

Connect SoCal Growth Vision Methodology

Section 1 - Use of Connect SoCal's Growth Vision for Local Planning

The Growth Vision for Connect SoCal identifies areas sufficient to house the region's population, including all economic segments of the population, through 2045 – taking into account net migration to the region, population growth, household formation, and employment growth. It also identifies areas sufficient to house an eight-year projection of housing need for the region.

In developing this vision, SCAG engaged with all 197 towns, cities, and counties in the region one-on-one to seek feedback on local growth between 2016 and 2045. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e. transportation analysis zone (TAZ)) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with state planning law.

Connect SoCal's Growth Vision is utilized for long range modeling purposes. SCAG does not have the authority to implement the plan -- neither through decisions about what type of development is built where, nor what transportation projects are ultimately built, as Connect SoCal's adoption will be at the jurisdictional level. Achieving a sustained regional outcome depends upon informed and intentional local action. The proposed use of Connect SoCal's Growth Vision in the Regional Housing Needs Assessment (RHNA) is described with detail in materials available at <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Attachment 2 of this letter offers responses to frequently asked questions on the connection between Connect SoCal and the RHNA.

Section 2 - Engagement Process for Envisioning Southern California's Future

At the direction of SCAG's Regional Council, and under guidance from the Community, Economic, and Human Development (CEHD) Policy Committee, SCAG worked with local jurisdictions and a broad range of stakeholder groups during the four-year planning cycle for Connect SoCal to address regional challenges. These engagements, referred to as [SCAG's Bottom-Up Local Input and Envisioning Process](#), fell in four phases and aimed to solicit feedback on the region's vision for 2045:

- ***Phase 1: Regular Technical Consultation with SCAG's Technical Working Group (TWG)***
To ensure transparency and technical veracity during all phases of this process, SCAG has had regular engagements with the TWG to seek guidance. Membership on the TWG includes staff from local jurisdictions, county transportation commissions, subregional organizations, community-based organizations, and universities. Specific consultation has included an assessment of the survey elements and datasets that underwent review by local jurisdictions during Phase 2, and an overview of the scenario planning process, results of outreach, and technical elements for Phases

3 and 4. The TWG also provided feedback on the approach for finalizing the Connect SoCal Growth Vision.

- ***Phase 2: One-on-One Outreach and Local Input on Planned Growth***

A key, formative step in the development of a growth vision for Connect SoCal was the generation of a forecast of regional and county level growth in collaboration with expert demographers and economists on Southern California. From there, jurisdictional level forecasts were then ground-truthed by subregions and local agencies, which helped SCAG identify opportunities and barriers to future development. This forecast (i.e. “locally envisioned growth”) helps the region understand, in a very general sense, where we are expected to grow, and allows us to focus attention on areas that are experiencing change and may have increased transportation needs. After a year-long engagement effort with all 197 jurisdictions one-on-one, 82 percent of SCAG’s 197 jurisdictions provided feedback on the forecast of future growth.

- ***Phase 3: Regional Collaboration on Scenario Development***

SCAG engaged with a diverse group of stakeholders through regional planning working groups, where monthly meetings began in May 2018 and served as a forum to obtain feedback on potential Connect SoCal strategies to better integrate land use, housing, and transportation. Feedback informed how data gathered through one-on-one sessions with local jurisdictions from Phase 2 of the Bottom-Up Local Input and Envisioning Process could be utilized in developing Connect SoCal scenarios – principally how SCAG could envision a future that promoted regional outcomes for sustainability that also recognized the importance of local control. Moreover, outreach and events conducted in partnership with 18 community-based organizations across the region garnered feedback from stakeholders from traditionally underrepresented communities.

- ***Phase 4: Engagement with the General Public on Potential Options for Connect SoCal***

SCAG sought feedback from the general public throughout the region through a public engagement initiative that featured 28 public workshops, an extensive advertisement campaign, a telephone town hall, and an online survey. Public workshop attendees reviewed four potential regional growth scenarios, each with a unique set of strategies that ranged from enhancing job centers, better connecting people to transportation options, protecting open space and farmland areas, and planning for our region’s future resiliency to natural disasters. Local plans and policies, as conveyed through Phase 2 of the Bottom-Up Local Input and Envisioning Process, were utilized in the development of several scenarios to ensure that options reflected an attainable future.

Overall, the Connect SoCal plan reflects feedback from each stage of this extensive engagement process – starting with a vision for future growth that emphasizes local control and takes into consideration the growth constraints of local jurisdictions. This Growth Vision also includes strategies that promote housing production and affordability, increase viability of alternative transportation modes, reduce our region’s vulnerability from the impacts of climate change, protect open space and farmland, and promote overall sustainability for Southern California.

Section 3 - Sustainable Communities Strategy for Connect SoCal

As the region faces unprecedented challenges looking towards 2045, it is important to coordinate regional land use and transportation strategies and address Southern California’s growth and sustainability challenges. The Connect SoCal plan focuses growth through 2045 in priority areas that are well served by transit, neighborhoods that already feature readily walkable infrastructure, and/or have significant

concentrations of jobs. To protect our region’s natural assets and reduce future risks from climate change, growth through 2045 can be reduced in and redirected from constrained areas (e.g. very high severity fire risk areas, farmland, protected open space, wildlife corridors, areas at risk for near-term sea level rise, flood hazard areas, etc.).

Locating housing, jobs, and transit closer together can increase mobility options and reduce the need for residents to drive. Developing compact centers with a robust mix of land uses, a range of building types, and connected public spaces can strengthen the fabric of communities. While coordinating land-use and transportation strategies can yield beneficial outcomes, it is quite difficult to implement in a region where authority is divided among multiple agencies. The Connect SoCal plan will ultimately illuminate pathways to achieving regional goals and inspire, rather than dictate, local actions and policies.

The following strategies comprise Connect SoCal’s regional Sustainable Communities Strategy or “SCS” and fall into five categories:

- ***Focus Growth Near Destinations and Mobility Options:***
 - Emphasize land use patterns that facilitate multimodal access to work, schools, and other destinations;
 - Focus on jobs-housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets;
 - Plan for growth near transit investments and support implementation of first/last mile strategies;
 - Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses;
 - Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods;
 - Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations); and
 - Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking, smart parking).
- ***Promote Diverse Housing Choices:***
 - Preserve and rehabilitate affordable housing and prevent displacement;
 - Identify funding opportunities for new workforce and affordable housing development;
 - Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply; and
 - Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHG emissions.
- ***Leverage Technology Innovations:***
 - Promote low emission technologies, such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure, such as dedicated lanes, charging structures, and parking/drop-off space;
 - Improve access to services through technology, including telework and telemedicine, as well as other incentives such as a mobility wallet; and

- Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.
- **Support Implementation of Sustainability Policies:**
 - Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions;
 - Support statewide legislation that reduces barriers to new construction and incentivizes development near transit corridors and stations;
 - Support jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAS), or other tax increment or value capture tools to finance sustainable infrastructure and development projects including parks and open space;
 - Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies;
 - Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region;
 - Continue to support long range planning efforts by local jurisdictions; and
 - Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.
- **Promote a Green Region:**
 - Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards;
 - Support local policies for renewable energy production, reduction of urban heat islands, and carbon sequestration;
 - Integrate local food production into the regional landscape;
 - Promote more resource-efficient development focused on conservation, recycling, and reclamation;
 - Preserve, enhance, and restore regional wildlife connectivity;
 - Reduce consumption of resource areas, including agricultural land; and
 - Identify ways to improve access to public park space.

Overall, Connect SoCal’s vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment.

Section 4 - Land Use Tools to Support Growth

Connect SoCal will reinforce attractive and functional places for Southern California residents to live, work, and play through a variety of land use tools to create dynamic, connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG. A key land use tool is the identification of regional Priority Growth Areas (PGAs) where many Connect SoCal strategies can be most fully realized. Collectively, the Connect SoCal plan’s PGAs will account for only four percent of region’s total land area by 2045, but implementation of SCAG’s recommended growth strategies will help these areas accommodate 64 percent of forecasted household growth and 74 percent of forecasted employment

growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

Priority Growth Areas:

- **Job Centers** - Areas with significantly higher employment density than surrounding areas. Over 60 subareas are identified as having peak job density and capture locally significant job centers throughout all six counties in the region;
- **Transit Priority Areas (TPAs)** - An area within one-half mile of a major transit stop that is existing or planned. This includes an existing rail transit station or bus rapid transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3);
- **High Quality Transit Areas (HQTAs)** - Generally a walkable transit village or corridor, consistent with the adopted Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and is within one half-mile of a well- serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTA. Additional information on this definition is included in the Connect SoCal Transit Technical Report;
- **Neighborhood Mobility Areas (NMAs)** - Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections that can support the use of Neighborhood Electric Vehicles or active transportation modes for short trips;
- **Livable Corridors** - This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts, with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program); and
- **Spheres of Influence (outside of absolute and variable constrained areas)** - Existing or planned service areas and within the planning boundary outside of an agency's legal boundary; data for these areas was accessed by SCAG from each county's Local Agency Formation Commission (LAFCO) in 2016.

There are inherent constraints to expansive regional growth and Connect SoCal recognizes locations that are susceptible to natural hazards and a changing climate. Options have been emphasized that conserve important farmland, resource areas and habitat corridors, while envisioned growth on lands that are vulnerable to wildfire, flooding, and near-term sea-level rise will be decreased. The growth constraints outlined below are used to articulate where future growth is not encouraged. Absolute constraints reflect areas where growth has been reduced and redirected to achieve Connect SoCal's regional vision. Variable constraints reflect goals of Connect SoCal and were only applied to growth when there was not capacity in non-constrained areas per a jurisdiction's general plan or specific plans (as conveyed).

Absolute Constrained Areas:

- **Tribal Nation Lands** – SCAG utilized the Census Bureau’s American Indian/Alaska Native/Native Hawaiian (AIANNH) Areas database for 2017 to identify tribal nations in the SCAG region;
- **Military Lands** – Locations of military lands are derived from SCAG’s 2016 Existing Land Use Database, which underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process;
- **Open Space and Conserved Lands** – Data on conservation areas, open space, and parks from year 2017 comes from the Save Our Agricultural Resources (SOAR) protected areas in Ventura County, the California Conservation Easement Database, as well as the California Protected Areas Database (CPAD). Together, these data inventories represent protected open space lands, conserved areas, and conservation easements in the SCAG region and the greater State of California. Several elements were developed by aggregating and cross-checking various open space data from multiple public agencies by GreenInfo Network, and also benefit from feedback provided by local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process;
- **Sea Level Rise Areas (2 feet)** – Data on coastal inundation were obtained from the National Oceanic and Atmospheric Administration (NOAA) Coastal Services Center’s online mapping viewer depicting potential sea level rise and its associated impacts on the nation’s coastal areas (accessed by SCAG in 2017). These data depict the potential inundation of coastal areas resulting from a projected 2 feet rise in sea level above current Mean Higher High Water (MHHW) conditions, and underwent review by SCAG’s local jurisdictions; and
- **Farmlands in Unincorporated Areas** – Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG’s purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

Variable Constrained Areas:

- **Wildland-Urban Interface (WUI)** – Data on areas where housing and vegetation intermingle (“intermix WUI”) and areas with housing in the vicinity of contiguous wildland vegetation (“interface WUI”) were derived from the 2010 national Wildland-Urban Interface dataset developed by the SILVIS Lab at the University of Wisconsin-Madison;
- **Grazing Lands and Farmlands within Incorporated Jurisdictions** – Similar to farmlands identified in unincorporated areas, grazing lands and farmland information within incorporated areas were identified through the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation, which underwent review by local jurisdictions;
- **500 Year Flood Plains** – Information on flood areas were derived from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August

2017. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM) that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP), and was included for local jurisdiction review through SCAG's Bottom-Up Local Input and Envisioning Process;

- **CalFire Very High Severity Fire Risk (state and local)** – Information on areas with very high fire hazards was derived from CalFire's state responsibility area and local responsibility area Very High Fire Hazard Severity Zone (VHFHSZ) data, accessed by SCAG in early 2019; and
- **Natural Lands and Habitat Corridors** – Data on habitat corridors was derived from California Essential Habitat Connectivity Project, as developed by the California Department of Fish and Wildlife, which identifies large blocks of intact habitat or natural landscapes with connectivity corridors essential for local wildlife. This dataset benefits from feedback from a selection of federal, state, local, tribal, and non-governmental organizations throughout California, and was made publicly available in 2010.

Section 5 – Technical Refinements to the Draft Growth Vision

To provide for local review of neighborhood level data used in the Draft Growth Vision prior to the November 2019 release of the Draft Connect SoCal plan, SCAG sought feedback from local jurisdictions on our collective regional vision of distributing population, household and employment growth through 2045. Jurisdictions were provided six weeks to review the Draft Connect SoCal plan's preliminary Growth Vision and were required to substantiate any requests for revisions.

This review, which culminated several years of iterative research and communication on local policies and plans, was requested to ensure that (1) entitled projects are properly incorporated in the Connect SoCal's Final Growth Vision, and that (2) projected development in the Final Growth Vision does not exceed the maximum densities of current local general or specific plans, as conveyed by jurisdictions. In providing instructions to local jurisdictions for this effort, SCAG made it clear that revisions would be given consideration if they were related to these criteria (entitlements or maximum planned densities), and that requests for revisions to overall jurisdictional growth would not be accepted.

After this opportunity for review, 50 jurisdictions provided revisions to SCAG (25 percent of the region's towns, cities, and counties). Of these 50, the majority advised that "locally envisioned growth" was inclusive of entitlements and reflective of maximum planned densities. In 41 jurisdictions where SCAG confirmed that growth was inconsistent with the Growth Forecast Principles (refer to Principle #2 later in this section), SCAG incorporated the feedback from jurisdictions regarding technical corrections related to entitlements and maximum planned capacities in the Final Growth Vision.

These jurisdictions include:

#	County	Jurisdiction	#	County	Jurisdiction	#	County	Jurisdiction
1	Los Angeles	Long Beach	15	Orange	La Habra	29	Orange	San Juan Capistrano
2	Los Angeles	Los Angeles	16	Orange	La Palma	30	Orange	Santa Ana
3	Orange	Aliso Viejo	17	Orange	Laguna Beach	31	Orange	Seal Beach
4	Orange	Anaheim	18	Orange	Laguna Hills	32	Orange	Stanton
5	Orange	Brea	19	Orange	Laguna Niguel	33	Orange	Tustin
6	Orange	Buena Park	20	Orange	Laguna Woods	34	Orange	Unincorporated
7	Orange	Costa Mesa	21	Orange	Lake Forest	35	Orange	Villa Park
8	Orange	Cypress	22	Orange	Los Alamitos	36	Orange	Westminster
9	Orange	Dana Point	23	Orange	Mission Viejo	37	Orange	Yorba Linda
10	Orange	Fountain Valley	24	Orange	Newport Beach	38	Riverside	La Quinta
11	Orange	Fullerton	25	Orange	Orange	39	Riverside	Palm Springs
12	Orange	Garden Grove	26	Orange	Placentia	40	Riverside	Temecula
13	Orange	Huntington Beach	27	Orange	Rancho Santa Margarita	41	Ventura	Santa Paula
14	Orange	Irvine	28	Orange	San Clemente			

Prior to release of the Draft Growth Vision as part of the Connect SoCal plan, SCAG’s technical staff engaged in a robust review of the neighborhood level data in the Draft Growth Vision to confirm that it strengthened sustainability outcomes at the regional level when compared with the “locally envisioned growth” provided by jurisdictions. Applying a regional set of growth allocation strategies, as is done when preparing the Draft Connect SoCal Growth Vision, is a complex and imperfect exercise in a region that is the size and diversity of the SCAG region. Focusing on jurisdictions individually, many had visions for growth that were a better match with Connect SoCal’s regional policies and goals. Thus, this final comparison of the updated Draft Growth Vision (inclusive of modifications from jurisdictions for entitlements and maximum planned capacities) with a jurisdiction’s “locally envisioned growth” provided a means to make refinements to the Final Growth Vision in situations where “locally envisioned growth” performed better in line with Connect SoCal’s policies at both a local and regional scale than the Draft Growth Vision. In some cases, SCAG determined that both the Growth Forecast Principles and Connect SoCal’s regional planning policies were better achieved through use of a jurisdiction’s “locally envisioned growth”. Accordingly, SCAG directly reflected “locally envisioned growth” in the Connect SoCal Final Growth Vision when:

- A jurisdiction’s “locally envisioned growth” had a higher concentration of population for 2045 in the Draft Connect SoCal plan’s High Quality Transit Areas (HQTAs) than the Draft Connect SoCal plan’s Growth Vision (inclusive of modifications from jurisdictions); or
- A jurisdiction’s “locally envisioned growth” had a higher concentration of population, households, or employment for 2045 in the Draft Connect SoCal plan’s Priority Growth Areas (PGAs) **and** a reduction in either population, households, or employment in Absolute Constrained Areas (ACAs) for 2045 than the Draft Connect SoCal plan’s Growth Vision (inclusive of modifications from jurisdictions).

For jurisdictions that met this criteria and also previously provided feedback regarding entitlements and maximum planned capacities on the Draft Growth Vision, “locally envisioned growth” was carried through to the Final Growth Vision. With this technical revision to ensure alignment with Connect SoCal’s regional policies and Growth Forecast Principles, “locally envisioned growth” from 62 jurisdictions was directly reflected in the Final Growth Vision.

These jurisdictions include:

#	County	Jurisdiction	#	County	Jurisdiction	#	County	Jurisdiction
1	Imperial	Brawley	22	Los Angeles	Manhattan Beach	43	Orange	Santa Ana
2	Imperial	Imperial	23	Los Angeles	Monrovia	44	Orange	Seal Beach
3	Imperial	Westmorland	24	Los Angeles	Norwalk	45	Orange	Unincorporated
4	Los Angeles	Azusa	25	Los Angeles	Palmdale	46	Orange	Yorba Linda
5	Los Angeles	Bell Gardens	26	Los Angeles	Palos Verdes Estates	47	Riverside	Calimesa
6	Los Angeles	Burbank	27	Los Angeles	Pico Rivera	48	Riverside	Cathedral
7	Los Angeles	Carson	28	Los Angeles	Rosemead	49	Riverside	Indian Wells
8	Los Angeles	Commerce	29	Los Angeles	Signal Hill	50	Riverside	Jurupa Valley
9	Los Angeles	Covina	30	Los Angeles	South El Monte	51	Riverside	San Jacinto
10	Los Angeles	Cudahy	31	Los Angeles	Temple	52	Riverside	Temecula
11	Los Angeles	Downey	32	Los Angeles	Torrance	53	Riverside	Wildomar
12	Los Angeles	Gardena	33	Los Angeles	Unincorporated	54	San Bernardino	Big Bear Lake
13	Los Angeles	Glendale	34	Los Angeles	West Hollywood	55	San Bernardino	Montclair
14	Los Angeles	Hawaiian Gardens	35	Orange	Buena Park	56	San Bernardino	Needles
15	Los Angeles	Hermosa Beach	36	Orange	Costa Mesa	57	San Bernardino	Rancho Cucamonga
16	Los Angeles	Irwindale	37	Orange	Irvine	58	San Bernardino	Redlands
17	Los Angeles	La Cañada Flintridge	38	Orange	Laguna Beach	59	Ventura	Camarillo
18	Los Angeles	La Puente	39	Orange	Laguna Woods	60	Ventura	Port Hueneme
19	Los Angeles	Lakewood	40	Orange	Lake Forest	61	Ventura	Simi Valley
20	Los Angeles	Lawndale	41	Orange	Los Alamitos	62	Ventura	Unincorporated
21	Los Angeles	Lomita city	42	Orange	San Clemente			

For jurisdictions not impacted by this criteria that also did not provide feedback related to entitlements or maximum planned capacities, the Final Growth Vision closely aligns with the Draft Connect SoCal plan’s Growth Vision. Although these technical corrections resulted in modifications to sub-jurisdictional data (e.g. neighborhood level), overall growth at the jurisdictional level still reflects “locally envisioned growth” as conveyed by jurisdictions following SCAG’s one-on-one engagements in October 2017 through fall 2018.

The full set of the Connect SoCal plan’s Growth Forecast Principles—which were advanced in partnership with stakeholders from SCAG’s Technical Working Group (TWG) and served to guide the development and future use of the plan’s forecast of population, households, and employment—are as follows:

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #2** - Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans, except in the case of existing entitlements and development agreements;
- **Principle #3** - For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-

binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and

- **Principle #5** - SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.

Section 7 – Accessing the Connect SoCal plan’s Final Growth Vision:

To view the Connect SoCal plan’s Final Growth Vision for local jurisdiction staff, please access SCAG’s Scenario Planning Model Data Management Site (SPM-DM) at <http://spmDM.scag.ca.gov>. A training on how to utilize the site is available at <https://vimeo.com/253483147>. Please note that the SPM-DM is usable only within a Google Chrome internet browser. For questions on accessing the data, please contact SCAG staff at RTPLocalInput@scag.ca.gov.