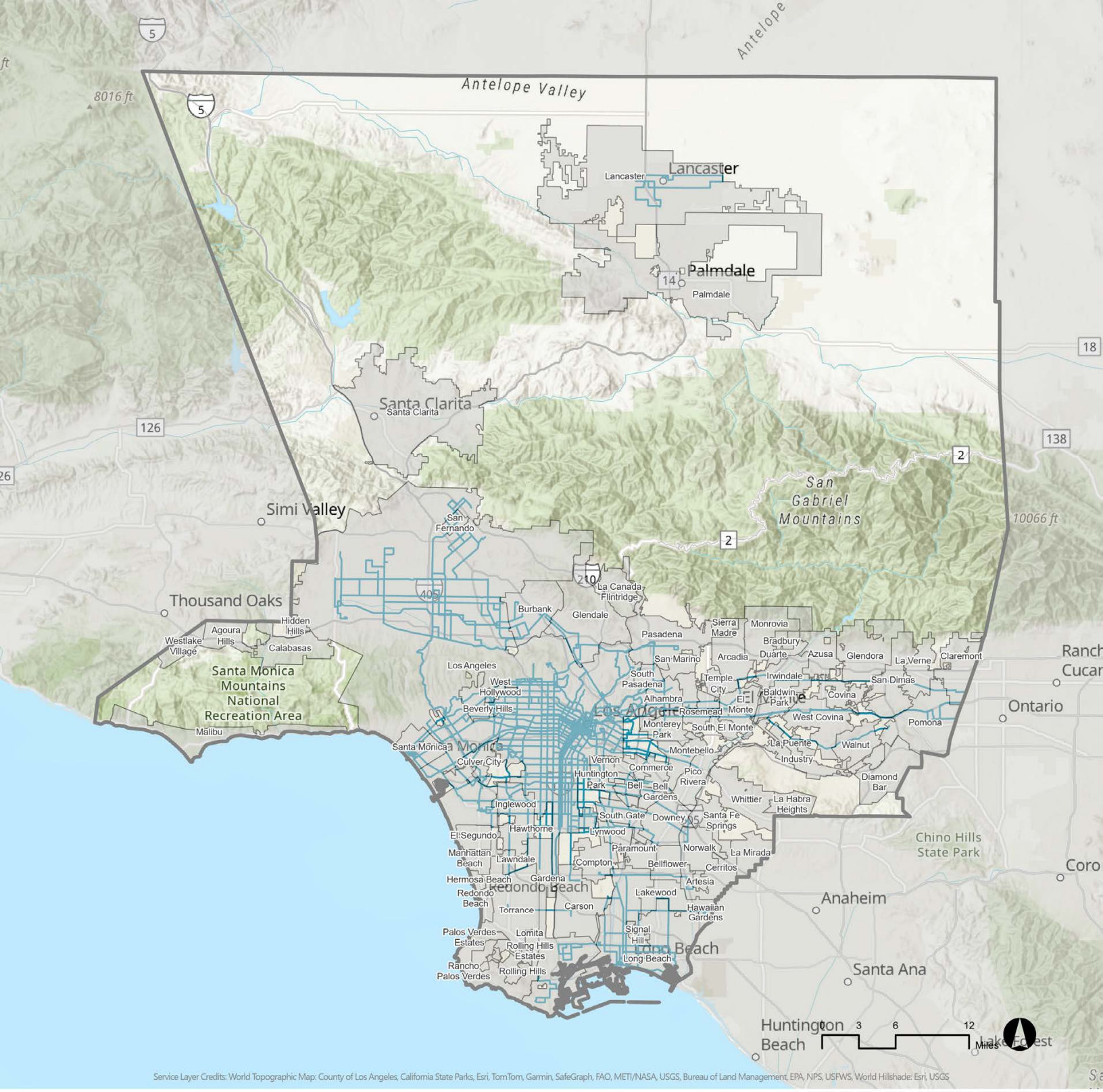
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

Residential Development in Los Angeles County Unincorporated Area

County Boundary
City Boundary

- Single-Family Unit
- Accessory Dwelling Unit
- 2-, 3-, and 4-Plex Units per Structure
- 5 or More Units per Structure
- Mobile Home Unit

Data Source: County of Los Angeles, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026

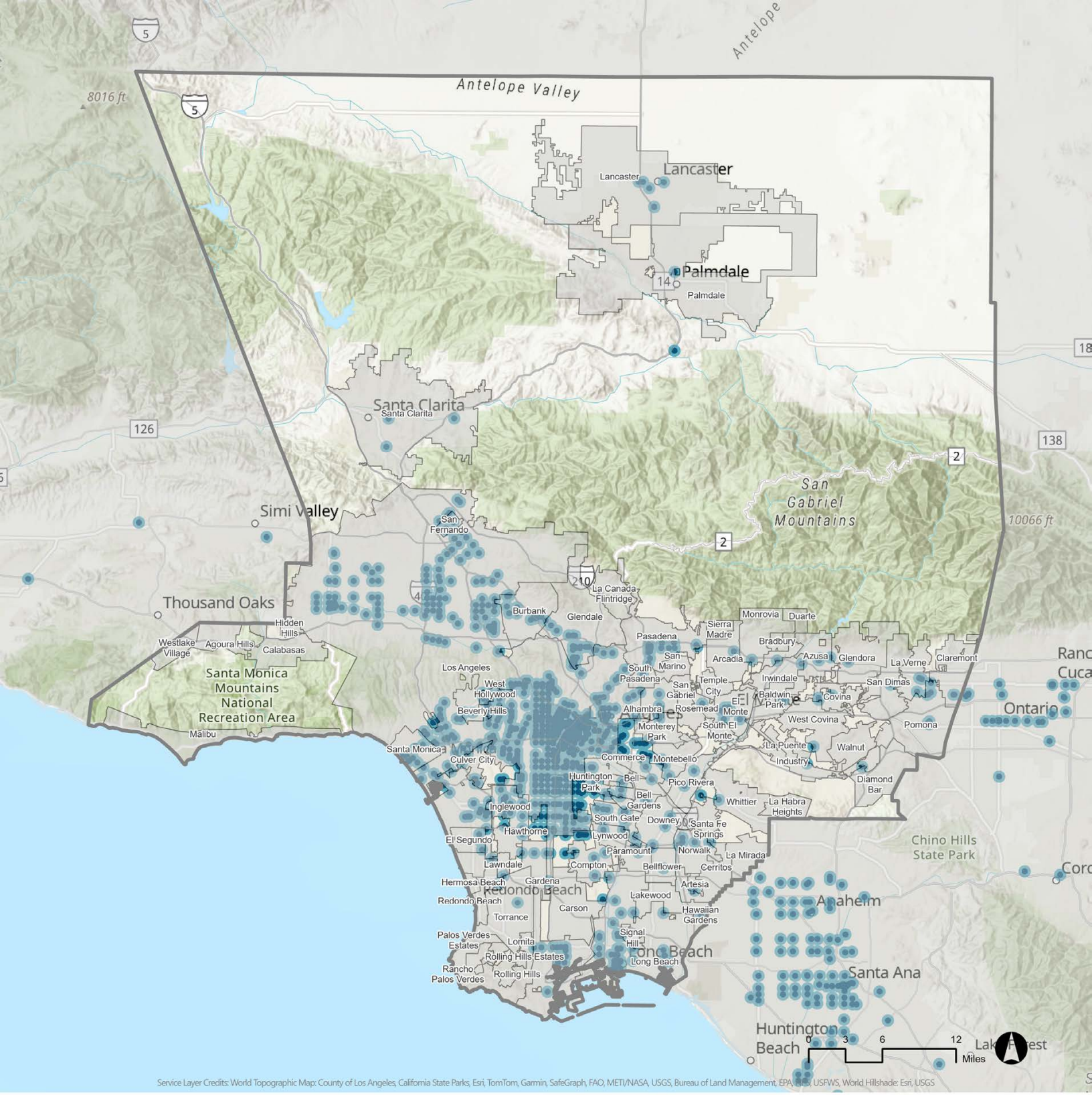


High Quality Transit Corridors in Los Angeles County Unincorporated Area [Connect SoCal 2024 Plan Year 2050]

High Quality Transit Corridors (HQTCs)

Note: HQTCs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024. Further explanation of the methodology for identifying HQTCs is included in the Connect SoCal 2024 Transit Technical Report Appendix. Please note that SCAG updates 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.

Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2024 Plan Year 2050 | Map Created: 3/12/2026



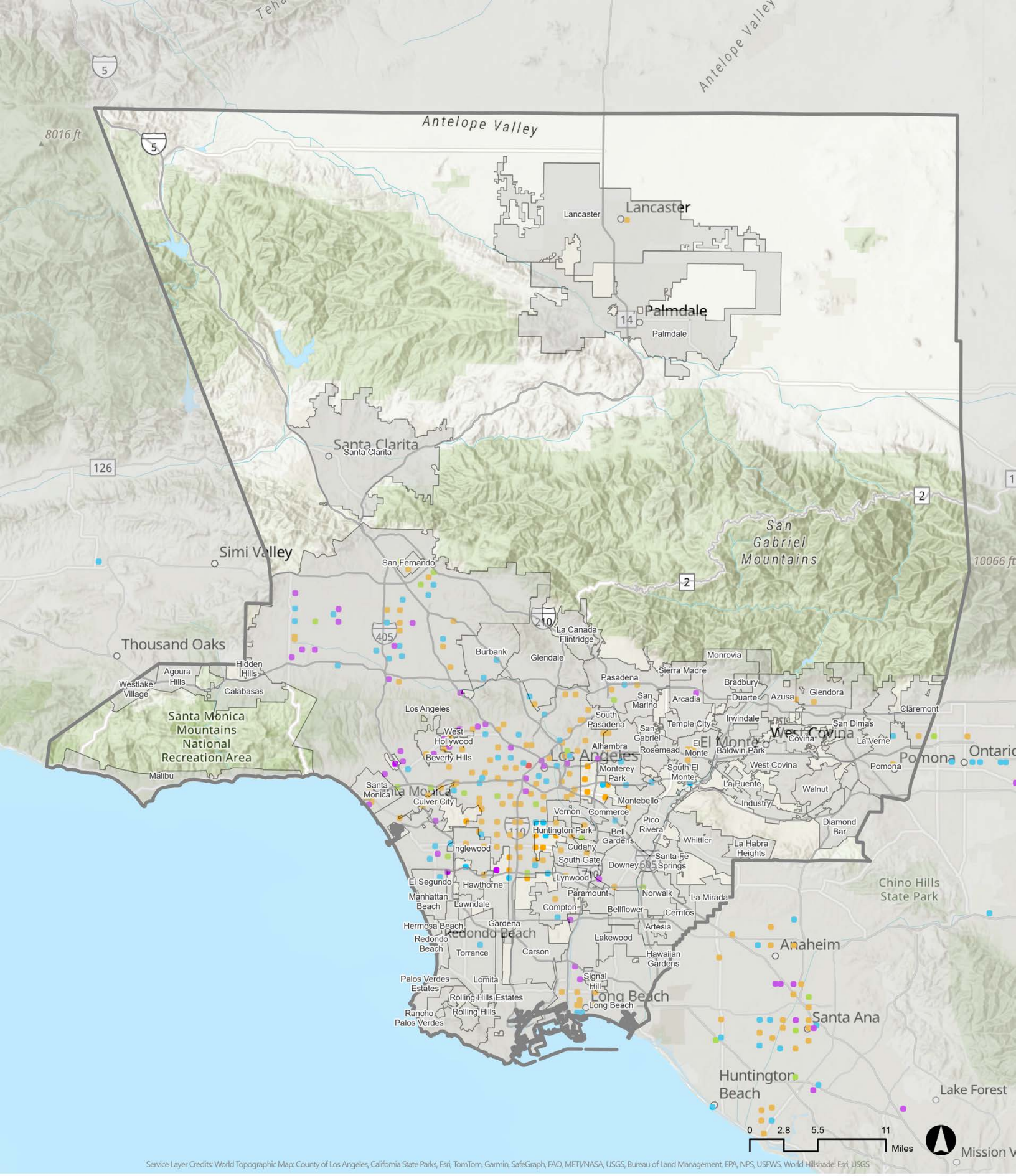
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, World Hillshade: Esri, USGS

Transit Priority Areas and Major Transit Stops in Los Angeles County Unincorporated Area [Connect SoCal 2024 Plan Year 2050 (AB 2553 Updated)]

- Major Transit Stops
- Transit Priority Areas (Areas within One-Half Mile from Major Transit Stops)

Note: Major transit stops and the TPAs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024 and reflect the updated statutory definition of major transit stops under AB 2553. Please note that SCAG updates its inventory of planned transit network 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.

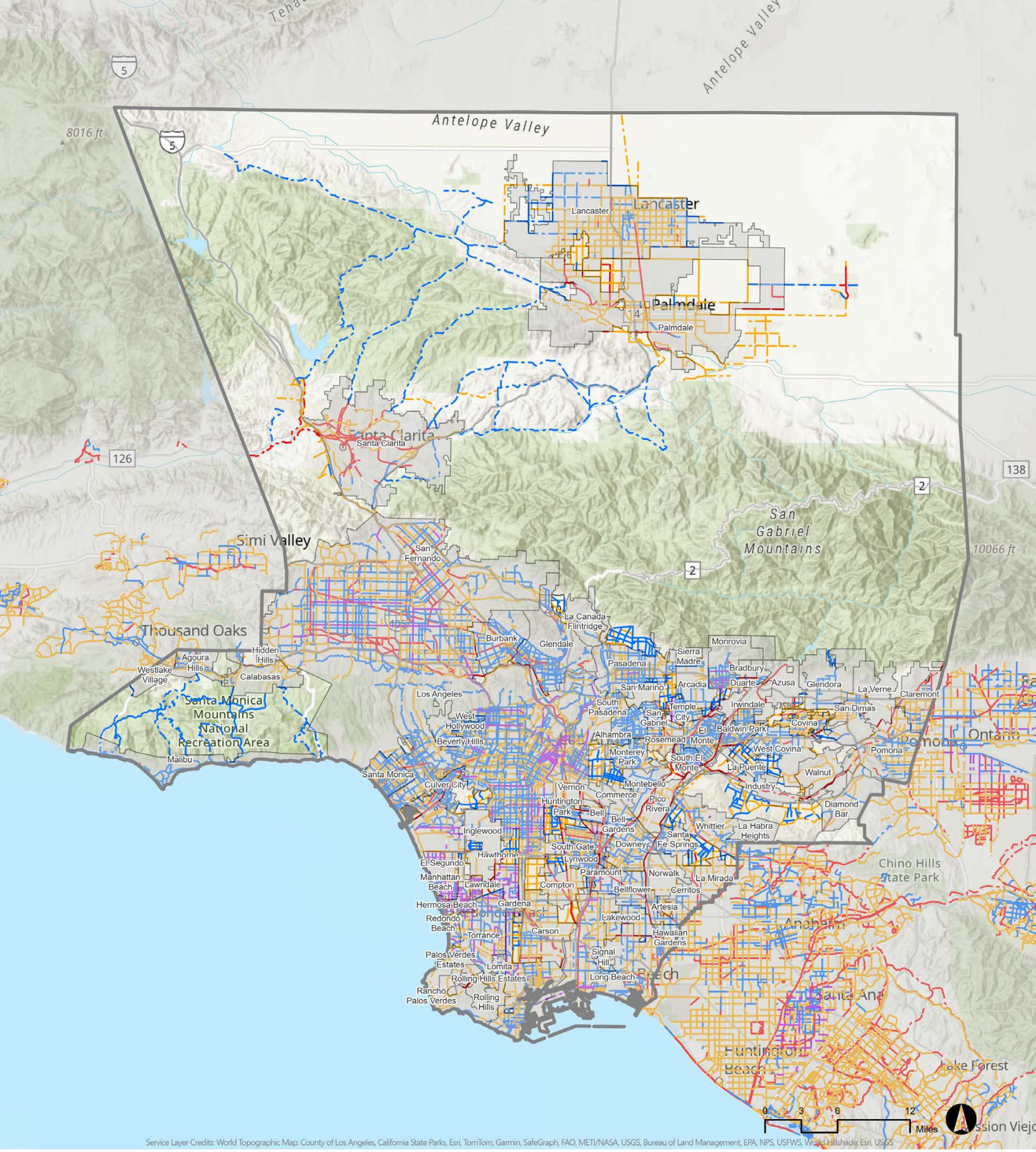
Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2024 Plan Year 2050 (AB 2553 Updated) | Map Created: 3/12/2026



Mobility Hub in Los Angeles County Unincorporated Area

Downtown Hub | Emerging Urban Hub | Suburban and Rural Hub | Equity Hub | Institutional Hub

Data Source: SCAG | Data Updated: 2024 | Map Created: 3/12/2026



Bikeways in Los Angeles County Unincorporated Area (Existing and Proposed/Planned)

County Boundary City Boundary

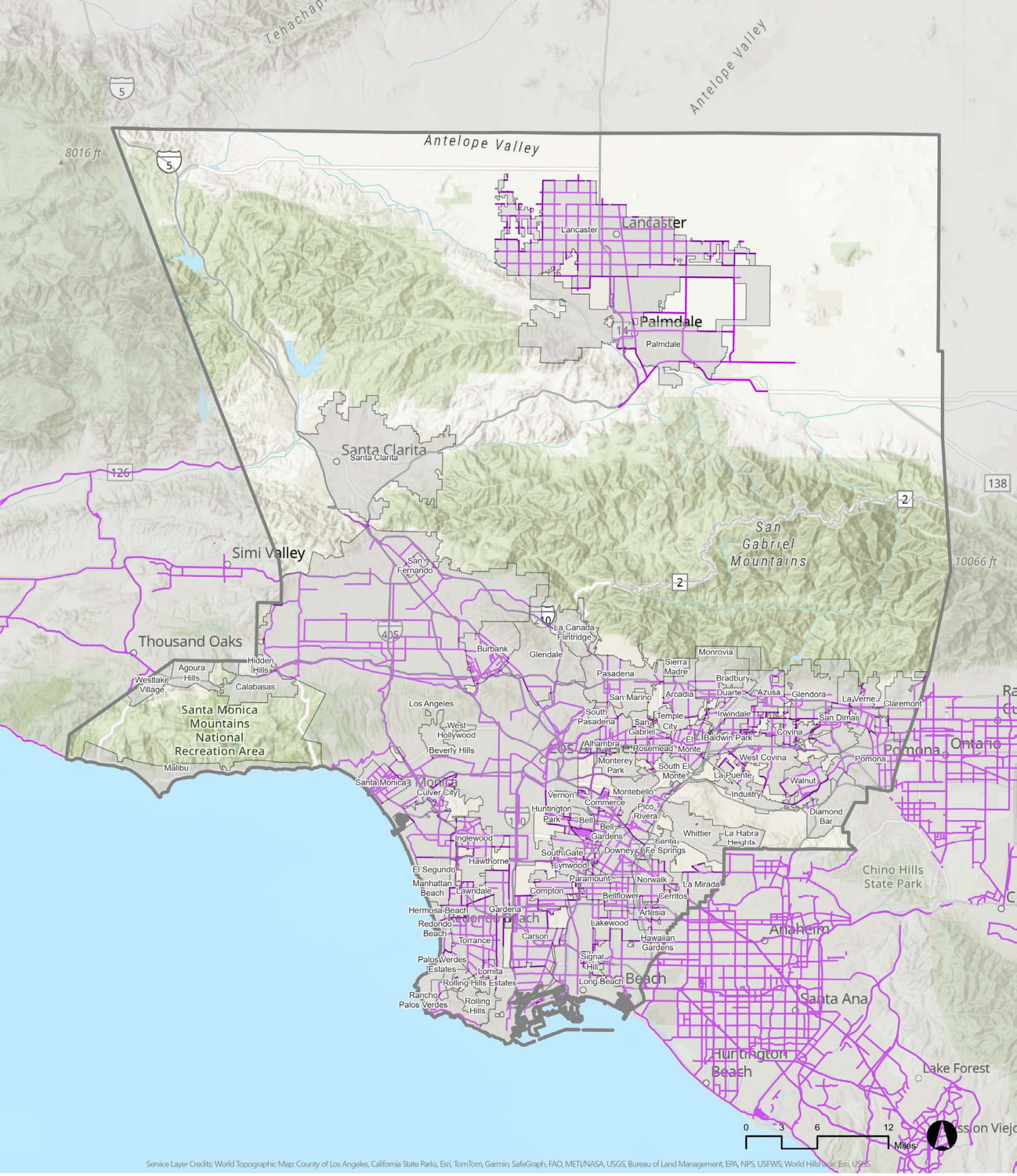
Existing Bikeways

Class I Class II Class III Class IV

Proposed/Planned Bikeways

Class I Class II Class III Class IV

Data Source: Local Data Exchange (LDX), County Transportation Commissions, Los Angeles County, SCAG | Data Updated: 2024 | Map Created: 3/12/2026



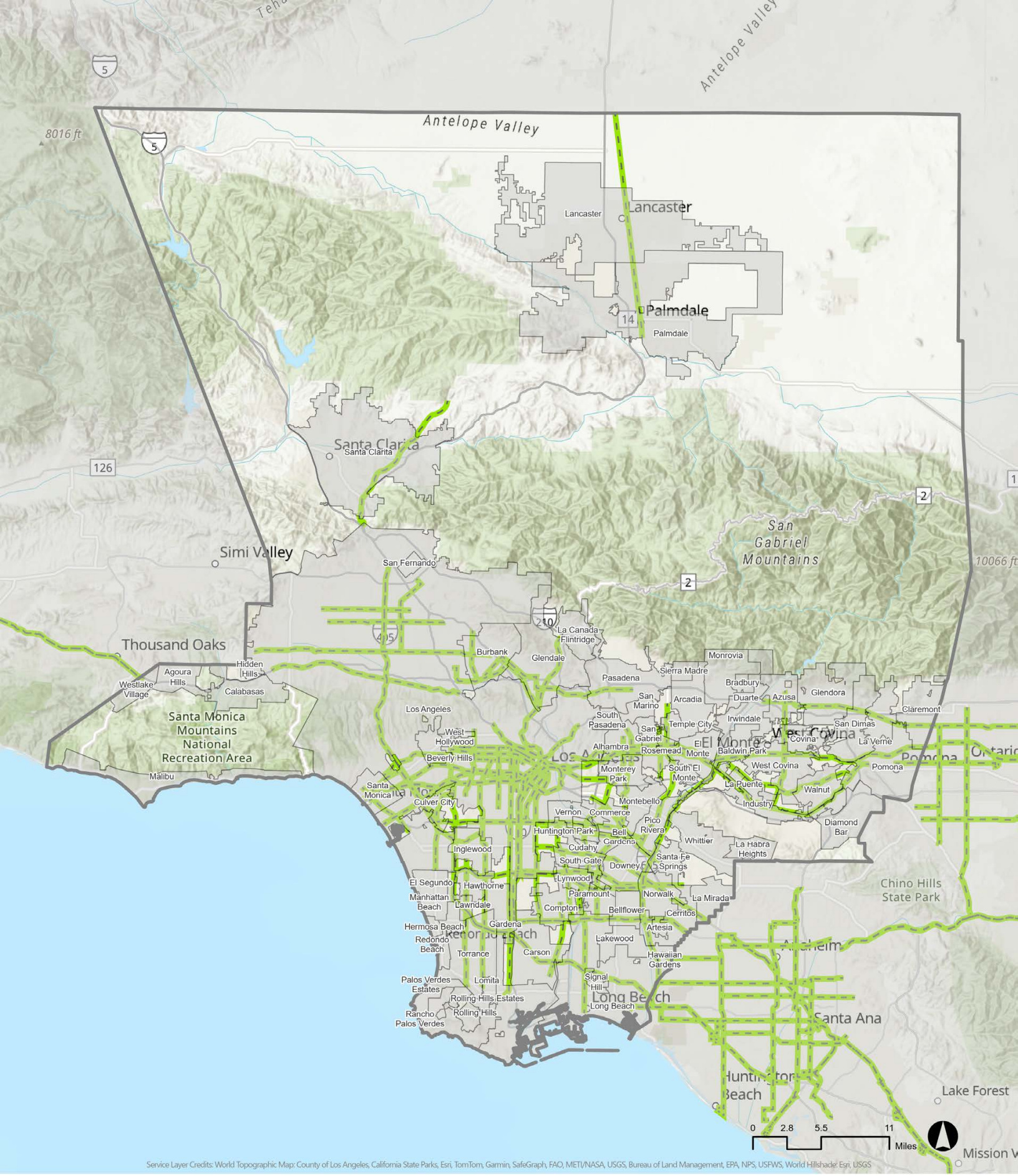
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS; World Hillshade: Esri, USGS

Truck Routes in Los Angeles County Unincorporated Area

County Boundary | City Boundary | Truck Routes

Data Source: SCAG, County of Los Angeles | Data Updated: 2024 | Map Created: 3/12/2026

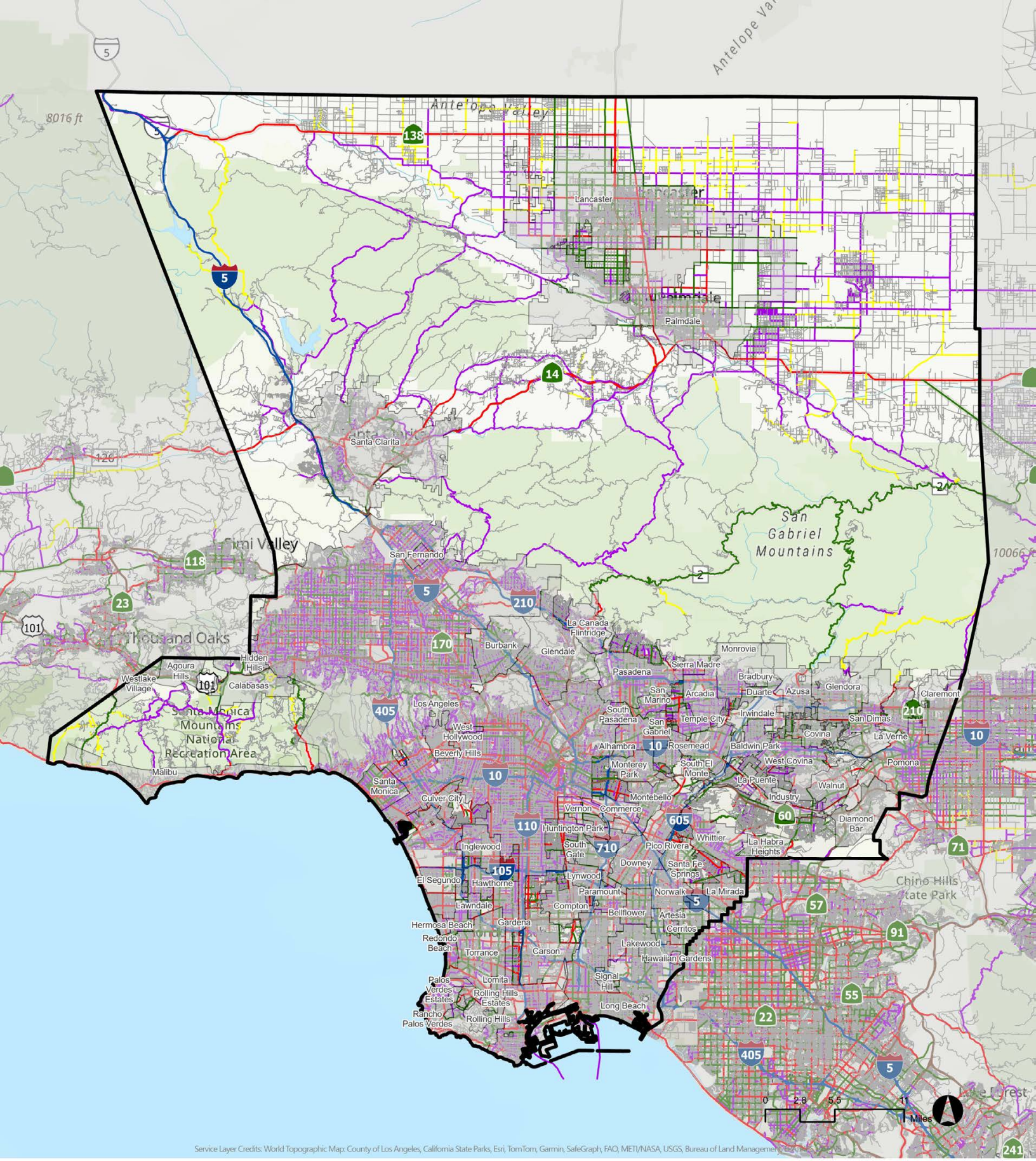
Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



Dedicated Transit Lanes in Los Angeles County Unincorporated Area

County Boundary | City Boundary | Dedicated Transit Lanes

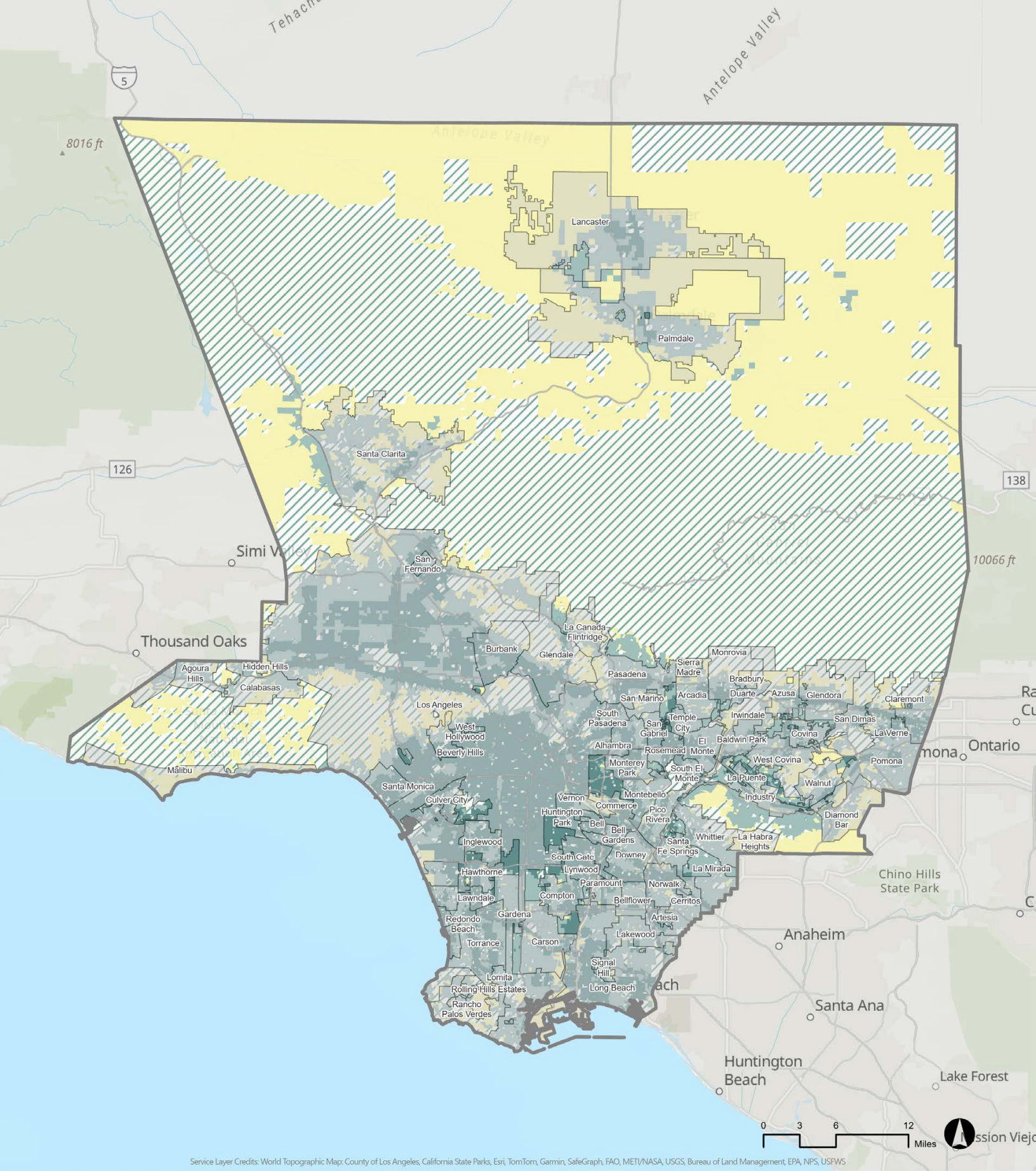
Data Source: SCAG, County of Los Angeles | Data Updated: 2024 | Map Created: 3/12/2026



Functional Classification Roads in Los Angeles County Unincorporated Area

County Boundary
City Boundary
1 Interstate
2 Other Freeway or Express Way
3 Other Principal Arterial
4 Minor Arterial
5 Major Collector
6 Minor Collector
7 Local

Data Source: California Department of Transportation (Caltrans) | Data Updated: 2024 | Map Created: 3/12/2026



Priority Development Area in Los Angeles County Unincorporated Area

County Boundary

City Boundary

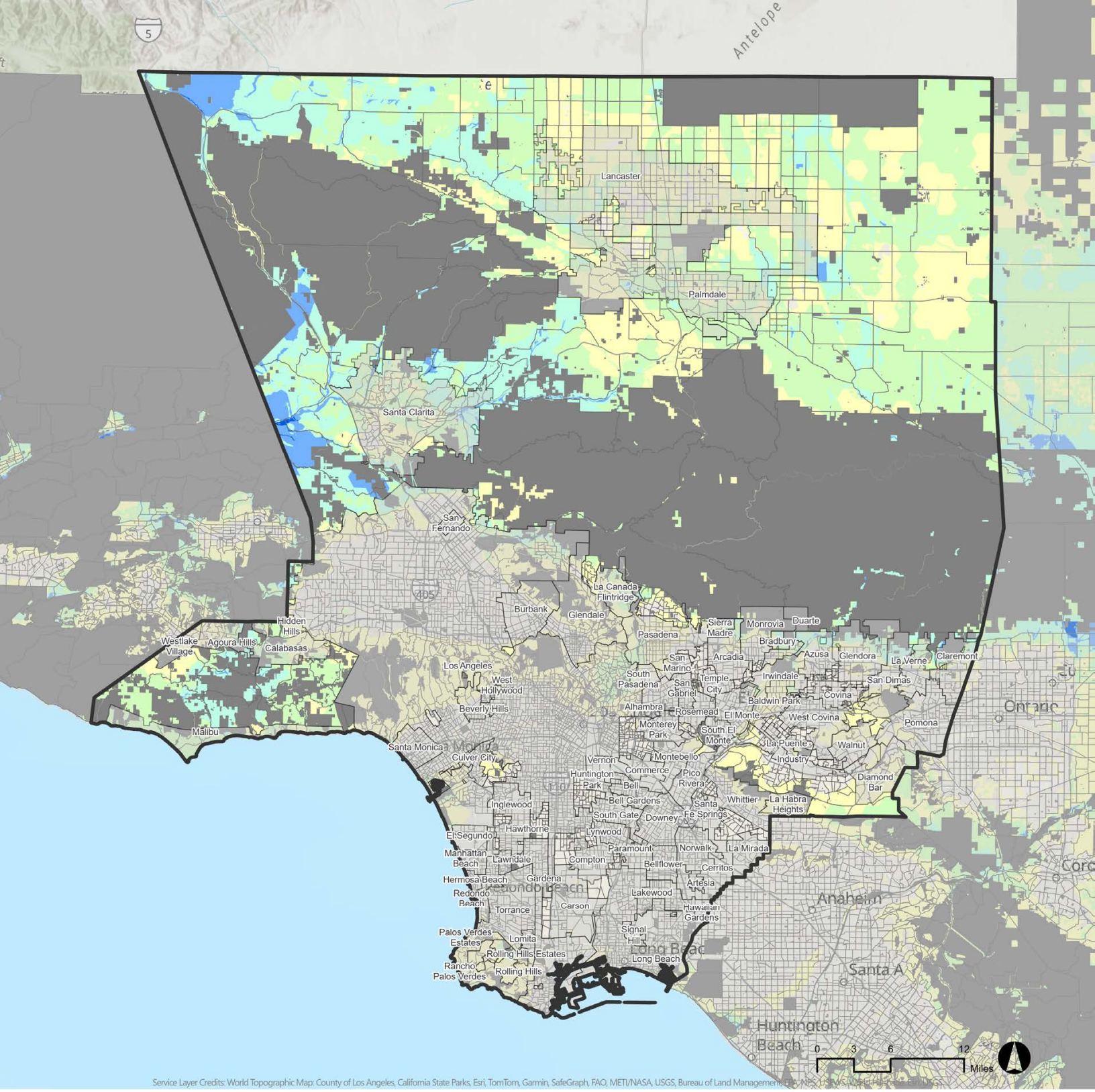
High Priority

Medium Priority

Low Priority

Conserved Area ≥5%

Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026



Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Fish & Wildlife Service, USGS

Consolidated Green Region Resource Areas in Los Angeles County Unincorporated Area

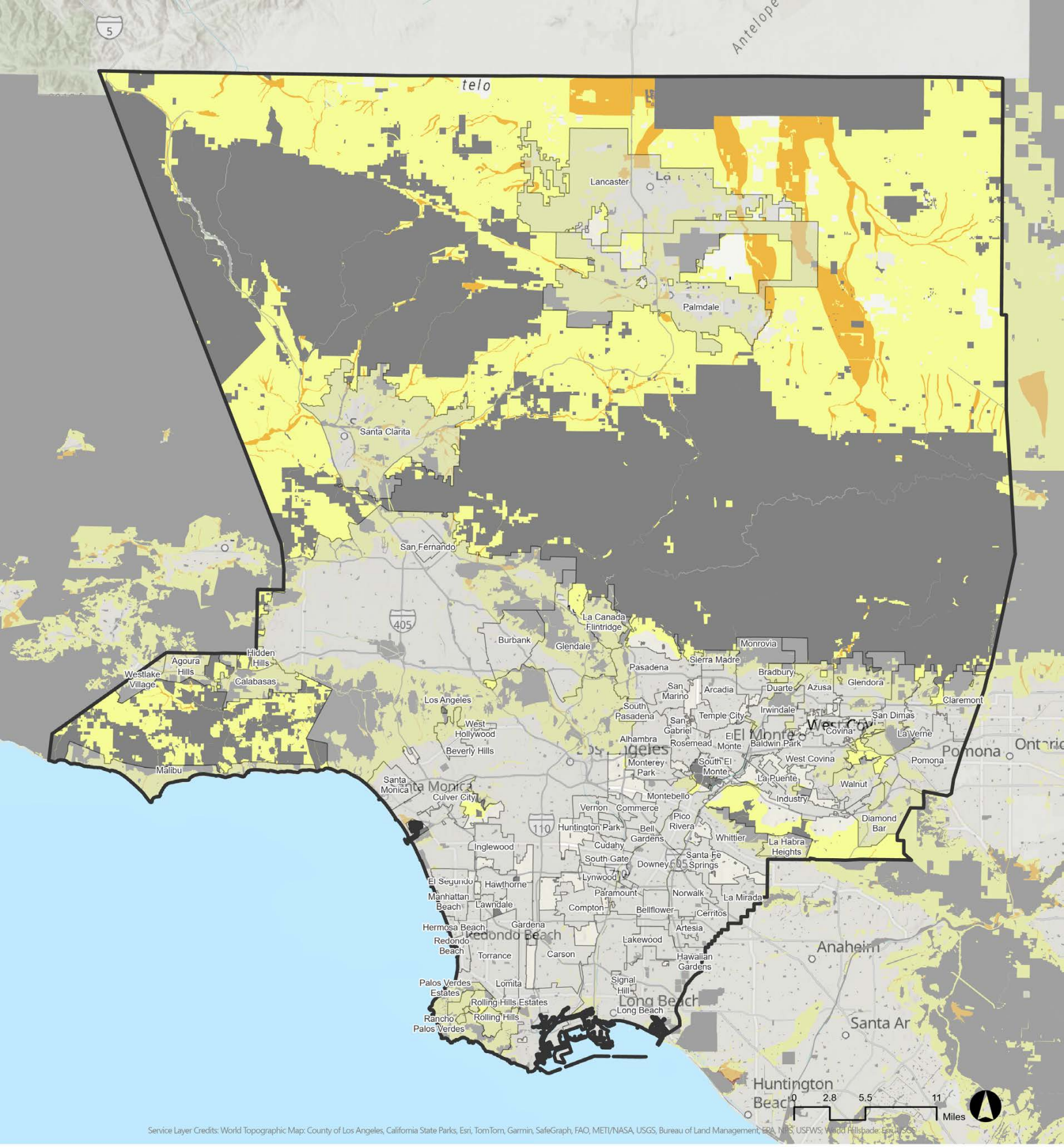
Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Data Topic Areas (Flood, Fire Hazard, Sea Level Rise, Aquatic Resources, Wildlife Corridors, Habitat Value, Agriculture)

1 2 3 4 5

Data Source: Southern California Association of Governments (SCAG); National Flood Hazard Layer (NFHL), 2025, FEMA; Sea Level Rise (3.5 Feet), 2025, NOAA Office for Coastal Management; Fire Hazard Severity Zones – Local Responsibility Areas, 2025, CAL FIRE; Fire Hazard Severity Zones – State Responsibility Areas, 2024, CAL FIRE; Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, CAL FIRE Fire and Resource Assessment Program (FRAP); Priority Landscape – Reduce Wildfire Risk to Communities, 2018, CAL FIRE FRAP; Wildland Urban Interface (WUI), 2025, CAL FIRE; Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), 2025, CDFW; Critical Coastal Areas, 2021, California Coastal Commission; Essential Connectivity Areas – California Essential Habitat Connectivity (CEHC), 2025, CDFW; South Coast Missing Linkages, 2008, South Coast Wildlands; National Wetlands Inventory (NWI) Riparian, 2024, USFWS; National Wetlands Inventory (NWI) Wetlands, 2024, USFWS; California Aquatic Resources Inventory (CARI), 2025, San Francisco Estuary Institute; California Williamson Act Enrollment, 2024, California Department of Conservation; Farmland Mapping and Monitoring Program (FMMP), 2022, California Department of Conservation.

Data Updated: 2025 | Map Created: 3/19/2026



Climate Hazard Risk in Los Angeles County Unincorporated Area

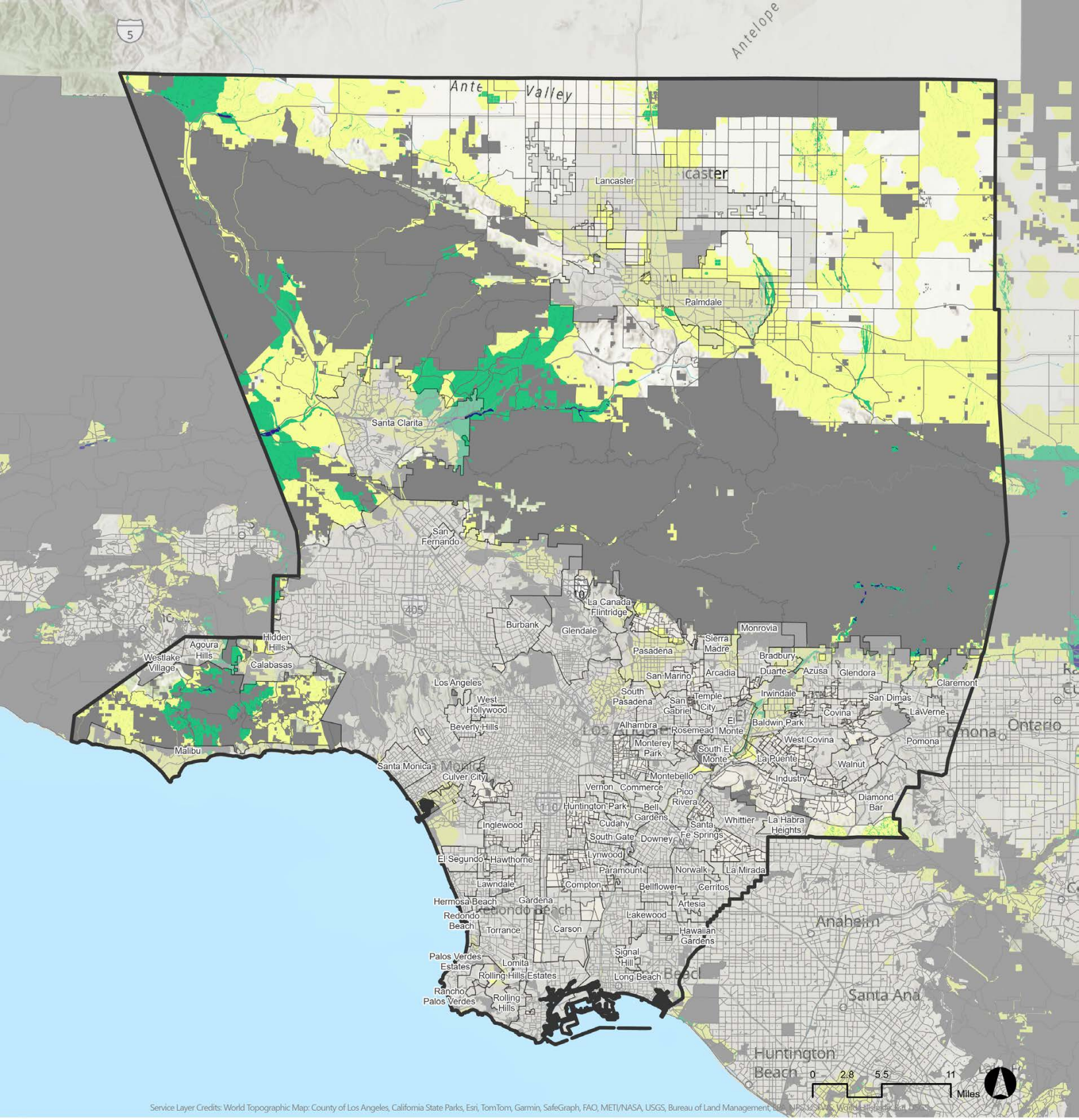
Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Topic Areas (Flood, Fire Hazard, Sea Level Rise)

1 2 3

Data Source: Southern California Association of Governments (SCAG); National Flood Hazard Layer (NFHL), 2025, FEMA; Sea Level Rise (3.5 Feet), 2025, NOAA Office for Coastal Management; Fire Hazard Severity Zones – Local Responsibility Areas, 2025, CAL FIRE; Fire Hazard Severity Zones – State Responsibility Areas, 2024, CAL FIRE; Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, CAL FIRE Fire and Resource Assessment Program (FRAP); Priority Landscape – Reduce Wildfire Risk to Communities, 2018, CAL FIRE FRAP; Wildland Urban Interface (WUI), 2025, CAL FIRE

Data Updated: 2025 | Map Created: 3/19/2026



Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, World Hillshade, Esri, TomTom

Open Space/Habitat Multi-Benefit Assets in Los Angeles County Unincorporated Area

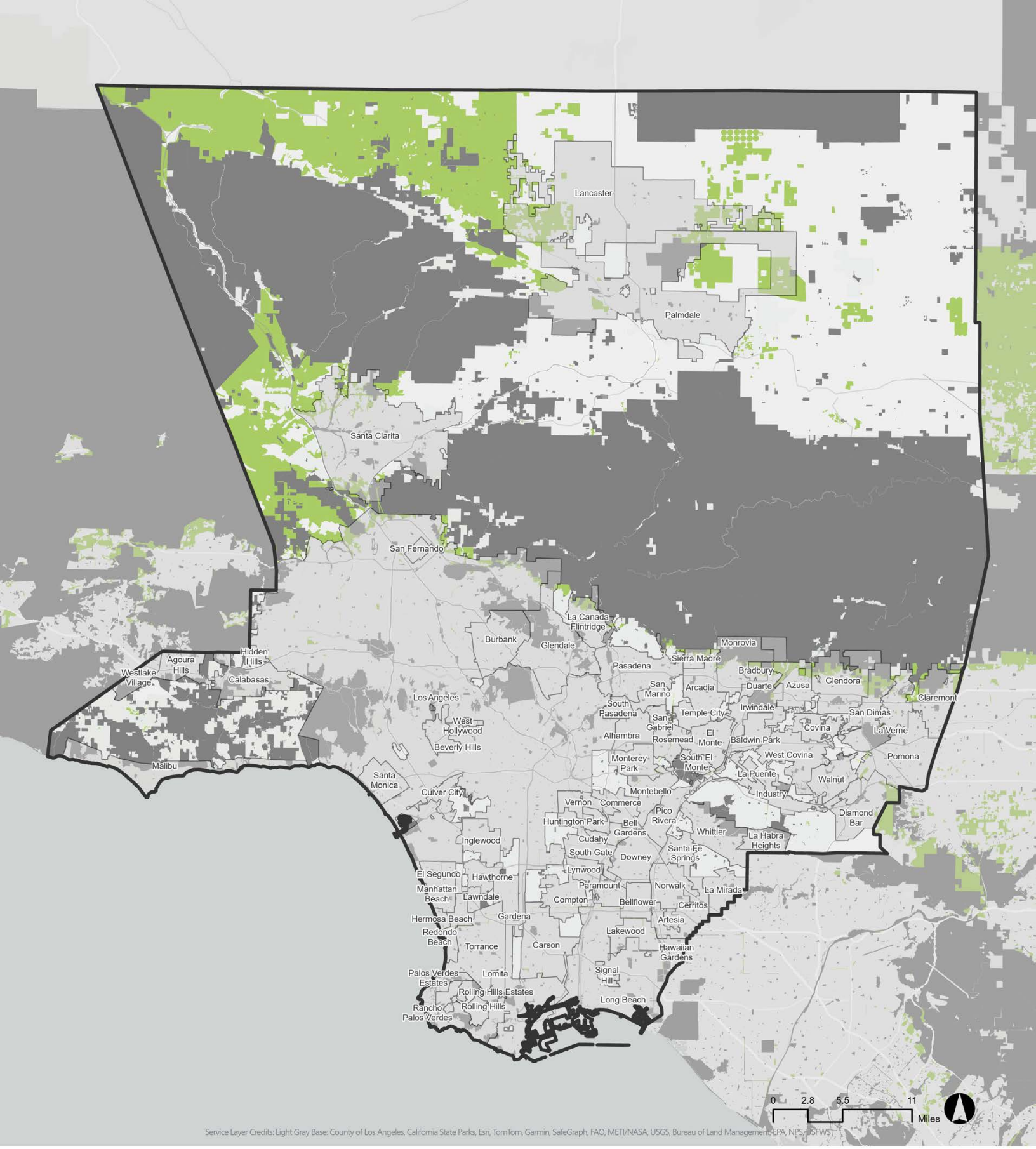
Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Topic Areas (Aquatic Resources, Wildlife Corridors, Habitat Value)

1 2 3

Data Source: Southern California Association of Governments (SCAG); Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), 2025, CDFW; Critical Coastal Areas, 2021, California Coastal Commission; Essential Connectivity Areas – California Essential Habitat Connectivity (CEHC), 2025, CDFW; South Coast Missing Linkages, 2008, South Coast Wildlands; National Wetlands Inventory (NWI) Riparian, 2024, USFWS; National Wetlands Inventory (NWI) Wetlands, 2024, USFWS; California Aquatic Resources Inventory (CARI), 2025, San Francisco Estuary Institute

Data Updated: 2025 | Map Created: 3/19/2026



Service Layer Credits: Light Gray Base: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

Agriculture in Los Angeles County Unincorporated Area

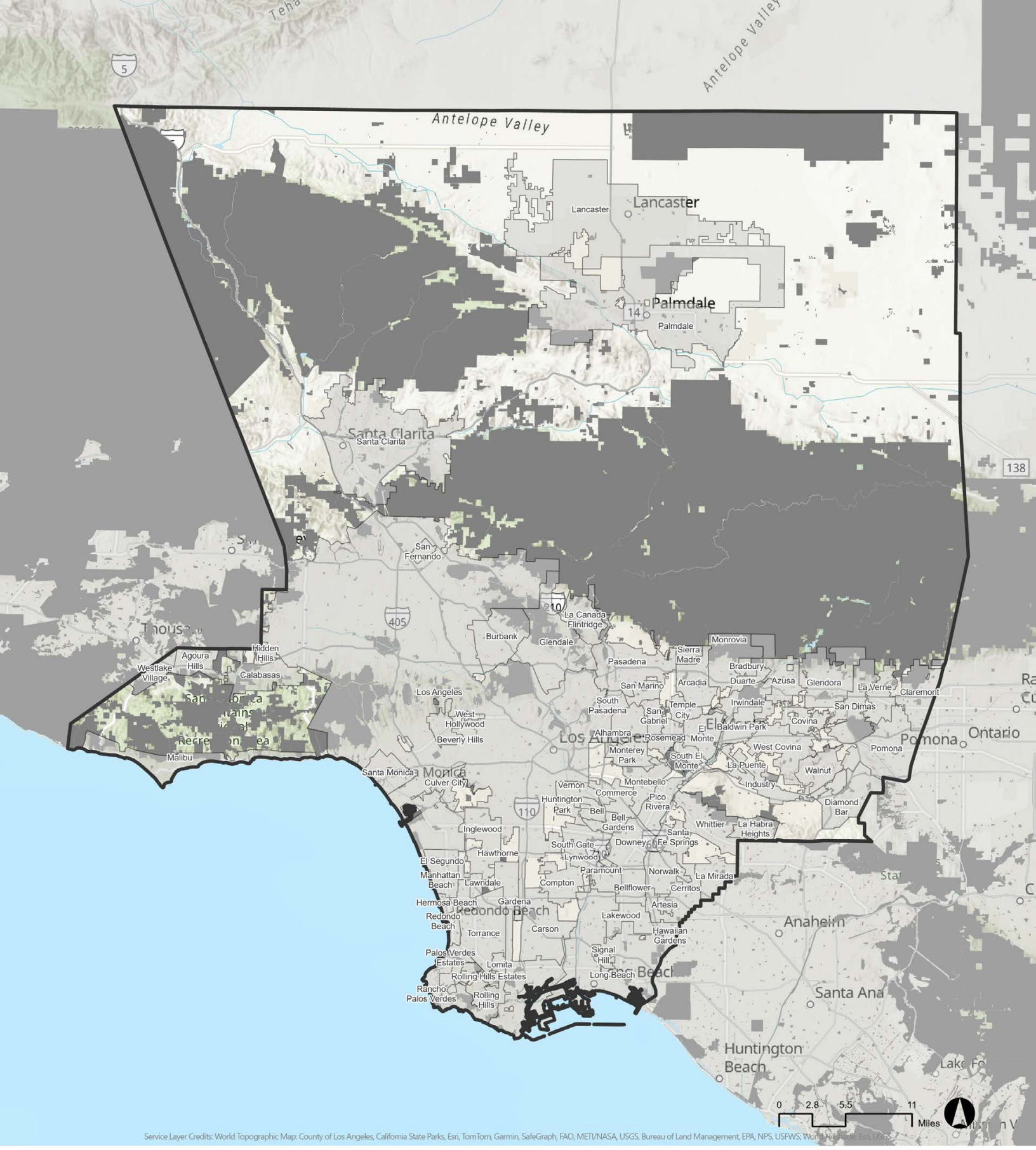
Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Topic Area (Farmland)

1

Data Source: Southern California Association of Governments (SCAG); California Williamson Act Enrollment, 2024, California Department of Conservation; Farmland Mapping and Monitoring Program (FMMP), 2022, California Department of Conservation

Data Updated: 2025 | Map Created: 3/19/2026



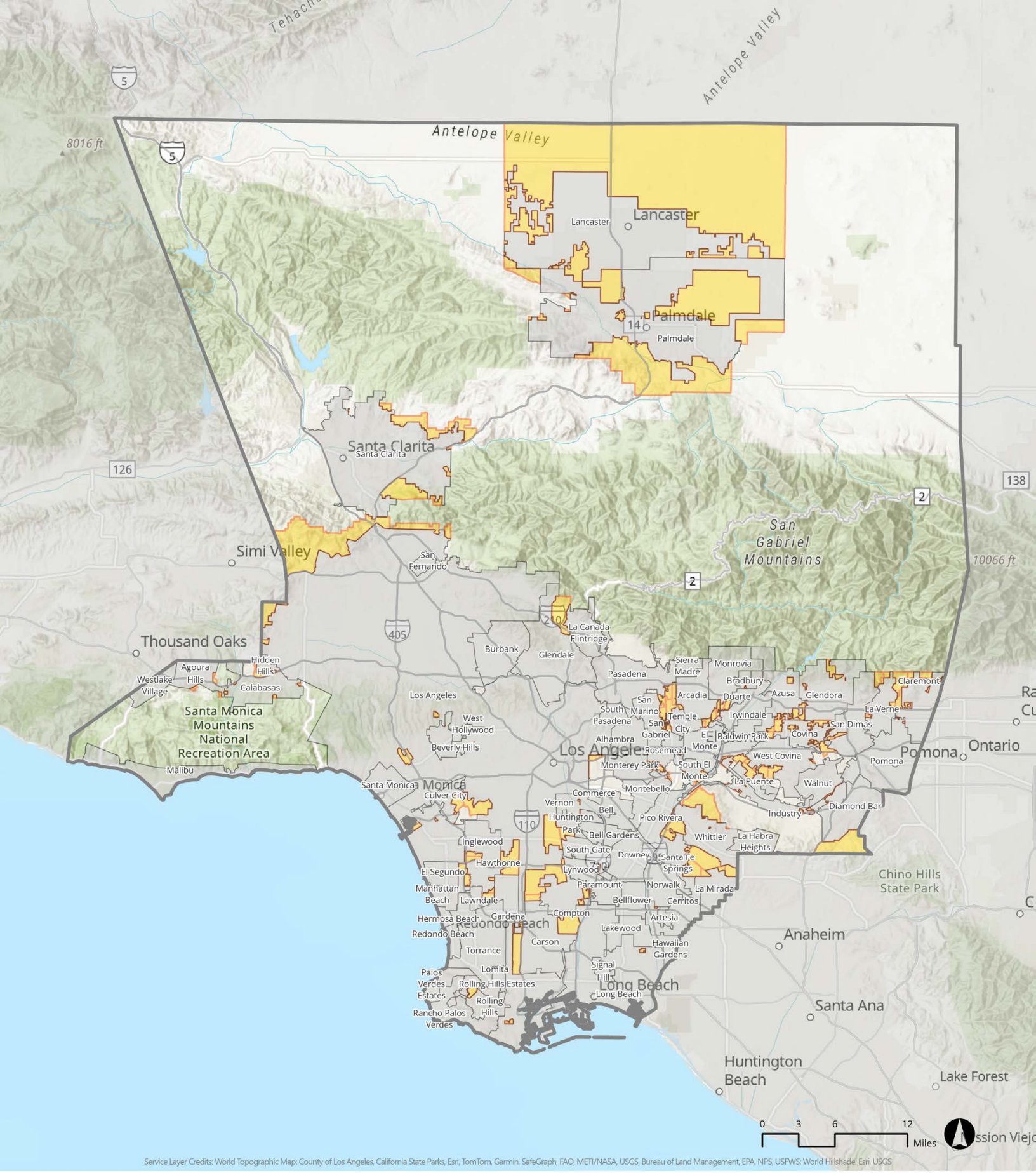
Service Layer Credits: World Topographic Map: County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, World Hillshade: Esri, HERE

Conserved Areas in Los Angeles County Unincorporated Area

Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Data Source: California Protected Areas Database (CPAD), 2025, Multiple Sources; California Conservation Easement Database (CCED), 2025, Multiple Sources; Ventura Save Open Space and Agricultural Lands (SOAR), 2020, Ventura County Planning Division; Natural Community and Habitat Conservation Plans (NCCP/HCP) Reserve Designs, Various Years, Multiple Agencies; Military Installations, Ranges, and Training Areas (MIRTA), 2025, U.S. Department of Defense; Tribal Lands, 2025, U.S. Census Bureau

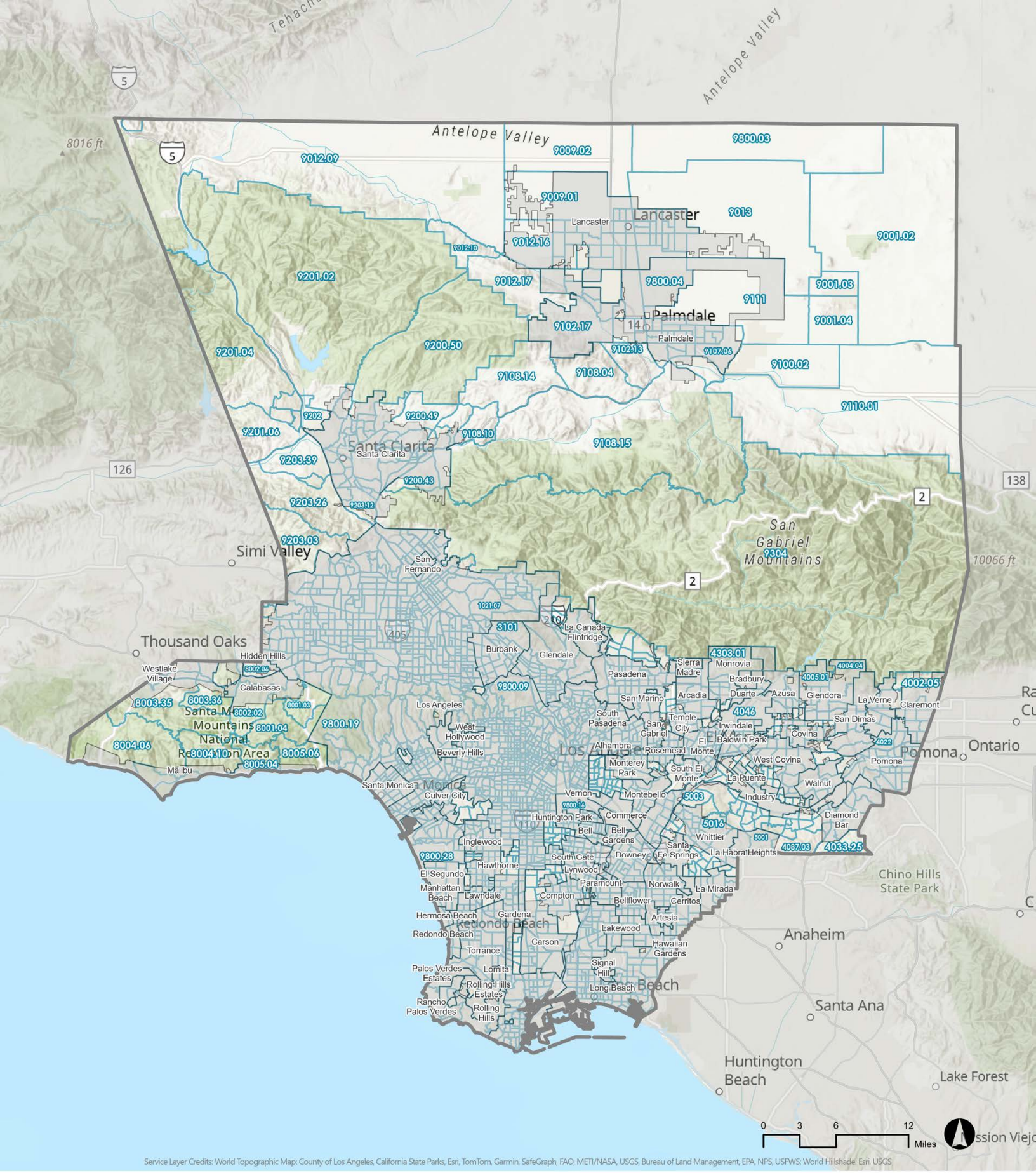
Data Updated: 2025 | Map Created: 3/19/2026



2024 City Boundary and Sphere of Influence in Los Angeles County

County Boundary | City Boundary | Sphere of Influence

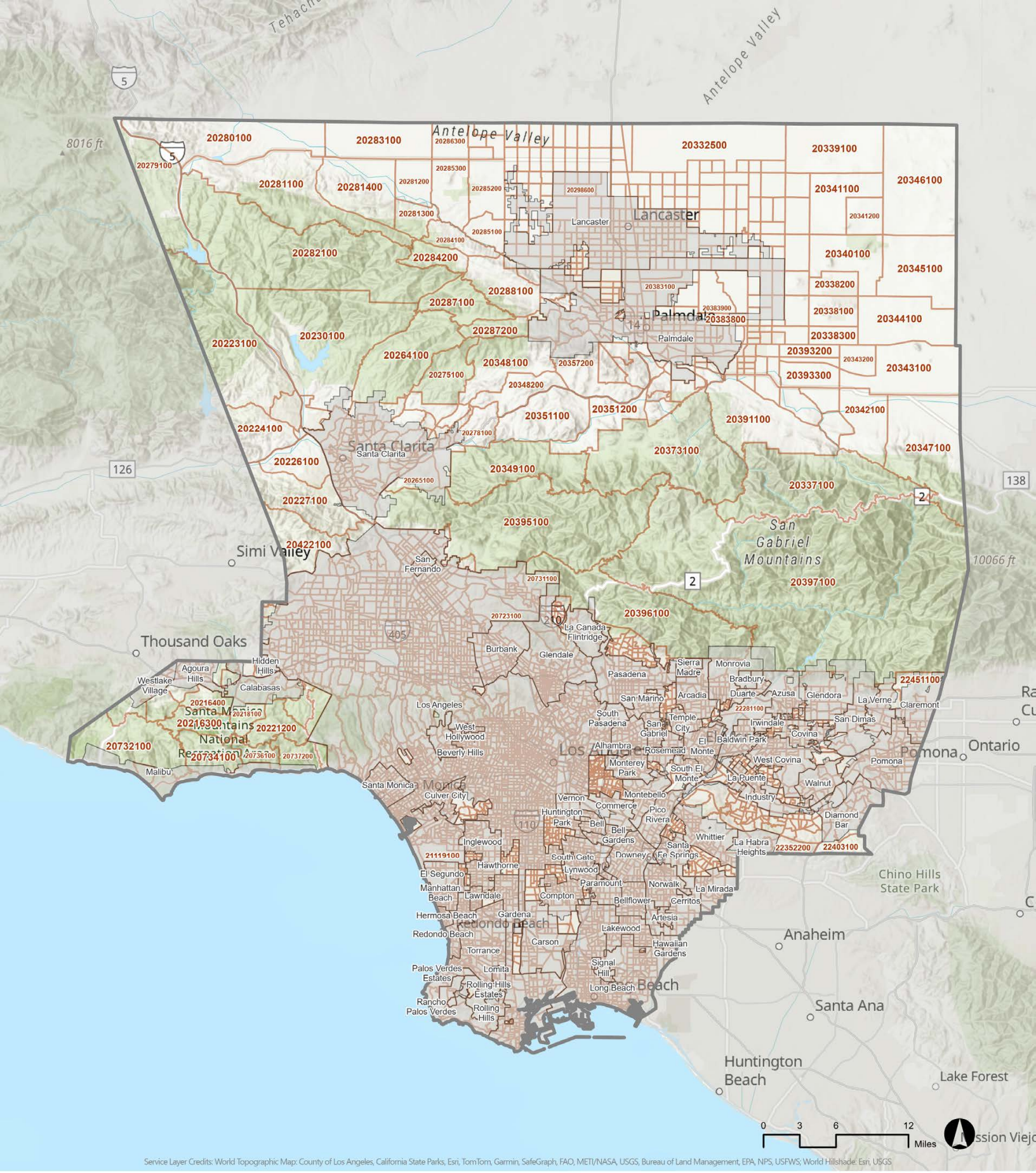
Data Source: Los Angeles County LAFCO | Data Version: 2024 | Map Created: 3/12/2026



2024 Census Tracts in Los Angeles County Unincorporated Area

County Boundary | City Boundary | 2024 Census Tracts

Data Source: US Census, TIGER/Line® Shapefiles, 2024 | Map Created: 3/12/2026

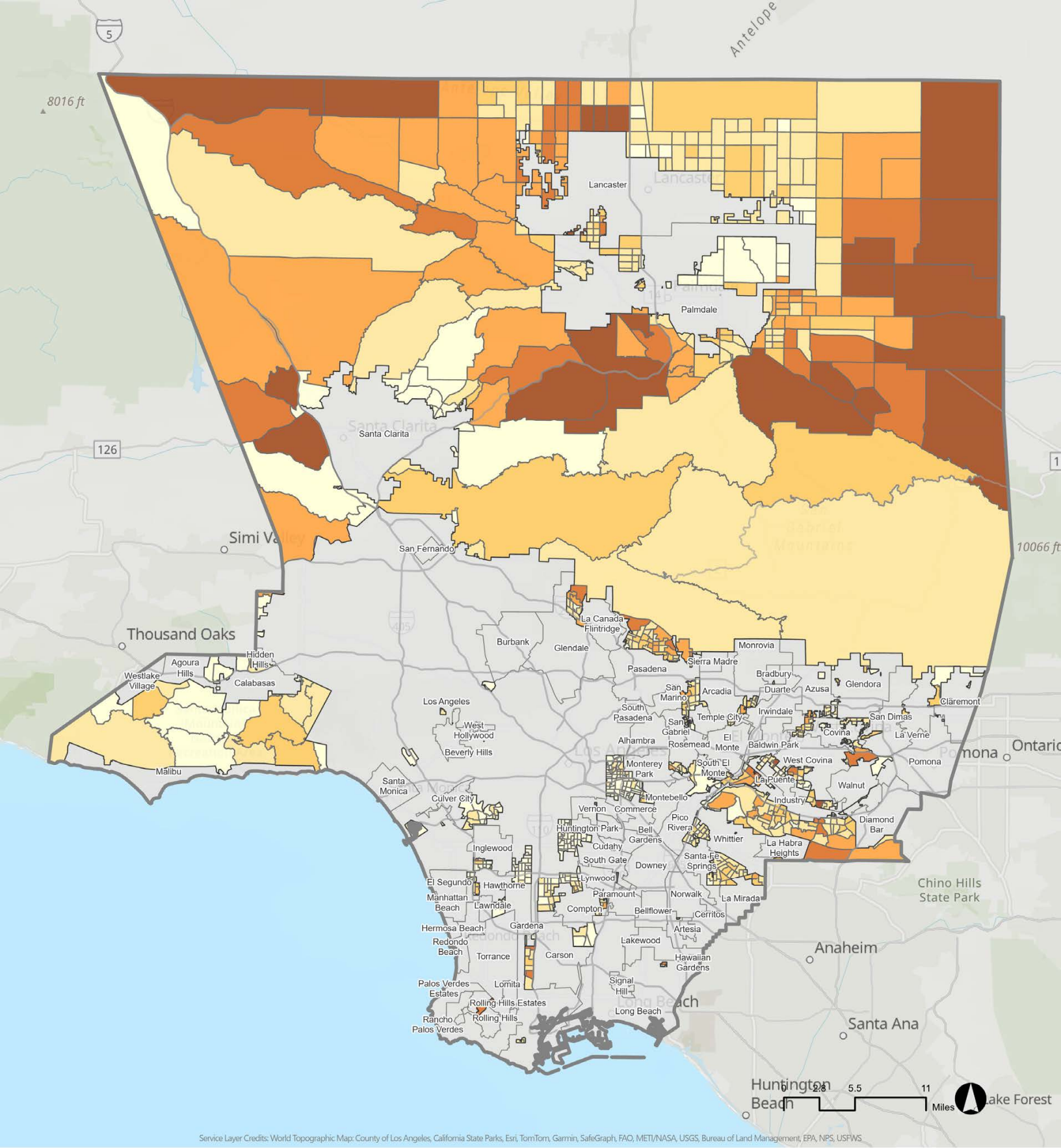


Transportation Analysis Zones (TAZ) Tier2 in Los Angeles County Unincorporated Area

County Boundary

Transportation Analysis Zones (TAZ) Tier2 Boundary

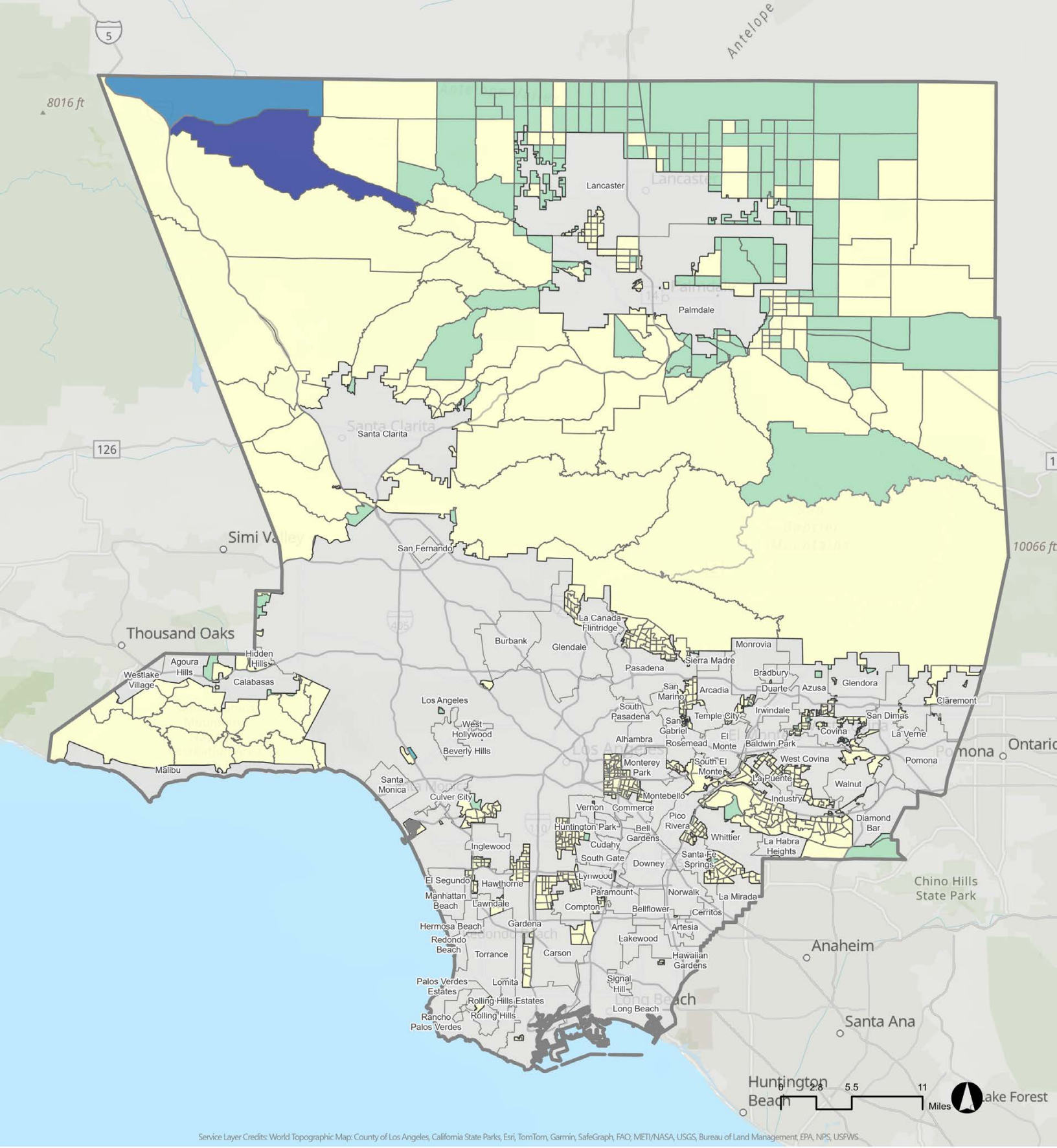
Data Source: SCAG | Data Updated: 2021 | Map Created: 3/12/2026



TAZ-Level Household Growth in Los Angeles County Unincorporated Area (2024-2050, Tier 2 City-Split TAZ)

County Boundary
City Boundary
Equal to 0
> 0 - 25
> 25 - 75
> 75 - 200
> 200 - 500
Greater than 500

Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026



TAZ-Level Employment Growth in Los Angeles County Unincorporated Area (2024-2050, Tier 2 City-Split TAZ)

County Boundary
City Boundary
Less than 0
Equal to 0
> 0 - 25
> 25 - 100
Greater than 100

Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026

MAIN OFFICE

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

REGIONAL OFFICES

Imperial County

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

Orange County

OCTA Building
600 S. Main St., Ste. 1108
Orange, CA 92868
Tel: (213) 630-1599

Inland Empire

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

Ventura County

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

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