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MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, May 18, 2023
10:00 a.m. – 11:30 p.m.

SCAG OFFICES

**900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Kane at (213) 236-1828 or via email at kane@scag.ca.gov. Agendas & Minutes for the Technical Working Group are also available at: <https://scag.ca.gov/technical-working-group>

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

- 1. AB 2334 Technical Assistance**
Tom Vo
20 minutes
[Packet page 5](#)
- 2. Job Quality Index**
Gigi Moreno
25 Minutes
[Packet page 16](#)
- 3. Connect SoCal 2024 – LDX Survey Results**
Sarah Dominguez
20 minutes
[Packet page 32](#)
- 4. Open Discussion**



TECHNICAL WORKING GROUP

Meeting Minutes (Abridged)

April 20, 2023 (Supplemental)

10 a.m. – 12 p.m.

The meeting was held via Zoom teleconferencing.

Membership Attendance

LAND USE AUTHORITIES

Briska, Ari	City of Los Angeles	Luna, Kimberly	City of Menifee
Darnell, Doug	City of Menifee	Taylor, Matthew	City of Riverside
Equina, Justin	City of Irvine / OCCOG	Shiomoto-Lohr, Gail	City of Mission Viejo
Gable, Emily	City of Los Angeles	Wong, Jimmy	City of Santa Fe Springs
Lauffer, Amanda	City of Anaheim		

REGIONAL PARTNERS

Anaya, Mairany	SBCTA/SBCOG	Primmer, Marnie	OCCOG
Huddleston, Lori	LA Metro	Tso, Kristin	OCTA
Kent, Andrew	VCTC	Vivian Tricia	SBCTA
Peterson, Suzanne	WRCOG		

REGULATORY & COORDINATING AGENCIES

Miranda, Jude	Caltrans – D12
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FIELD EXPERTS

Diep, Deborah	CDR/CSUF
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ALTERNATES & PUBLIC ATTENDEES

Aranguri, Cesar	Indigenous Ark Urban Technologies
Estrada, Cesar	All American War Veterans
Henderson, Andy	--
Manalo, Jack	--



TECHNICAL WORKING GROUP

Meeting Summary

1. CONNECT SOCAL 2024 FORECASTED REGIONAL DEVELOPMENT PATTERN – GROWTH VISION EVALUATION

Kevin Kane and Lyle Janicek presented on the growth vision evaluation relating to the Forecasted Regional Development Pattern. The presentation included an overview of the preliminary small area household forecast methodology and an update on the first draft of Scenario Planning Model Transportation Module (SPM-TM) results. Deborah Diep (CDR/CSUF), Gail Shiimoto-Loehr (City of Mission Viejo), Matthew Taylor (City of Riverside), Ari Briski (City of Los Angeles), and Andy Henderson (public attendee) provided comments and questions for discussion.

2. WINTER 2023 DEMOGRAPHIC DATA UPDATE

Kevin Kane presented on a update on recent demographic data in collaboration with Echo Zheng. Highlights of the presentation include new state population estimates and the updated definition of “urban” by the Census Bureau. Attendees had no comments or questions.

3. CONNECT SOCAL 2024: DRAFT REGIONAL PLANNING POLICIES

Sarah Dominguez shared an overview of the Draft Regional Planning Policies which will be included in the updated Policy Development Framework for Connect SoCal 2024. Marnie Primmer (OCCOG), Doug Darnell (City of Menifee), and Deborah Diep participated in discussion.

4. SOCAL GREENPRINT UPDATE

India Brookover presented an overview of the Greenprint Technical Advisory Committee application process and updated attendees on the extended application deadline. Marnie Primmer participated in discussion.

Assembly Bill 2334

Requirements & Potential Opportunities for Regional Collaboration

Tom Vo, Principal Regional Planner | Planning Strategy

May 18, 2023

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AB 2334 Background Information

- Authored by Assemblymember Buffy Wicks & Senator Scott Weiner
- Approved by Governor Newsom on 9/28/2022
- Effective on January 1, 2023
- Built upon State Density Bonus Law:
 - Increases housing developments including projects with affordable units
 - Further expands on AB 1763 (approved in 2019) which allows density bonus ONLY within a half-mile of a major transit stop



AB 2334 Background Information (cont.)

- **What does AB 2334 really do?**

- Aims to increase the number of eligible project sites to include all qualifying sites within very low vehicle-mile-traveled (VMT) areas in 5 (out of 17 statewide) designated counties within the SCAG region
 - Los Angeles, Orange, Riverside, San Bernardino, and Ventura
- Enhances density bonuses for qualifying affordable projects (at least 80% of units to lower-income households) in very low VMT areas
 - Allows 100% affordable housing projects to receive unlimited density and an additional height increase of 33 ft (or 3 stories)
 - Additional analysis required at the local level to determine the specific qualifying areas



Technical Information

- **What are 'very low VMT areas'? (Similar to SB 743)**
 - "Urbanized Area . . . where the existing residential development generates VMT per capita that is below 85% of either regional VMT per capita or city VMT per capita"
 - Urbanized Areas (e.g., Census, Caltrans, etc.)
 - Population (e.g., SCAG, Census, DOF, etc.)
 - VMT (e.g., SCAG, CTC, StreetLight, INRIX, etc.)
 - 'Area' may include a Travel Analysis Zone (TAZ), hexagon, or grid

Publicly Available Tools and Data

- Existing tools & data developed for SB 743 implementation may facilitate implementation of AB 2334

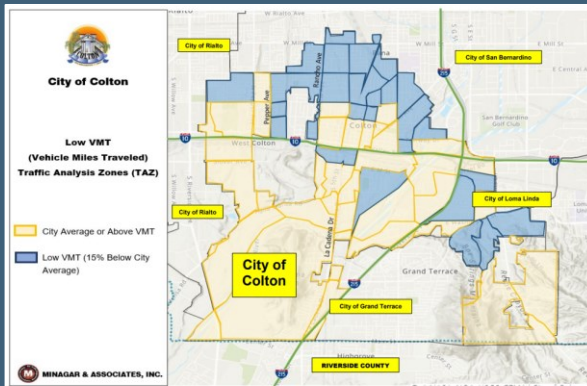
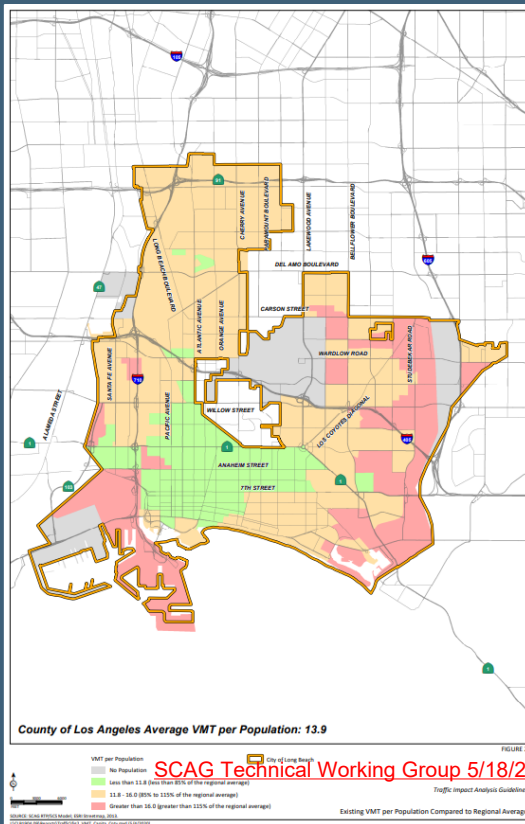
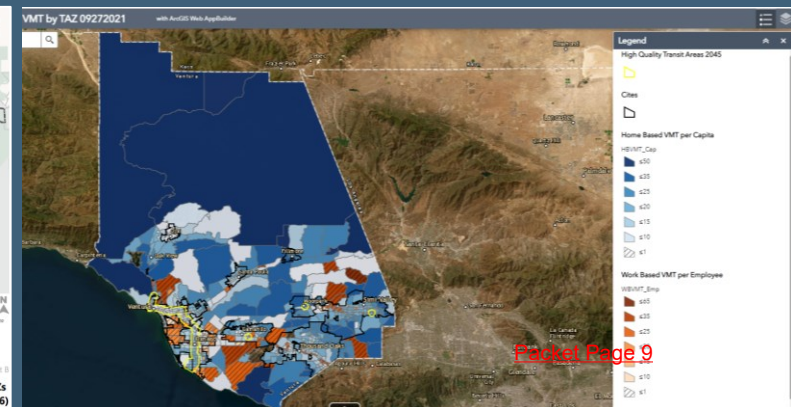
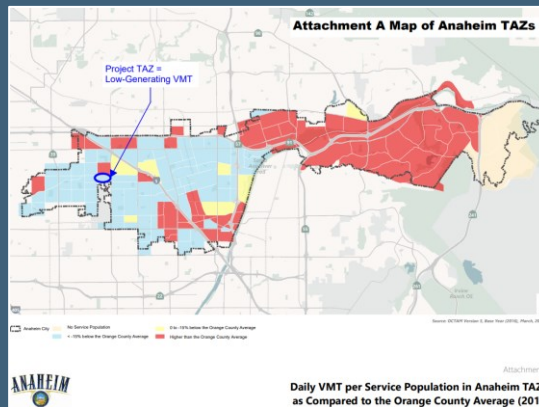
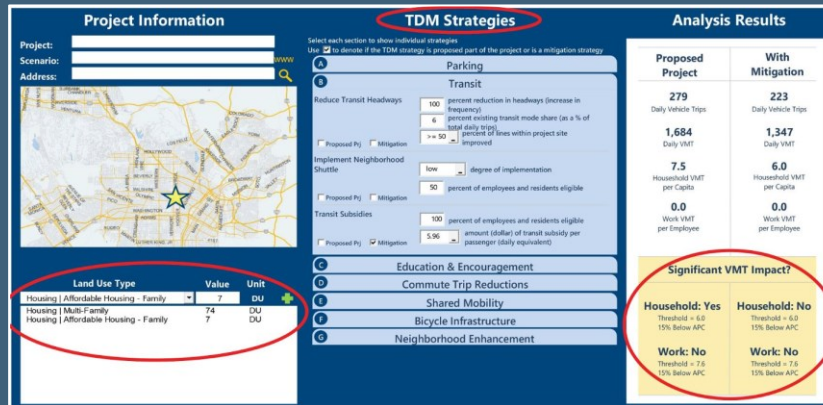
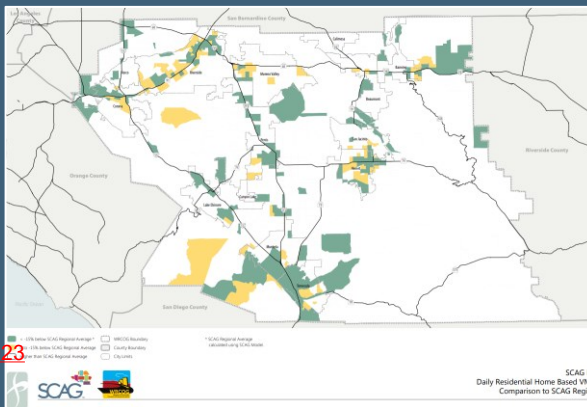


Figure 12: City of Colton Low Vehicle Miles Traveled, Traffic Analysis Zone



OPR Site Check Tool (<https://sitecheck.opr.ca.gov/>)

The screenshot displays the OPR Site Check Tool interface. The top navigation bar includes the CA.GOV logo, social media icons, and a 'Site Check' title with a green checkmark. The main navigation tabs are 'About', 'Analyze', 'Screen', and 'Explore', with 'Screen' currently selected. The left sidebar contains filter options under 'Transit' and 'Vehicle Miles Traveled'. The 'Transit' section lists four options with checkboxes: '1/2 mile of an existing Major Transit Stop', '1/2 mile of stops on an existing High-Quality Transit Corridor', '1/4 mile of an existing High-Quality Transit Corridor', and '1/2 mile of an existing High-Quality Transit Corridor'. The 'Vehicle Miles Traveled' section has one checked option: 'Per Capita VMT: Below Regional Average'. Below these, a section titled 'Parcels must avoid the following' lists eight categories with checkboxes: 'Rare, Threatened and Endangered species', 'Habitats', 'Wetlands', 'Prime farmlands or farmlands of statewide importance', 'Earthquake/Seismic Hazard zone', 'State Conservancy Boundary', 'Riparian Areas', 'Landslide Hazard', 'Flood Plain', and 'Wildfire Hazard'. The main map area shows a detailed view of the Buena Park area, including streets like W Commonwealth Ave, W Orange Ave, and W Taft Ave, and landmarks like the CA-91 HOV Lane. The map is overlaid with a grid of parcels. The bottom of the screen shows a copyright notice for Esri, DeLorme, and NAVTEO, and a logo for the Conservation Biology Institute.

CA.GOV

Site Check

Create Link Methods Other Resources Help

About Analyze **Screen** Explore

Transit

Parcels that match any of the following options will be included.

- ☐ 1/2 mile of an existing Major Transit Stop
- ☐ 1/2 mile of stops on an existing High-Quality Transit Corridor
- ☐ 1/4 mile of an existing High-Quality Transit Corridor
- ☐ 1/2 mile of an existing High-Quality Transit Corridor

Vehicle Miles Traveled

- ☒ Per Capita VMT: Below Regional Average

Parcels must avoid the following

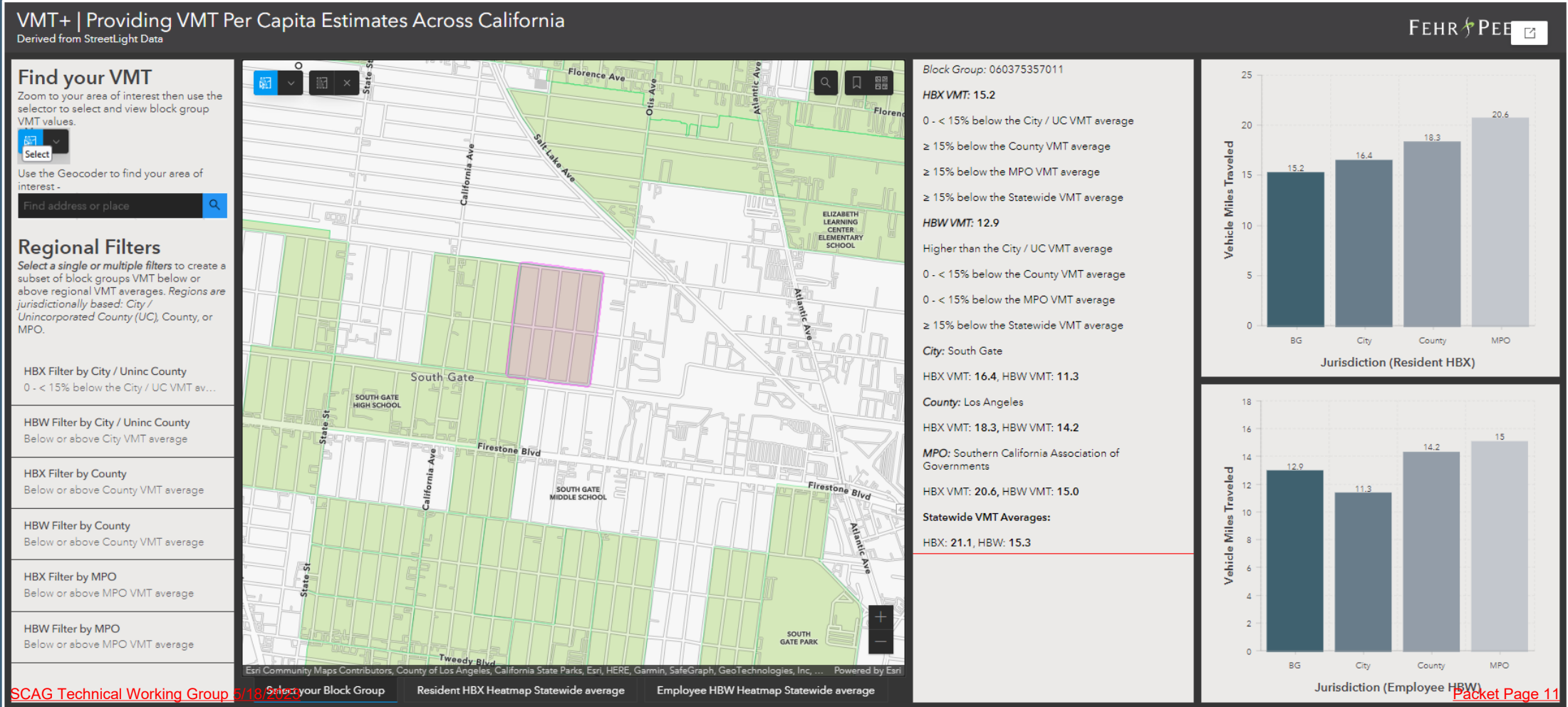
- ☐ Rare, Threatened and Endangered species
- ☐ Habitats
- ☐ Wetlands
- ☐ Prime farmlands or farmlands of statewide importance
- ☐ Earthquake/Seismic Hazard zone
- ☐ State Conservancy Boundary
- ☐ Riparian Areas
- ☐ Landslide Hazard
- ☐ Flood Plain
- ☐ Wildfire Hazard

Tiles © Esri — Esri, DeLorme, NAVTEO

Created by Conservation Biology Institute

F&P VMT+ | Providing VMT Per Capita Estimates Across California

(<https://storymaps.arcgis.com/stories/e9fb17d33a2c4d60a6747071be3d5b4a>)



Local & Regional Potential Collaboration

- **Locally, AB 2334:**

- Suggests local governments administer the Density Bonus Law (e.g., ordinance)
- Suggests additional analysis is needed to determine the methodology for identifying 'very low VMT' areas

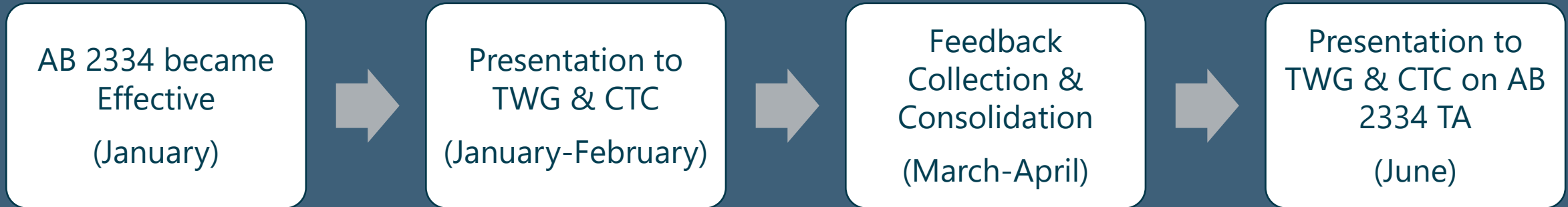
- **Regionally, AB 2334:**

- Applies to 5 (out of 17 designated counties) counties within the SCAG region
- Suggests local governments may use 'regional' or 'city' VMT per capita

- **Potential local & regional collaboration, SCAG:**

- May provide technical assistance in supporting or conducting residence-based very low VMT per capita analysis & data for the region

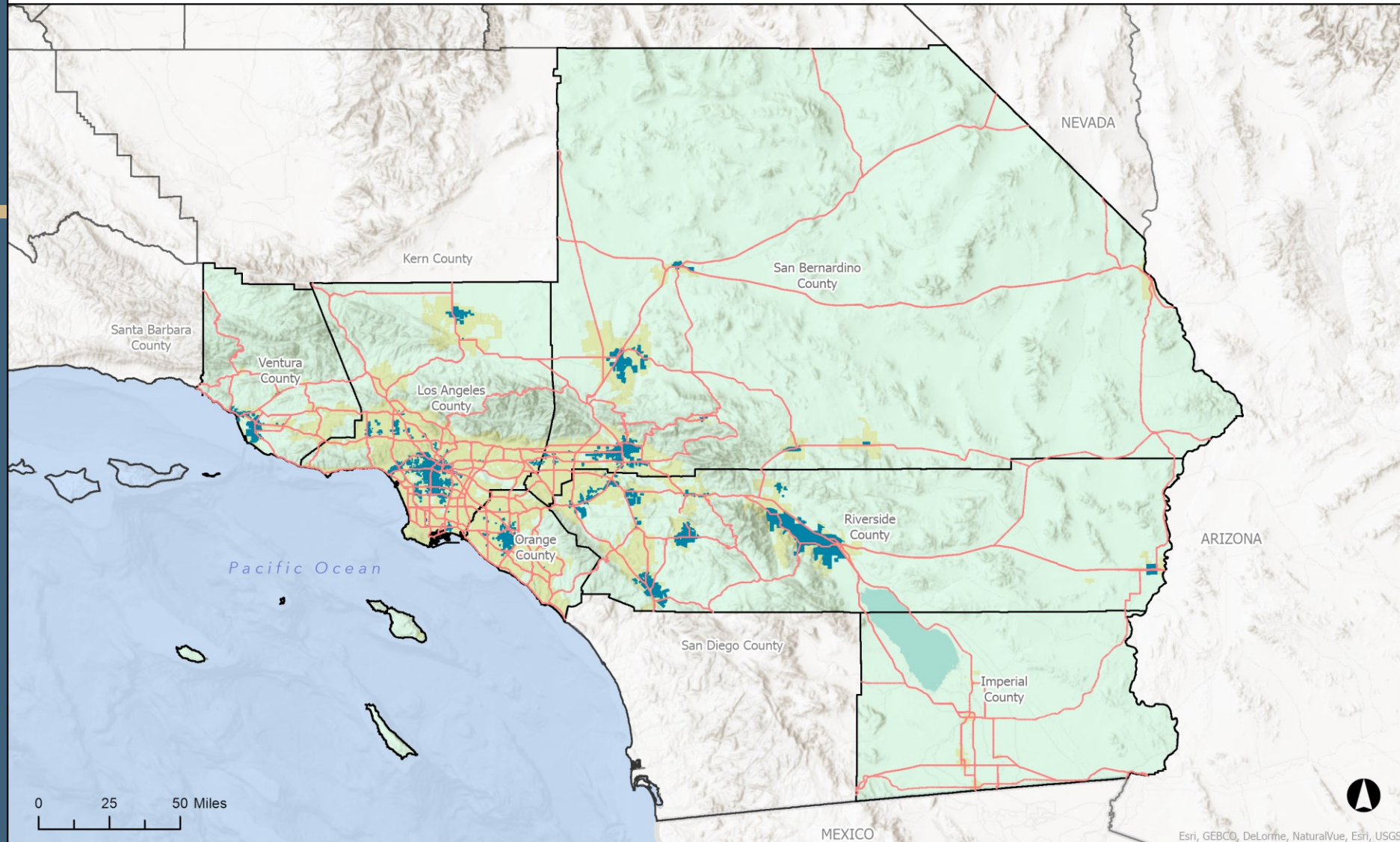
AB 2334 TA Moving Forward...



Based on the feedback, SCAG is moving forward with:

- 1) generating 'very-low VMT' per capita in urbanized areas (TAZs);
 - Regional-, county-, and jurisdiction-level VMT per capita
 - Connect SoCal 2020, 2016 base year
 - 2020 Census urban areas
- 2) providing a memo of SCAG's AB 2334 technical assistance; and
 - Background, methodology, data request procedure, disclaimer, etc.
- 3) sending the data (1) and memo (2) as a package to each CTC

AB 2334: Regional Very-Low VMT per Capita in Urbanized Areas



- City Boundary
- County Boundary
- Freeway
- Very-Low VMT per Capita (2,059 TAZs)

Disclaimer: The VMT per capita data is based on the 2016 base year network of Connect SoCal 2020. Explanation of the methodology for estimating VMT and population is included in the Data Methodology section of memo. This data may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024, and updates to this information will be forthcoming as information becomes available. SCAG assumes no responsibility arising from the use of this information by individuals, businesses, or other public entities. See AB 2334 memo for details. Contact SCAG Local Info Services Team (LIST) at list@scag.ca.gov for questions.





THANK YOU!

For questions or suggestions, please contact Tom Vo at vo@scag.ca.gov.

Economic Update: Focus on the SCAG Job Quality Index

Technical Working Group
May 18, 2023

Gigi Moreno, Ph.D., Senior Economist, SCAG

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Agenda

- Why do we need a Job Quality Index?
- Overview of SCAG Job Quality Index
- Questions/Comments



SCAG JOB QUALITY INDEX

SCAG Job Quality Index Project

- Inclusive Economic Recovery Strategy
- California Future of Work Commission Report
- State grant to implement IERS Strategies
- Collaborating with consultant Berkeley Economic Advising & Research (BEAR)



An Inclusive Economic Recovery Strategy for the SCAG Region
Final Report & Recommendations

July 2021

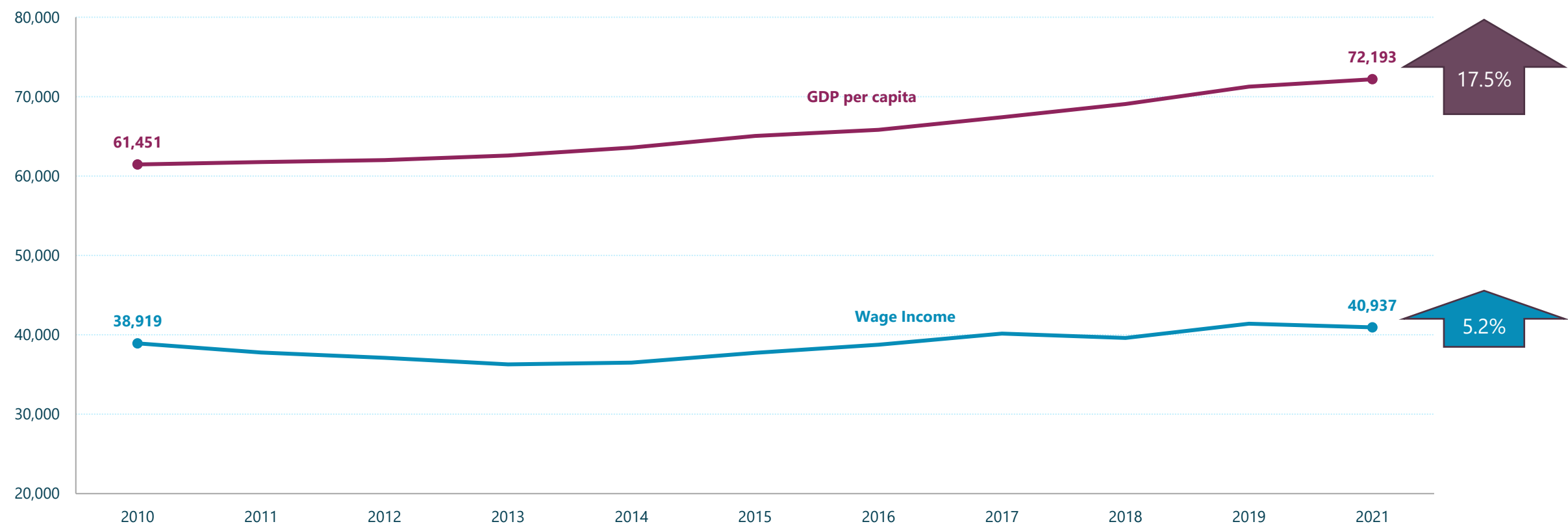
What is the SCAG Sub-Regional Job Quality Index?

- Comprehensive, standardized indicator of prevailing job quality in the region
- Assess and track job quality based on many attributes important to the region
- Informs decision-making along with other information



Real Wages are Stagnant and Inequitable in the SCAG Region

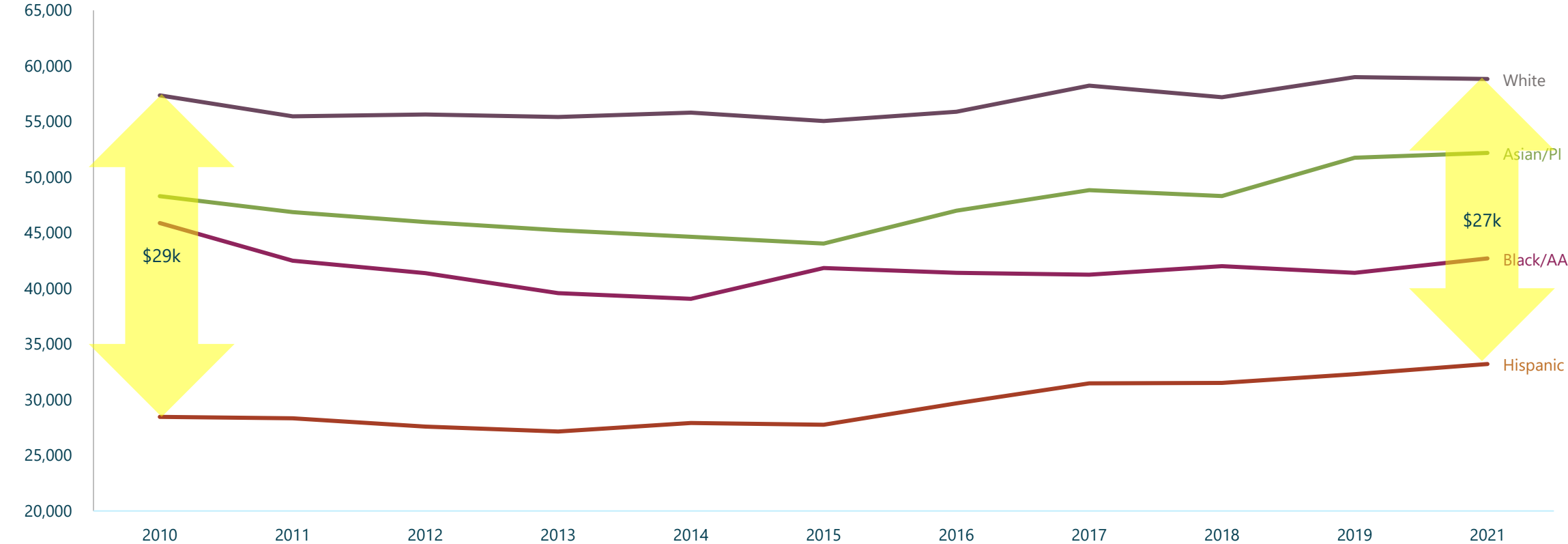
Median Wage Income and per capita GDP in the SCAG Region, 2022 U.S. Dollars



Notes: Wage income computed for adults (age 25+) in the labor force from ACS PUMS, 1-Year Samples 2010-2019, 2021. GDP per capita from REMI. Figures inflated to 2022 dollars using the CPI for Los Angeles-Long Beach-Anaheim MSA.

Racial Gap in Real Wages Persists in the SCAG Region

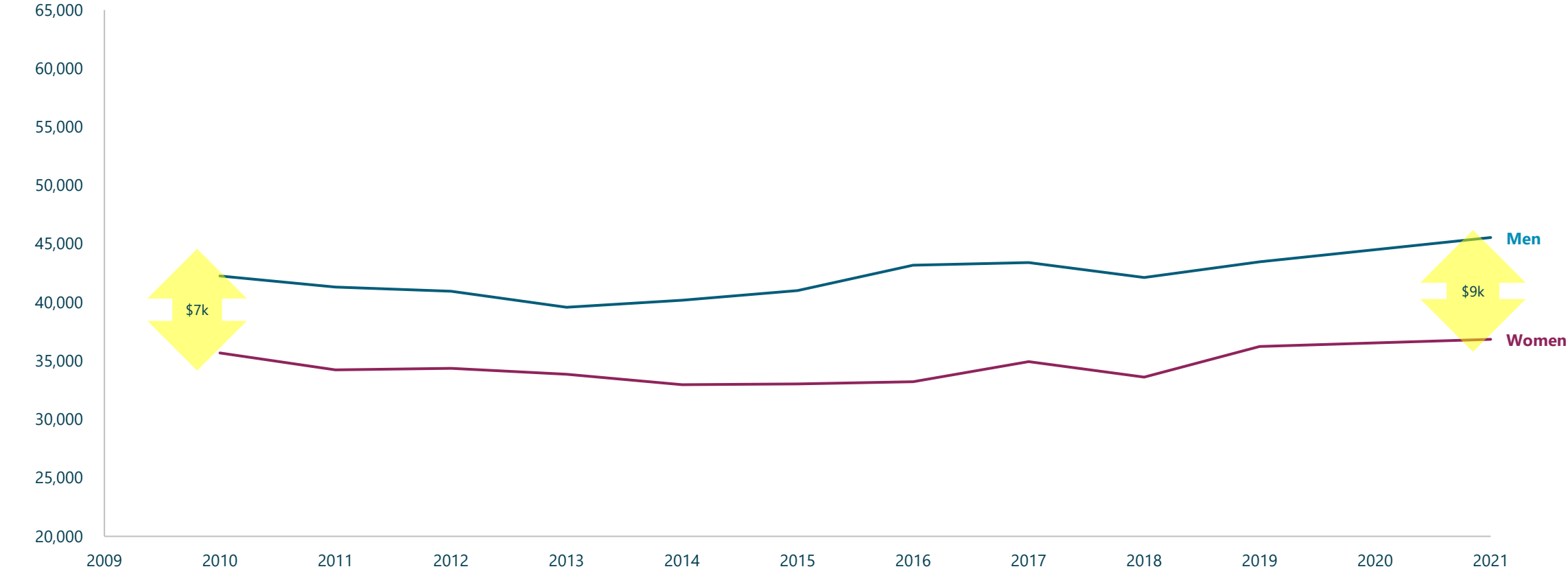
Median Real Wage Income in the SCAG Region by Race and Ethnicity, 2022 U.S. Dollars



Notes: Computed from American Community PUMS 1-Year Survey, 2010-2019, 2021. Hispanic includes all races. White, Black, Asian include respondents of each race group who identify as non-Hispanic.

Gender Gap in Real Wages Persists in the SCAG Region

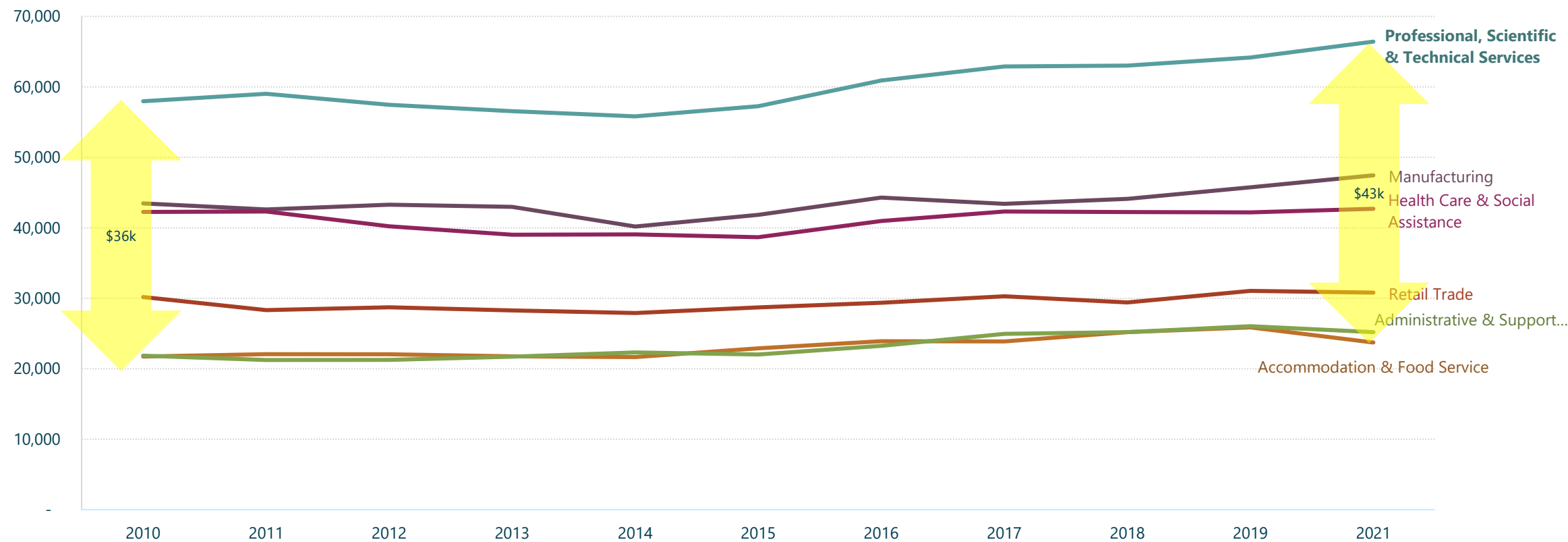
Median Real Wage Income in the SCAG Region by Gender, 2022 U.S. Dollars



Notes: Computed from American Community PUMS 1-Year Survey, 2010-2019, 2021.
SCAG Technical Working Group 5/18/2023

Wage Gap Among Industrial Sectors

Median Real Wage Income in the SCAG Region for Largest Sectors, 2022 U.S. Dollars



Notes: Computed from American Community PUMS 1-Year Survey, 2010-2019, 2021.

[SCAG Technical Working Group 5/18/2023](#)

[Packet Page 24](#)

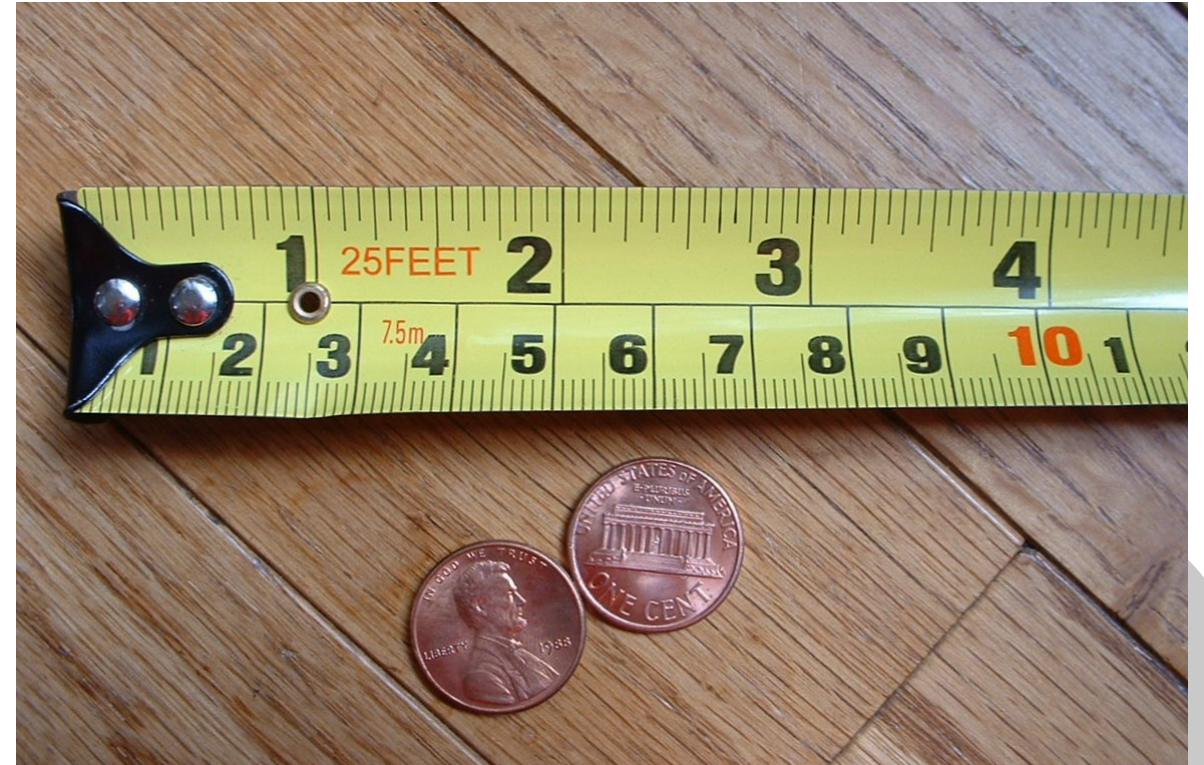
Job Quality Index Purpose Statement

The SCAG Job Quality Index (JQI) will provide a benchmark for a common understanding of the region's job markets. This can inform policy discussions and help measure progress toward a more robust, inclusive, and equitable economy.

Why is a regional job quality index valuable?

For policymakers

- Identify policy priorities
- Monitor job quality
- Identify areas for improvement
- Assess the impacts of policy interventions



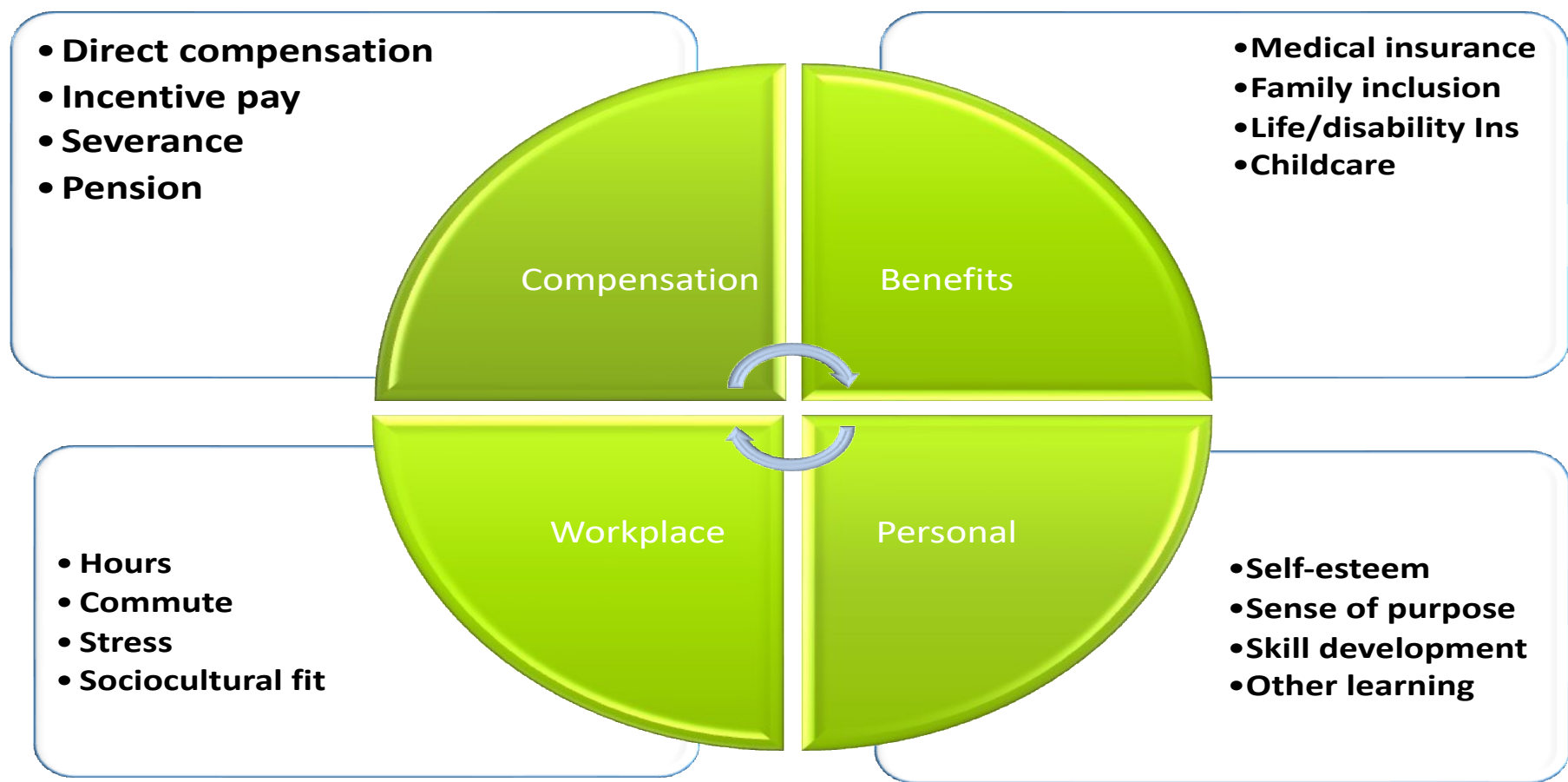
Why is a regional job quality index valuable?

For employers

- Become more competitive in labor market
- Better understand what is a quality job and improve working conditions
- Improve aspects of jobs to create a more equitable and supportive work environment



Conceptual Framework and Job Attributes to Consider



Current JQI Component Features and Sources

Category	Weight 1	Weight 2	Proxy 1	Sources	Estimated	Detail	Frequency	Other Dimensions
1 Compensation	0.25							
1.1 Direct compensation		0.25	Weighted average of median wage (occupation and headcount)*, ratio to national or SCAG average	BLS, ACS, EDD	Yes	Tract	1,5 year	Ethnicity, Age, Occupation
1.2 Incentive pay		0.25	Hourly wage equivalent, as above	BLS, ACS, EDD	Yes	State	Annual	
1.3 Severance		0.25	Weighted average weeks of FTE compensation	BLS, ACS, EDD		State	Annual	
1.4 Pension		0.25	Weighted average percent of annual income	BLS, ACS, EDD		State	Annual	Age, Occupation
2 Benefits	0.25							
2.1 Medical insurance		0.25	Median percent covered	BLS, ACS, CES4	Yes	State	Annual	Age, Occupation
2.2 Family inclusion		0.25	Median percent of family members covered	BLS, ACS, CES4	Yes	State	Annual	Age, Occupation
2.3 Life/disability Ins		0.25	Median percent of principal to annual income	BLS, ACS, CES4	Yes	State	Annual	Age, Occupation
2.4 Childcare		0.25	Headcount median of families with children covered	USCB/SIPP, CES4	Yes	State	Annual	Occupation

**** Listed weights are hypothetical – conducting survey to estimate weights.**

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Workplace	0.25							
3.1 Hours		0.25	Weighted average (by occupation and headcount) percent of full time	BLS, ACS, CES4	Yes		1,5 year	Ethnicity, Age, Occupation
3.2 Commute		0.25	Travel time to work	ACS2020, XK200801	Yes	Tract	1,5 year	Ethnicity, Age, Occupation
3.3 Stress		0.25	Shift, Deadlines, Authority, Sociocultural fit, Communication, Horizontal and vertical rapport, Respect, Trust	Survey				
3.4 Mobility		0.25	Mobility index (Escobari) - occupation weighted by location	Escobari, others	Tentative		One time	
4 Personal	0.25							
4.1 Housing Burden		0.25	Median training expenditure per year per employee, weighted over wage quintiles	ACS, CA/DOF	Yes	County	Annual	County
4.2 Unemployment		0.25	Risk of unemployment as measured by local unemployment rate (percent of workers and active job seekers who are not employed)	ACS, CA/EDD, USCB	Yes	Tract	Annual	Age, Ethnicity
4.3 Education		0.25	Median training expenditure per year per employee, weighted over wage quintiles	ACS, CES4	Yes	Tract	Annual	Age, Ethnicity, Occupation
4.4 Poverty		0.25	Risk of falling into poverty as measured by local poverty headcount percentage	USCB	Yes	Tract	Annual	Age, Ethnicity

Packet Page 29

Stakeholder Outreach Plan

- Gather feedback
 - Global Land Use and Economics Council (GLUE)
 - Technical Working Group (TWG)
 - SCAG Economic Roundtable
 - Subregional Executive Director's Meeting

- Focus Questions

- What measurable job attributes should be included?
- What is the relative importance of the different job attributes?





THANK YOU!

For more information, please contact:

Gigi Moreno, PhD
gmoreno@scag.ca.gov

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



Sarah Dominguez
Planning Supervisor
May 18, 2023

LDX Survey Results

LDX Survey Overview



- **Purpose:** Better understand the trends, existing conditions and local planning in the region
- **Contents:** 41 Questions;
 - Land use and housing (23 questions)
 - Transportation (5 questions)
 - Environmental (5 questions)
 - Public Health and Equity (5 questions)
 - Data (1 question)

LDX Survey Responses

- Responses: 90 jurisdictions completed all or part of the survey

County	Total Cities	Completed Survey	County Percent
Imperial	8	0	0%
Los Angeles	89	42	47%
Orange	35	23	66%
Riverside	29	10	34%
San Bernardino	25	10	40%
Ventura	11	5	45%
SCAG	197	90	46%

Responses: Land Use and Housing



Please enter the year of your jurisdiction's most recent general plan element update. (n=90)

- a. Land Use: 67% have updated since 2010
- b. Circulation: 62% have updated since 2010
- c. Housing: 98% have updated since 2010**
- d. Conservation: 50% have updated since 2010
- e. Open Space: 53% have updated since 2010
- f. Noise: 53% have updated since 2010
- g. Safety: 76% have updated since 2010
- h. Environmental Justice: 37% have updated since 2010

Responses: Land Use and Housing (cont.)



Does the most recently adopted general plan update support any of the following Sustainable Communities Strategy? (n=90)

Top responses for "Supports" + "Supports and Includes Strategies":

- Infill: 77 jurisdictions
- Promote Diverse Housing Choices: 73 jurisdictions

Does your jurisdiction offer any of the following incentives for infill or transit-oriented development? (n=90)

Top responses include:

- By Right Approval
- Density Bonus
- Waived or Reduced Minimum Parking Requirement
- Fast Track Permitting

Responses: Land Use and Housing (cont.)



Does your jurisdiction use any of the following zoning or land use strategies for housing (e.g., in your 6th Cycle Housing Element? (n=89)

Top responses include:

- Density Bonus (60 jurisdictions)
- Fair Housing Policy (57 jurisdictions)
- Incentives for Affordable Housing (50 jurisdictions)
- Waived or Reduced Minimum Parking Requirements (44 jurisdictions)

Has your jurisdiction adopted or plans to adopt any of the following policies, plans and strategies?

Top responses for “Yes” and “In Development”:

- Bicycle Master Plan (57 jurisdictions)
- Pavement Management Plan (50 jurisdictions)
- Truck Route/Truck Prohibit Route Plan (50 jurisdictions)

Least common policies, plans and strategies:

- Intermodal Facility Plan (4 jurisdictions)
- Transit Overlay District (9 jurisdictions)
- Curb Space Management or Inventory (11 jurisdictions)

Responses: Barriers



- Across the region, **limited staff capacity** is a barrier that prevents agencies from updating and implementing policies.
 - 47% of respondents reported that staffing constraints inhibited their agency's ability to update or implement General Plan elements.
 - Over 60% of respondents reported that this barrier prevented their agency from updating its zoning code.
- **Budget limitations** are noted as a major barrier for agencies seeking to update their General Plan.
 - 55% of respondents reported that funding constraints inhibited their agency's ability to update or implement General Plan elements.
 - Additionally, 50% of respondents reported that additional grant or budget funding would most positively impact their capacity to add Sustainable Community Strategies to their General Plans.

Responses: Barriers (cont.)

- Jurisdictions throughout the region each face unique circumstances that impact their ability to fulfill RHNA and housing element quotas. Survey respondents noted a range of reasons **why housing production goals remain unmet**.
 - The most common responses cited a lack of land (42%), lack of developer interest (25%), lack of funding for affordable housing (25%), and public opposition (21%).
- Over half (55%) of respondents reported **political or community pushback** as barriers to implementing parking reforms.
- Most agencies reported either financial (34%) or political (30%) barriers to implementing infill or TOD incentives, with the most popular implemented incentive programs being density bonuses for affordable housing (27% of agencies).

Next Steps

Summary **Staff Report** to June Policy Committees

Incorporation into draft **Connect SoCal 2024 Technical Reports**, as applicable

Evaluation of results and noted barriers to inform Connect **SoCal 2024 Implementation Strategies**

Questions? Comments?

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WWW.CONNECTSOCAL.ORG.

