



SOUTHERN CALIFORNIA
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MEETING OF THE

TECHNICAL WORKING GROUP

***Thursday, March 17, 2022
10:00 a.m. – 12:00 p.m.***



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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Kane at (213) 236-1828 or kane@scag.ca.gov. Agendas for the Technical Working Group are also available at <https://scag.ca.gov/technical-working-group>

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Agenda

1. Equity Analysis Approach (formerly Environmental Justice Analysis)
30 minutes
Anita Au / Annaleigh Ekman
[Packet Page 6](#)
2. Draft Connect SoCal 2024 Goals & Performance Measures for Plan Evaluation
15 minutes
Sarah Dominguez
[Packet Page 18](#)
3. February 23rd Regional Data Platform (RDP) and Local Data Exchange (LDX) Soft Launch and Next Steps
25 minutes
Kevin Kane / Tom Vo
[Packet Page 43](#)
4. LDX Survey
10 minutes
Lyle Janicek
[Packet Page 59](#)
5. Green Region Resource Areas – Methodology
15 minutes
Lorianne Esturas
[Packet Page 60](#)
6. Draft Regional Advanced Mitigation Policy (RAMP) Framework
25 minutes
Kimberly Clark
[Packet Page 76](#)

JANUARY 20, 2022: MEMBERSHIP ATTENDANCE

LAND USE AUTHORITIES

Aube, Nicolle	Senior Analyst	City of Huntington Beach
Champion, Siri	Senior Planner	City of Rialto
Farnsworth, Nate	Planning Manager	City of Yorba Linda
Gable, Emily	City Planner	City of Los Angeles
Gibson, Sean	Deputy Environmental Services Dir.	City of Simi Valley
Glesne, Matt	Senior City Planner	City of Los Angeles
Kim, Susan	Director of Community & Economic Dev.	City of La Habra
McCann, Melanie	Principal Planner	City of Santa Ana
Pallini-Tipton, Conni	Senior City Planner	City of Los Angeles
Poynter, Marika	Principal Planner	City of Irvine
Shimoto-Lohr, Gail	Regional Planning Consultant	City of Mission Viejo
Siques, Joaquin	Deputy Director of Transportation	City of Pasadena
Thai, Minh	Executive Director, PBA	City of Santa Ana
Wong, Jimmy	Associate Planner	City of Santa Fe Springs

REGIONAL PARTNERS

Gray, Chris	Deputy Executive Director	WRCOG
Guizado, Jillian	Planning and Program Manager	RCTC
Huddleston, Lori	Transportation Planning Manager	LA Metro
Lee, Josh	Chief of Planning	SBCTA
Logasa, Brianne	Management Analyst	SGVCOG
McFall, Valarie	Deputy Chief Executive Officer	TCA
Primmer, Marnie	Executive Director	OCCOG
Simpson, James	Planning and Programming Manager	RCTC
Whiteaker, Warren	Principal Transportation Analyst	OCTA

REGULATORY & COORDINATING AGENCIES

None in attendance

FIELD EXPERTS

Diep, Deborah	Director	CDR/CSUF
Rodnyansky, Seva	Assistant Professor	Occidental College

ALTERNATES, SELF-IDENTIFIED NON-MEMBERS & PUBLIC ATTENDEES

Equina, Justin	Associate Planner	City of Irvine
Gackstetter, Ryan	Senior Planner	City of Chino Hills
Guiam, Charles	Planner	City of Anaheim
Jacobs, Christy	Associate GIS Planner	City of Riverside
Koblasz, Ginger	Senior Planner	SBCTA
Smith, Steve	Director of Planning	SBCTA
Wages, Shannon	Principal Planner	Environmental Science Associates

SCAG TECHNICAL WORKING GROUP MEETING SUMMARY

January 20, 2021

10:00 a.m. – 12:00 p.m.

1. 2022 UPDATE ON THE RACIAL EQUITY BASELINE CONDITIONS REPORT

Anita Au presented on the Racial Equity Baseline Conditions Report, initially released in March 2021, and provided an overview of the initial findings and the process to update the report and its associated equity indicators in 2022. Deborah Diep (CDR/CSUF), Gail Shiimoto-Lohr (City of Mission Viejo), Josh Lee (SBCTA), Warren Whiteaker (OCTA), and Shannon Wages (ESA) provided comments and questions for follow up on after the meeting.

2. RECAP OF GREENHOUSE GAS REDUCTIONS FROM CONNECT SOCAL 2020

Sarah Dominguez provided an overview of the greenhouse gas (GHG) reductions strategies from Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), their relative GHG reduction amounts, and how SCAG communicates these strategies to the California Air Resources Board through the Technical Methodology. Gail Shiimoto-Lohr (City of Mission Viejo), Deborah Diep (CDR/CSUF), and Warren Whiteaker (OCTA) provided comments and questions for discussion.

3. GREENPRINT STATUS UPDATE

Kimberly Clark provided a quick status update on the SoCal Greenprint. There were no comments or questions.

4. REGIONAL DATA PLATFORM (RDP) STATUS UPDATE

Tom Vo presented an update on the Regional Data Platform, sharing that the RDP is anticipated to launch in late February. Warren Whiteaker (OCTA) provided a question for discussion.

5. CONNECT SOCAL 2024 PRELIMINARY REGIONAL AND COUNTY GROWTH PROJECTIONS

Gigi Moreno and Kevin Kane presented on the preliminary regional and county growth projections to be used for Connect SoCal 2024. These numbers were shared with the TWG on Dec. 13, with minor changes and tunings to self-employment, household formation rates and labor force participation rates. Warren Whiteaker (OCTA), Conni Pallini-Tipton (City of Los Angeles), Deborah Diep (CDR/CSUF), and Josh Lee (SBCTA) provided comments and questions for discussion.


6. LOCAL DATA EXCHANGE (LDX): PRELIMINARY DATA/MAP BOOK AND WORK PLAN

Kevin Kane shared an overview of the upcoming Local Data Exchange process and the Data/Map Book, with a focus on the data layers, timeline and work plan. The LDX soft launch is scheduled for February 2022 alongside the RDP. Discussion participants included Melanie McCann (City of Santa Ana), Warren Whiteaker (OCTA), Deborah Diep (CDR/CSUF), Conni Pallini-Tipton (City of Los Angeles), Gail Shiimoto-Lohr (City of Mission Viejo), and Josh Lee (SBCTA).

Equity Analysis (Previously EJ Analysis)

Connect SoCal 2024

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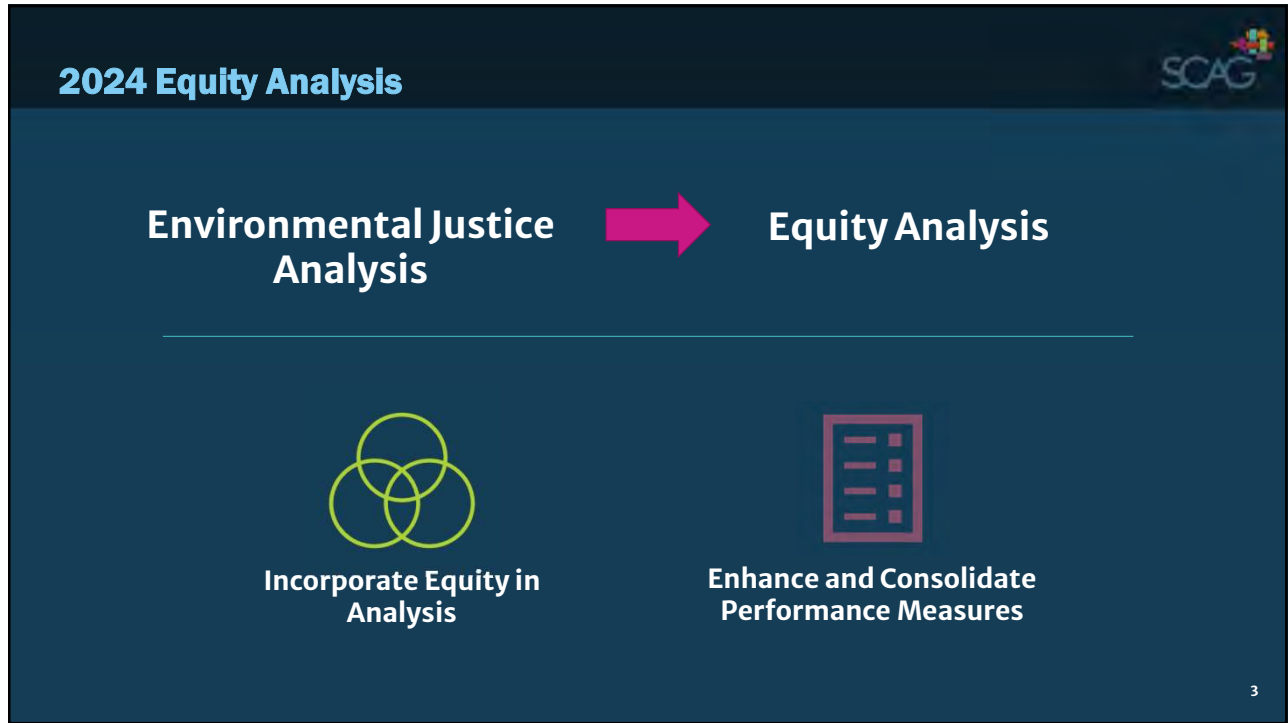
EJ Research and Equity Considerations



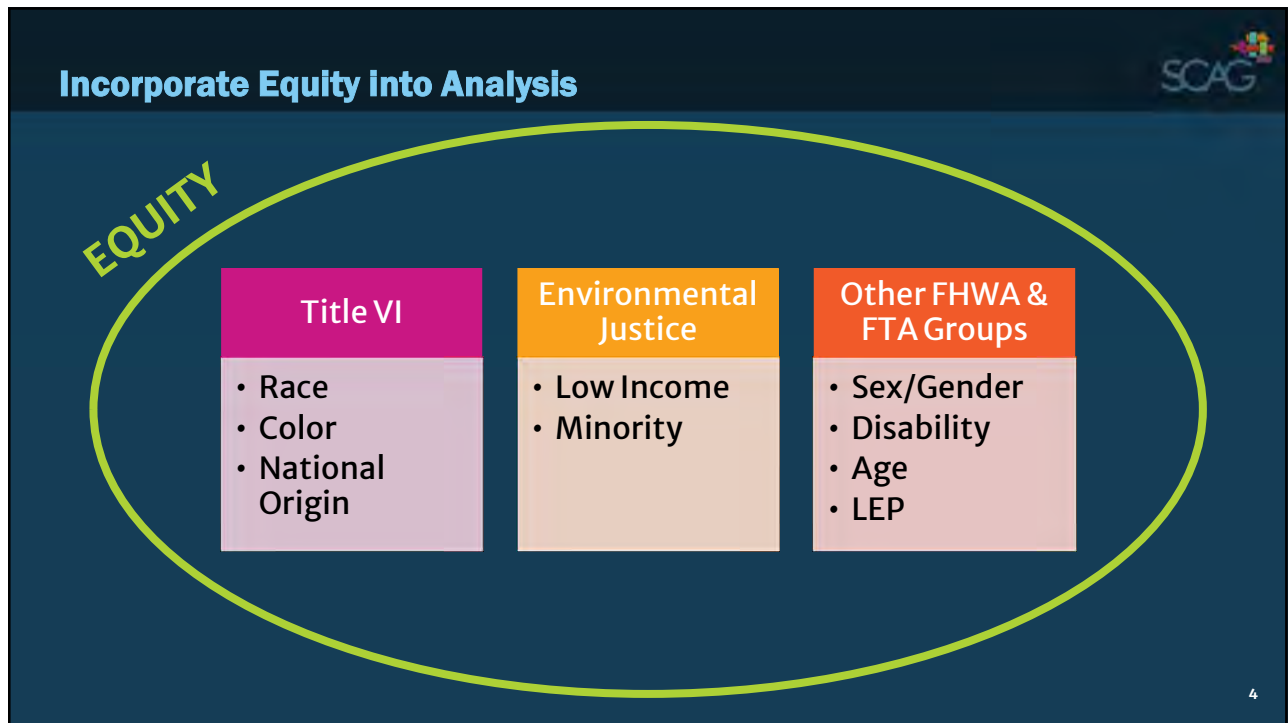
- **Conducted** extensive research
 - MPO EJ Methodology Factsheets
- **Aligned** with Federal and State equity efforts
- **Grounded** in best practices



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2020 EJ Analysis Populations and Communities

POPULATIONS

Minority Populations

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Family of three earning less than \$19,105 in 2016
- By Poverty Levels
- By Quintiles

Other Populations

- Young Children
- Seniors
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

COMMUNITIES

Environmental Justice Areas

- Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

SB 535 Disadvantaged Communities

- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Communities of Concern

- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households

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2024 Equity Analysis Populations and Areas

POPULATIONS

Minority Populations

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Family of three earning less than \$19,105 in 2016
- By Poverty Levels
- By Quintiles

Other Populations

- Young Children
- Older Adults
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

➔

➔

➔

Renamed to People of Color


Updated with base year poverty threshold and incorporating one income level analysis

Incorporated in Prioritized Equity Populations and Areas (PEPA)

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2024 Equity Analysis Populations and Areas



COMMUNITIES

Environmental Justice Areas

- Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

SB 535 Disadvantaged Communities

- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Communities of Concern

- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households

➔

Incorporated in Prioritized Equity Populations and Areas (PEPA)

➔

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➔

Incorporated in Prioritized Equity Populations and Areas (PEPA)

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2024 Equity Analysis Populations and Areas



POPULATIONS

People of Color

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Base Year Federal Poverty Level
- Analysis By Quintiles

Prioritized Equity Populations and Areas (PEPA)


- Census tracts that have a concentration of BOTH low-income households and people of color
- Census tracts that have a concentration of either low-income households or people of color AND 4 or more of the 8 additional criteria.











COMMUNITIES

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2024 Prioritized Equity Populations and Areas (PEPA)




STATUTORILY REQUIRED	 People of Color	PREVIOUSLY ANALYZED	 Older Adults	 People with Disabilities	 People with Limited English Proficiency	NEW	 Female-Led Households
	 Low-Income Households		 Zero-Vehicle Households	 People without a High School Diploma	 Disadvantaged Communities		 Rent-Burdened Households


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2024 Prioritized Equity Populations and Areas (PEPA)



Census tracts that have a concentration of BOTH low-income households and people of color

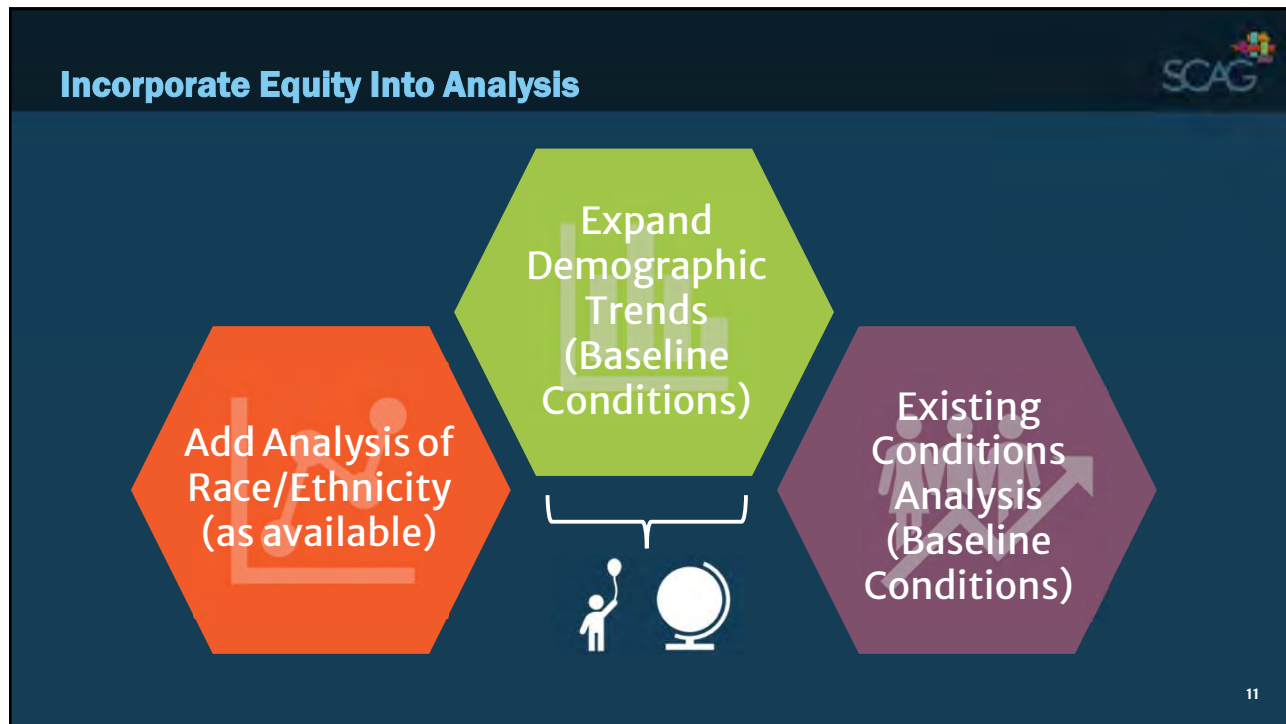


Census tracts that have a concentration of either low-income households or people of color AND 4 or more of the 8 additional criteria.



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2020 Environmental Justice Performance Indicators

Eighteen (18) Performance Indicators

<p>How will this impact quality of life?</p> <ul style="list-style-type: none"> • Jobs–Housing Imbalance • Neighborhood Change and Displacement • Accessibility to Employment and Services • Accessibility to Parks and Educational Facilities 	<p>How will this impact health and safety?</p> <ul style="list-style-type: none"> • Active Transportation Hazards • Climate Vulnerability • Public Health Analysis • Aviation Noise Impacts
<p>How will this impact transportation costs?</p> <ul style="list-style-type: none"> • Share of Transportation System Usage • Revenue Sources In Terms of Tax Burdens • Investments vs. Benefits • Geographic Distribution of Transportation Investments • Impacts from Mileage–Based User Fee 	<ul style="list-style-type: none"> • Roadway Noise Impacts • Emissions Impacts Analysis (PM2.5 & CO) • Emissions Impacts Along Freeways <p>How will this impact the commute?</p> <ul style="list-style-type: none"> • Travel Time and Travel Distance Savings • Rail–Related Impacts

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Revisiting Equity Performance Measures



CONNECT SOCIAL GOALS



Economy



Communities



Mobility



Environment


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Equity
Performance
Indicators

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Proposed Equity Performance Indicators - 2024



Economy	Communities	Mobility	Environment
<ul style="list-style-type: none"> • Revenue Sources In Terms of Tax Burdens * • Investments vs. Benefits • Geographic Distribution of Transportation Investments • Impacts from Mileage-Based User Fee * 	<ul style="list-style-type: none"> • Jobs-Housing Imbalance * • Neighborhood Change and Displacement * • Rail-Related Impacts * 	<ul style="list-style-type: none"> • Accessibility to Employment, Services, and Parks * • Active Transportation Hazards * • Travel Time and Travel Distance Savings • Share of Transportation System Usage 	<ul style="list-style-type: none"> • Resilience and Climate Vulnerabilities * • Emissions Impacts Analysis * • Noise Impacts * • Public Health Impacts

* = indicator with notable data or methodology modifications

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Proposed Changes - Economy



Economy

- Revenue Sources In Terms of Tax Burdens *
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee *


Enhancements

- Looking to add racial/ethnic disaggregation for Impacts from Mileage-Based User Fee and Revenue Sources In Terms of Tax Burdens

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Proposed Changes - Communities



Communities

- Jobs-Housing Imbalance *
- Neighborhood Change and Displacement *
- Rail-Related Impacts *


Enhancements

- Looking to add racial/ethnic disaggregation for Jobs-Housing Imbalance and Neighborhood Change and Displacement
- Incorporating greater focus on cultural changes for Neighborhood Change and Displacement
- Adding railyards as areas that could impact surrounding communities for Rail-Related Impacts

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Proposed Changes - Communities



Communities

- **Jobs-Housing Imbalance** *
- **Neighborhood Change and Displacement** *
- **Rail-Related Impacts** *


Consolidation

- Potential shift of analysis to housing-related sections with cross-referencing for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**

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Proposed Changes - Mobility



Mobility

- Accessibility to Employment, Services, and Parks *
- **Active Transportation Hazards** *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage


Enhancements

- Updating collision data for **Active Transportation Hazards**
- Adding number and rate of collision-related fatalities & serious injuries, including active transportation modes, for **Active Transportation Hazards**
- Adding overlays with High Injury Network and bicycle infrastructure for **Active Transportation Hazards**

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Proposed Changes - Mobility



Mobility

- Accessibility to Employment, Services, and Parks *
- Active Transportation Hazards *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage


Consolidation

- Combining and renamed from “Accessibility to Employment & Services” and “Accessibility to Parks & Education Facilities” to “Accessibility to Employment, Services & Parks”

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Proposed Changes - Environment



Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts


Enhancements

- Adding extreme heat and tree canopy analyses to Resilience and Climate Vulnerability
- Updating datasets for Resilience and Climate Vulnerability

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Proposed Changes - Environment



Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts


Consolidation

- Renamed from “Climate Vulnerability” to “Resilience and Climate Vulnerability”
- Combining Emissions Impact Analysis and Emissions Impacts Along Freeways and Highly Traveled Corridors analyses
- Combining Aviation Noise Impacts and Roadway Noise Impact analyses
- Removing dedicated Public Health Impacts indicator

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Proposed Equity Performance Indicators - 2024



Economy	Communities	Mobility	Environment
<ul style="list-style-type: none"> • Revenue Sources In Terms of Tax Burdens * • Investments vs. Benefits • Geographic Distribution of Transportation Investments • Impacts from Mileage-Based User Fee * 	<ul style="list-style-type: none"> • Jobs-Housing Imbalance * • Neighborhood Change and Displacement * • Rail-Related Impacts * 	<ul style="list-style-type: none"> • Accessibility to Employment, Services, and Parks * • Active Transportation Hazards * • Travel Time and Travel Distance Savings • Share of Transportation System Usage 	<ul style="list-style-type: none"> • Resilience and Climate Vulnerabilities * • Emissions Impacts Analysis * • Noise Impacts * • Public Health Impacts

* = indicator with notable data or methodology modifications

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Thank you!

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Connect SoCal 2024

Draft Vision, Goals, and Performance Measures

Technical Working Group

March 17, 2022

www.scag.ca.gov



1

Overview: **Connect SoCal 2024**



- **Vision Statement**

- What do we want the region to become?
- Where do we want to go?

- **Four Simplified Goals**

- Mobility, Communities, Environment, and Economy
- Further defined through sub-goals

- **Through lines**

- Equity
- Resilience

2

What kind of region do we want in 2050?

Working Drafts:

- **Option 1:** “A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow.”
- **Option 2:** “A healthy, accessible and connected region for a more resilient and equitable future.”

3

Build & maintain a robust transportation network.

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality and minimize greenhouse gas emissions.
- Ensure reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities.
- Support planning for people of all ages, abilities, and backgrounds

4

Develop, connect, & sustain communities that are livable & thriving.

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

5

Create a healthy region for the people of today & tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve the region's resources.

6

Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all residents.

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

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1. **Build & maintain a robust transportation network. (Mobility)**
2. **Develop, connect, & sustain communities that are livable & thriving. (Communities)**
3. **Create a healthy region for the people of today & tomorrow. (Environment)**
4. **Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all residents. (Economy)**

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Connect SoCal 2024: Performance Measures

- Performance measures correspond to goals
- Evaluate plan's investments & strategies relative to goals
- Support ongoing monitoring of progress toward achieving goals & targets
- Address federal performance reporting requirements for transportation conformity, MAP-21, & Environmental Justice
- Address state GHG reduction requirements



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Connect SoCal 2024: Draft Performance Measures - Mobility

- Average distance traveled (work trips & all trips)
- Travel time distribution by mode
- Travel time to work
- Mode share for work trips & all trips
- Transit seat utilization & boardings per capita
- Share of major destinations accessible by transit
- Active transportation mode share (work, non-work, & all trips)
- NHS pavement & bridge condition



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Connect SoCal 2024: Draft Performance Measures - Mobility

- Highway non-recurrent delay
- Person-delay per capita & by facility type
- Peak hour excessive travel delay per capita
- Travel time reliability for automobiles
- Transit mode share & travel time distribution
- Percent of reliable person-miles traveled on NHS
- Percent utilization of regional transportation system during peak demand
- HOT lane utilization (all time periods)



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Connect SoCal 2024: Draft Performance Measures - Communities

- Percent of trips less than 3 miles
- Share of regional employment growth occurring in HQTAs (TPAs)
- Share of regional households located in HQTAs (TPAs)
- Percent of households located within 500' of high-volume roadways
- Share of parks reachable w/in 30 mins by automobile
- Public health issues & costs
- Ratio of infill residential to all new residential
- Share of household income devoted to housing costs



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Connect SoCal 2024: Draft Performance Measures - Environment



- GHG emission reductions per capita
- Vehicle Miles Traveled (VMT) per capita
- Criteria pollutant emissions
- Pollution-related respiratory disease
- Energy consumption per capita
- Urban water consumption per capita
- Total square miles of greenfield & rural lands converted to urban use



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Connect SoCal 2024: Draft Performance Measures - Environment



- Percent of population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas
- Percent of housing units expected to be constructed in climate hazard areas
- Percent of Williamson Act contract acres impacted by growth or transportation projects



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Connect SoCal 2024: Draft Performance Measures - Economy

- Number of new jobs added to regional economy directly related to RTP/SCS transportation system investments
- Number of new jobs added due to improved regional economic competitiveness
- Transportation system investment benefit/cost ratio
- Share of employment destinations reachable w/in 30 mins by automobile
- Percent Interstate system mileage providing reliable truck travel time
- Truck delay by facility type
- Travel delay/cost relationship
- Port/distribution facilities efficiency
- Warehouse origin/destination assessment



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Feedback & Timeline

Questions for Feedback:

- Is there anything missing?
- How can we better integrate equity & resilience?



Timeline:

- **Now to April 2022:** Share draft goals & vision statement with Regional Planning Working Groups
- **June 2022:** Share draft goals & performance measures with SCAG Policy Committees



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Thank you!

Questions/Feedback?

Goals/Vision | Sarah Dominguez, dominguezs@scag.ca.gov
Performance Measures | Courtney Aguirre, aguirre@scag.ca.gov

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Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Looking to add racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User (MBU) Fee	MBU fee impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Looking to add racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Looking to add racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Revised	Looking to add racial/ethnic disaggregation; Improvements pending internal discussion; Incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Communities	Rail-Related Impacts	Proximity to rail corridors		Breakdown of population by demographic group for areas in close proximity to rail	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to planned grade separations		Breakdown of population by demographic group for areas in close proximity to planned grade separations	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to railyards		Breakdown of population by demographic group for areas in close proximity to railyards	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Mobility	Accessibility to Employment, Services, and Parks	Job access	X	Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Shopping access		Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Parks access	X	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Active Transportation Hazards	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Updating with collision data; overlays with High Injury Network and bicycle infrastructure



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Percentage of population with substandard housing		Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Resilience and Climate Vulnerabilities	Percentage of population in climate risk areas	X	Population analysis by demographic group for areas potentially impacted by sea level rise, wildfire risk, flood hazard risk, or extreme heat effects related to climate change	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Noise Impacts	Percentage of population impacted by roadway noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Noise Impacts	Percentage of population impacted by aviation noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health is addressed in DACs and incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

**Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Indicators.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Accessibility	Major destination access		Share of major destinations accessible within 45 minutes by transit during evening peak period (5-7 pm)	Revised	Need to determine if morning peak period may also be modeled (in addition to evening peak period). Evaluate modeling feasibility of suggested revision.
Mobility	Accessibility	Job access	X	Share of regional employment centers reachable within 30 minutes by automobile, 45 minutes by transit, & 45 minutes by local bus during evening peak period (5-7 pm)	Revised	Need to determine if morning peak period may also be modeled (in addition to evening peak period). Evaluate modeling feasibility of suggested revision.
Mobility	Infrastructure	HOT lane utilization		High-occupancy toll (HOT) lane utilization at all time periods	New	Evaluate modeling feasibility. Need to determine if this may be modeled, extracted from NPMRDS, or obtained through private data firm.
Mobility	Infrastructure	Lost highway lane miles		Percent utilization of regional transportation system during peak demand	Remove	Recommend removing this measure because the data source is not defined, & its evaluation & monitoring utility is not established.
Mobility	Miles Traveled	Trip distance	X	Average distance (in miles) traveled for work & for all trips, including share of work trip lengths that are 10 miles or less & 25 miles or less	Existing	Continue to 2024.
Mobility	Mode Share	Mode share	X	Percentage of total work trips & all trips by mode: auto, bus, commuter rail, urban rail, non-motorized, & other. Includes transit mode share & active transportation mode share	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Transit	Transit seat utilization		Seat capacity utilization (during peak hour & in peak direction) based on available seats across all transit types. Transit boardings per capita.	New	CARB requested for analysis. Evaluate modeling feasibility.
Mobility	Travel Delay	Congestion bottlenecks		Assessment of regional freeways and major arterials to identify specific locations where recurrent congested conditions impact regional traffic flow.	New	Desired, but data availability/ methodology questions exist. Need to determine if this can be modeled or relabel data sources exist. Needs to be a specific quantitative metric.
Mobility	Travel Delay	Person hours of delay by facility type (mixed flow, HOV, & arterials)		Excess travel time resulting from the difference between a reference speed & actual speed	Existing	Continue to 2024.
Mobility	Travel Delay	Person-delay per capita		Daily amount of delay experienced per capita due to traffic congestion	Existing	Continue to 2024.
Mobility	Travel Delay	Truck delay by facility type (highways/arterials)		Excess heavy duty truck travel time resulting from the difference between a reference speed & actual speed	Existing	Continue to 2024.
Mobility	Travel Time	Commute time		Average travel time to work (in minutes) by travel modes (bike/walk, bus/rail, car, & carpool)	Revised	Evaluate modeling feasibility of suggested revision. Suggest adding average travel time for non-work trips to understand travel time to other destinations. Need to determine if non-work trip travel time can be modeled in addition to work trips.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Travel Time	Travel time by mode	X	Travel time distribution by mode for transit, single occupancy vehicles (SOV), & high-occupancy vehicles (HOV)	Existing	Continue to 2024.
Environment	Climate	Vehicle miles traveled		Daily vehicle miles traveled (VMT) per capita (automobiles & light trucks)	Revised	Evaluate modeling feasibility of suggested revision. Suggest using updated SPM transportation module to assess VMT impact of various land use configurations supplemental to standard VMT per capita metric.
Environment	Climate	Housing most vulnerable to impacts		Percent of housing units expected to be constructed in hazard areas (including wildland-urban interface areas)	New	Evaluate modeling feasibility. Need to determine if climate risks may be modeled through SPM.
Environment	Climate	Greenhouse gas emissions		Percent reduction in GHG emissions per capita (from 2005 levels)	Existing	Continue to 2024.
Environment	Climate	Population most vulnerable to impacts	X	Percent of population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas	New	Evaluate modeling feasibility. Need to determine if climate risks may be modeled through SPM.
Environment	Conservation	Land use for urban purposes		Total square miles of greenfield & rural lands converted to urban use	Existing	Continue to 2024.
Environment	Health	Parks access	X	Share of park acreage reachable within 30 minutes by automobile, 45 minutes by transit, or 45 minutes by local bus during mid-day period (9 am-3 pm)	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Environment	Public Health	Criteria pollutant emissions	X	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day)	Existing	Continue to 2024.
Environment	Public Health	Percent of households located within 500' of high-volume roadways	X	Share of households within 500 feet of a high volume roadway (over 100,000 vehicles per day in urban areas, or 50,000 vehicles per day in rural areas)	Existing	Continue to 2024.
Environment	Resource Efficiency	Energy consumption		Energy (electricity, natural gas, vehicle fuel) consumption per capita	Existing	Continue to 2024.
Environment	Resource Efficiency	Water consumption		Urban water consumption per capita	Existing	Continue to 2024.
Economy	Employment	New jobs added due to transportation system investments		Number of new jobs added to regional economy directly related to RTP/SCS transportation system investments	Existing	Continue to 2024.
Economy	Employment	Number of new jobs added due to improved regional economic competitiveness		Number of new jobs added to the regional economy as a result of improved transportation conditions	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Economy	Employment	Share of regional employment growth occurring in High Quality Transit Areas (HQTAs)		Percent of the region's total employment growth occurring within HQTAs	Revised	Evaluate modeling feasibility for generalizing to Priority Development Areas (PDAs) to determine possibility of assessing household & employment growth in PDAs in addition to HQTAs.
Economy	Infrastructure	Transportation system investment benefit/cost ratio	X	Ratio of monetized user & social benefits to transportation system investment costs	Existing	Continue to 2024.
Economy	Travel Delay	Travel delay/cost relationship		Costs for travel delays	New	Evaluate modeling feasibility for assessing costs related to travel delay. INRIX data is available in house. Need to determine if this can be modeled.
Communities	Accessibility	Percent of trips less than 3 miles		Share of work & non-work trips which are less than 3 miles in length	Existing	Continue to 2024.
Communities	Accessibility	Share of regional households located in High Quality Transit Areas (HQTAs)		Percent of the region's total households located within HQTAs	Revised	Evaluate modeling feasibility for generalizing to PDAs. Need to determine possibility of assessing household & employment growth in PDAs in addition to HQTAs.
Communities	Housing	Housing cost burden		Share of annual household income spent on housing-related expenses	New	Evaluate modeling feasibility.
Communities	Housing	Accessory Dwelling Unit (ADU) potential		Assessment of potential for ADU development within Priority Development Areas (PDAs)	New	Evaluate modeling feasibility.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Communities	Housing	Residential development distribution		Ratio of infill residential units to all new residential units constructed	New	Evaluate modeling feasibility. Assess whether evaluation can occur for PDAs.
Communities	Public Health	Physical activity-related health measures		Physical activity/weight-related health issues & costs	Existing	Continue to 2024.
Communities	Public Health	Air pollution-related public health issues & costs		Costs related to public health conditions	Existing	Continue to 2024.

* Formerly referenced as 'Environmental Justice' (EJ)

* Assessing whether performance measures can be evaluated for all households and households with low incomes



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Accessibility	Mode share for work trips & all trips	X	Percentage of total work trips by travel mode (SOV, HOV, active transportation, transit, work from home)	Existing	Continue to 2024. Used for both plan scenario assessment & on-going performance monitoring.
Mobility	Accessibility	Annual hours of peak hour excessive delay per capita		Total annual hours of delay experienced per capita during peak travel periods	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Travel time reliability for automobiles		Travel time reliability for automobiles	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Peak hour excessive travel delay per capita		Peak hour excessive travel delay per capita	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Percent of reliable person-miles traveled on the NHS (Interstate & non-Interstate)		Share of total person miles traveled on NHS roadways that produce dependable travel times as compared to expected travel times.	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Average commute travel time		Average travel time to work (in minutes) in total & by travel mode	Revised	Continue to 2024. Include average travel time for non-work trips to understand travel time to other destinations.
Mobility	Accessibility	Active transportation mode share	X	Share of total trips (work trips & all trips) that use bicycle or pedestrian travel mode.	Existing	Continue to 2024. Used for both plan scenario assessment & on-going performance monitoring.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Accessibility	Daily amount of walking and biking		Percent of population having walk or bike trips & number of minutes of walking & biking for those who had walk or bike trips	Existing	Continue to 2024.
Mobility	Infrastructure	National Highway System (NHS) bridge condition		Share of total regional NHS bridge deck area in 'Good' & in 'Poor' condition	Existing	Continue to 2024. MAP-21 PM2 measure.
Mobility	Infrastructure	National Highway System (NHS) pavement condition		Share of total regional NHS pavement lane miles in 'Good' & in 'Poor' condition	Existing	Continue to 2024. MAP-21 PM2 measure.
Mobility	Infrastructure	Local roads pavement condition		Local roads pavement condition	Existing	Continue to 2024.
Mobility	Safety	Number of active transportation fatalities & serious injuries	X	Total annual number of collision-related bicycle & pedestrian fatalities & serious injuries	Existing	Continue to 2024.
Mobility	Safety	Number & rate of collision-related fatalities		Total annual number & rate of motor vehicle collision-related fatalities	Existing	Continue to 2024.
Mobility	Safety	Number & rate of collision-related serious injuries		Total annual number & rate of motor vehicle collision-related serious injuries	Existing	Continue to 2024.
Mobility	Transit	Transit boardings per capita		Number of annual transit boardings per capita	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Transit	Number of transit system fatalities, injuries, safety events, & system reliability		Total annual number of transit system fatalities, injuries, & safety events	Existing	Continue to 2024. MAP-21 Transit Safety.
Mobility	Transit	Transit equipment, rolling stock, infrastructure, & facility condition		Assessment of regional transit system equipment, rolling stock, infrastructure, & facility condition	Existing	Continue to 2024. MAP-21 Transit Asset Management (TAM).
Mobility	Transit	Transit seat utilization		Peak hour transit capacity utilization based on number of available seats	New	CARB requested for trend analysis.
Environment	Climate	Vehicle Miles Traveled (VMT) per capita		Annual VMT generated per capita in the SCAG region	Revised	Continue to 2024. Determine possibility of assessing VMT impact by various land use configurations to supplement standard VMT per capita metric
Environment	Climate	Percent of population in climate risk areas	X	Share of regional population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas	New	Expanding on climate vulnerability performance measures.
Environment	Climate	New housing units to be constructed in climate hazard areas		Percent of new housing units expected to be constructed in climate hazard areas including wildland-urban interface areas	New	Expanding on climate vulnerability performance measures.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Environment	Climate	Urban Heat Island reduction strategies		Rate of implementation of strategies to reduce urban heat island impacts through development of urban tree canopy	New	Expanding on climate vulnerability performance measures.
Environment	Conservation	Total square miles of greenfield & rural land uses converted to urban use		Total amount of previously agricultural or otherwise rural land uses converted to urban land use	Existing	Continue to 2024. Used for both plan scenario assessment & on-going performance monitoring.
Environment	Conservation	Habitat connectivity investments		Total value of regional investments to enhance habitat connectivity & safety	New	Evaluate feasibility.
Environment	Conservation	Nature-based mitigation programs		Tracking of regional nature adaptation strategies & programs	New	Needs to be specific & quantitative.
Environment	Conservation	GHG sequestration		GHG sequestration of natural & agricultural lands	New	Evaluate feasibility.
Environment	Conservation	Williamson Act contract acres impacted		Percent of Williamson Act contract acreage impacted by urban growth or transportation projects	New	Evaluate feasibility.
Environment	Public Health	Air quality by air basin		Existing air quality condition in the various SCAG region air basins	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Environment	Public Health	Percent of households located within 500' of high-volume roadways	X	Share of households within 500 feet of a high volume roadway (over 100,000 vehicles per day in urban areas, or 50,000 vehicles per day in rural areas)	Existing	Continue to 2024.
Environment	Public Health	Number of acres of parks for every 1,000 residents		Number of acres of parks (local, regional, & beach parks) for every 1,000 residents	Existing	Continue to 2024.
Economy	Accessibility	Percent of Interstate system mileage providing reliable truck travel time		Share of total Interstate mileage that produce dependable truck travel times as compared to expected travel times.	Existing	Continue to 2024. MAP-21 PM3 measure.
Communities	Affordability	Share of median household income dedicated to housing		Share of median household income expended on housing costs	Existing	Continue to 2024.
Communities	Public Health	Asthma incidence		Share of population in the region who were ever diagnosed with asthma	Existing	Continue to 2024.
Communities	Public Health	Asthma exacerbation		Share of population already diagnosed with asthma who had asthma related emergency room visit in previous 12 months	Existing	Continue to 2024.
Communities	Public Health	Premature deaths due to PM2.5		Number of premature deaths due to long-term exposure to particulate matter (estimated from monitored or modeled PM2.5 concentrations)	Remove	Recommend removal of this measure from the on-going regional performance monitoring program as the data source is not reliable.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Communities	Public Health	Percent of residents within 1/2 mile walk to open space		Share of residents living within 1/2 mile walk to parks or open space	Existing	Continue to 2024.

* Formerly referenced as 'Environmental Justice' (EJ)

Item 3: February 23rd Regional Data Platform (RDP) and Local Data Exchange (LDX) Soft Launch and Next Steps

SCAG Technical Working Group, 3/17/2022

Key Links

- Data/Map Books for all 197 jurisdictions: <http://scag.ca.gov/local-data-exchange>
- Regional Data Platform: <https://hub.scag.ca.gov>
- RDP LDX Web: <https://hub.scag.ca.gov/pages/ldx>
- Email contact for RDP and LDX: list@scag.ca.gov

Key Dates

- **February 23, 2022: RDP 1.0 / LDX “soft launch”**
 - o All public components of RDP went live at <https://hub.scag.ca.gov>
 - o Jurisdictions can get credentials for RDP’s LDX web (<https://hub.scag.ca.gov/pages/ldx>) and begin reviewing and editing most datasets
 - o Jurisdictions can continue to get ESRI licenses at <https://license-rdp.scag.ca.gov/>
- **May 2022: LDX Complete Launch**
 - o SCAG’s preliminary growth forecast at the jurisdiction/TAZ level will be available for review in Data/Map Books and digitally.
 - o Additional data layers for reference may be available through RDP LDX
 - o LDX Survey opens
- **December 2nd, 2022: Deadline** for jurisdictions to provide input on data layers and survey for Connect SoCal 2024

Key Activities

- **Feb. to May 2022: RDP/LDX External Presentations so far** (*Stock presentation is attached to the TWG agenda for reference*):
 - o 2/1 – Orange County – OCCOG TAC (follow-up 4/5 and 5/3)
 - o 2/23 – San Bernardino County – SBCTA PDTF (follow-up 3/23 and 4/27)
 - o 2/24 – Imperial County – ICTC TAC
 - o 3/3 – SCAG Community, Economic, and Human Development Committee
 - o 3/10 – Riverside County – WRCOG Planning Director’s Forum
- **May 5-6th, 2022: SCAG General Assembly and Regional Conference**
 - o Visit the RDP Table to learn more, or review maps for your jurisdiction
- **One-on-one meetings with jurisdictions:**
 - o 3/7 – 3/28: Orange County jurisdictions, coordinated with Cal State Fullerton Center for Demographic Research (CDR)

- *Note: CDR is providing a separate jurisdictional/TAZ-level projections for local review. Importantly, CDR and SCAG’s preliminary household and employment projections for 2050 are consistent. Preliminary projections at smaller geographies are likely to differ prior to local review (see Forecasted Regional Development Pattern section below).*
 - Starting May 4th until complete – Imperial, Los Angeles, Riverside, San Bernardino, and Ventura counties
 - *Note: SBCTA is coordinating one-on-one meetings for San Bernardino County cities; however, SCAG is providing preliminary forecasts.*

Data Layers in LDX (see Data/Map Books RDP LDX Module)

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
	Key Entitlements	Update/Corrections
Priority Development	Neighborhood Mobility Areas	Optional
	Livable Corridors	Optional
	Job Centers	Optional
	Housing Trajectory	Update/Corrections and site inventory upload
Transportation	High Quality Transit Areas	Reference Only
	Transit Priority Areas	Reference Only
	Regional Bikeways	Optional
	Regional Truck Routes	Optional
Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
	Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
	Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	TAZ	Reference Only
Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
	TAZ-level projections of households and employment (2019-2050)	Update/Corrections

Connect SoCal 2024 Forecasted Regional Development Pattern

The below description was shared with the TWG on January 20, 2022. In particular, SCAG staff seeks TWG input and further discussion on items 2 and 3 below:

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

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

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

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

1. SCAG will engage with jurisdictions one-on-one through the Local Data Exchange process.
2. Available during the complete launch of the LDX, SCAG’s preliminary growth forecast (PGF) of households and employment at the jurisdictional and TAZ-level will:
 - a. Follow regional and county control totals established in the regional growth forecast framework.
 - b. Integrate sustainable growth strategies from the previous plan including priority development areas and green region resource areas.
 - c. Assess and reflect the impacts of the 6th cycle RHNA and housing element update process.
 - d. Use local general plans as a principal guide.
 - e. Be available in the Data/Map Book and digitally.

3. This PGF will be shared with local jurisdictions for review. This locally-reviewed PGF will be known as the draft forecasted regional development pattern and will:
 - a. Integrate local strategies toward achieving regional objectives including those related to housing and sustainability.
 - b. Be assessed against regional and county growth control totals.
 - c. Be assessed against SCAG's regional transportation conformity standards and GHG emissions targets set by federal and state regulators.¹
 - d. Only undergo further scenario development and modification if (b) and (c) are not met. This potential modification process would be conducted in consultation with SCAG's Technical Working Group.
 - e. Form a basis for additional land use and transportation strategies to reduce per-capita GHG which do not require changing the location of forecasted growth.
 - f. Be available in an updated Data/Map Book and digitally following the conclusion of the LDX process.
4. Additional development of GHG reduction strategies will be based on the draft forecasted regional development pattern. These will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS, as well as the general public in accordance with SB 375 and SCAG's public participation plan.
5. Pursuant to CEQA, SCAG will also develop PEIR alternatives which will differ from the draft forecasted regional development pattern.

RDP Demo (Tom Vo)

RDP Introduction

1. SCAG's [Regional Data Platform \(RDP\)](#) is a revolutionary system for collaborative data sharing and planning designed to facilitate better and more efficient planning at all levels – from cities and counties of all sizes up to the region as a whole. The RDP provides tools to standardize regionally significant datasets, opportunities for local jurisdictions to update their data in real-time and draw insights from local trends
2. The information will support regional and local planning for the implementation of the RTP/SCS by enhancing SCAG's existing data system capability for data-driven decision-making, promoting governmental transparency, encouraging collaborative regional and

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

community planning, expanding SCAG's data infrastructure system, improving regional data standardization, performing best practices for improvements on data updates, data sharing, and data visualization

RDP Demo

Regional Hub Overall (<https://hub.scag.ca.gov>)

1. The **landing page** (1st page of the Regional Hub, hub.scag.ca.gov) provides a brief RDP background information, resources, and tools within the RDP. On this page you can find:
 - a. RDP Introduction
 - b. Find Data, Maps, And Documents
 - c. Local Data Exchange (LDX)
 - d. SoCal Atlas: Explore Southern California
 - e. Regional Land Use Applications
 - f. Planner's Corner
 - g. Collaborate Across the Region
 - h. Request Technical Assistance
2. The **Content Library** page is a place that holds all products on the Regional Hub like geospatial data, tabular data, documents, and apps. This is similar to our current SCAG Open Data Portal
3. The **Apps & Maps** page provides a repository of applications and maps created by SCAG to assist with regional and local planning activities
4. The **Planner's Corner** page is intended to be a space for local jurisdictions and other partners in the SCAG region to access training resources, materials, and technical assistance. Local jurisdictions may also leverage the Planner's Corner to showcase their innovative planning-related projects to their peers

Local Data Exchange Page (<https://hub.scag.ca.gov/pages/ldx>)


The **Local Data Exchange (LDX)** page provides information about the process and instructions on how to access the system. There are two versions of this page: public and private. The private LDX page provides different tools and resources for jurisdictions to utilize to provide inputs to SCAG on several regionally significant datasets.

- How to request access to the LDX system
- How to provide inputs to SCAG


Regional Data Platform & Local Data Exchange
Presentation to SCAG Subregional Technical Audience

Tom Vo & Kevin Kane, PhD
Program Managers, Planning Division
February – April 2022

www.scag.ca.gov



1




Presentation Outline


- 1) Connect SoCal 2024
- 2) Local Information Services Team (LIST)
- 3) Local Data Exchange Process (LDX)
- 4) Data/Map Books
- 5) Regional Data Platform (RDP)
- 6) RDP – LDX System Demo

2

Connect SoCal 2024: What is an RTP/SCS?



- Long-term vision and investment framework
- State Requirements (SB 375)
 - Integrated regional development pattern & transportation network
 - Reduce GHG emission to meet targets for passenger vehicles
- Federal Requirements
 - Updated every 4 years
 - 20+ years into the future
 - Revenues = Costs
 - Meets regional emission standards
 - Public involvement



3

Connect SoCal 2024: Development Update




COMPLETED


- ✓ Regional & County Forecast
- ✓ Relunched Working Groups
- ✓ Regional Data Platform Launch

LOCAL DATA EXCHANGE (LDX)


- Soft Launch – February 23rd
- Complete Launch – May 4th
- Input Deadline – December 2nd

4

Local Information Services Team (LIST) Introduction




- Purpose – Coordinate, plan, and develop a system to (1) link SCAG’s value-added products (e.g., data, applications, etc.) to help address local information needs, (2) deliver technical assistance, and (3) provide local staff an opportunity to offer feedback on how SCAG can improve our products to facilitate better collaboration, regionally and locally
- LIST is focusing on the Local Data Exchange (LDX) process to solicit inputs from local jurisdictions
- Request technical assistance at list@scag.ca.gov

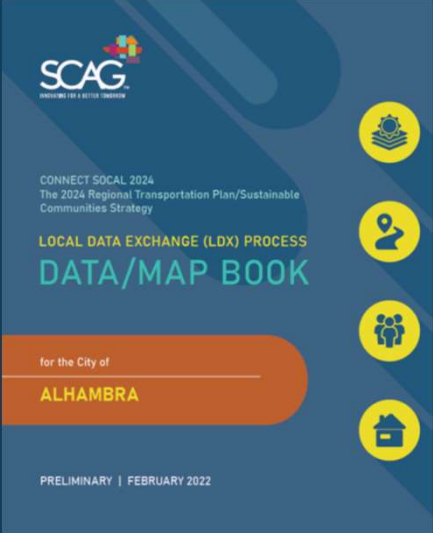


5

Local Data Exchange (LDX)



- Main objective: Present and review roughly 30 data layers related to RTP/SCS development:
 - Available in Data/Map Books and RDP
 - Soliciting **local update and corrections** on core land use layers and preliminary forecast
 - **Feedback and editing opportunity** on certain regional growth & transportation data
 - Third-party data related to regional growth objectives included **for reference**
- Also...
 - Only time in the 4-year plan cycle where SCAG “visits” every jurisdiction
 - Chance to share regional priorities and tools
 - Chance to discuss local concerns and visions for the future
 - *Chance to align local and regional visions*

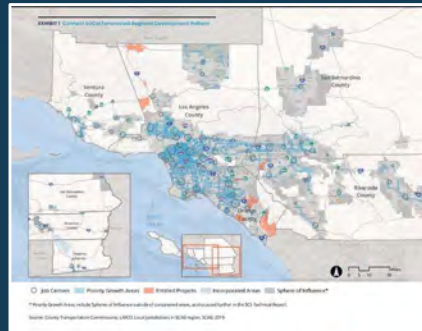


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Objective: Forecasted Regional Development Pattern



"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)." California Government Code 65080(b)(vii)



- ### LDX GETS HERE BY BEING:
- ✓ Rooted in local planning
 - ✓ Steered by a regional vision
 - ✓ Aligned with state and federal policy

Source: Connect SoCal 2024 Preliminary Projections

Source: Connect SoCal 2020 Forecasted Regional Development Pattern

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SCAG Data/Map Book Sample (Local Data Exchange Page)



The screenshot displays a web-based interface for the SCAG Data/Map Book. It features a sidebar with navigation options like 'LOCAL DATA EXCHANGE DATA/M...', 'ALHAMBRA', and 'PREVIOUS & NEXT'. The main content area shows a series of maps and data layers for the Alhambra area, including population density, transit growth areas, and other regional planning metrics. The interface is designed for users to explore and analyze local data in the context of regional development patterns.

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SCAG Data/Map Book Contents

CATEGORY	LAYER NAME	REVIEW TYPE	CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections	Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
	Zoning	Update/Corrections		Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
	Existing Land Use	Update/Corrections			
	Specific Plan Land Use	Update/Corrections			
	Key Entitlements	Update/Corrections			
Priority Development	Neighborhood Mobility Areas	Optional	Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only	
	Livable Corridors	Optional			
	Job Centers	Optional	Geographical Boundaries	Reference Only	
	Housing Trajectory	Update/Corrections and site inventory upload			
Transportation	High Quality Transit Areas	Reference Only	City Boundary and Sphere of Influence	Reference Only	
	Transit Priority Areas	Reference Only			
	Regional Bikeways	Optional	Growth (available May 2022)	Update/Corrections	
	Regional Truck Routes	Optional			

Digital versions of these data layers will be available to local jurisdictions through their RDP LDX login.

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LDX Timeline

EVENT	ANTICIPATED DATE
Local Data Exchange - Soft Launch. Data/Map book Local Data Exchange Soft Launch. Data layers (except growth) available for local review through Data/Map Books and Regional Data Platform.	February 23, 2022
Subregional outreach and trainings on LDX and RDP. LIST team available for questions and consultation.	Feb - Apr 2022
Local Data Exchange Complete Launch. Data/Map Book and RDP updated to include preliminary growth data.	Estimated May 4, 2022
One-on-one meetings with local jurisdictions to review the data package and feedback opportunity.	Beginning May 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	Dec 2, 2022
Regional collaboration on plan development. Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023
Draft Connect SoCal 2024 release	Fall 2023
Final Connect SoCal 2024 adoption	April 2024

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Local Data Exchange Process – Outreach



Most meetings with local jurisdictions will be virtual.

- Subregional and General Outreach, one-on-one upon request – February to May 2022
- One-on-one meetings – Beginning in May 2022
- Conducted by the Local Information Services Team (LIST) – list@scag.ca.gov

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Regional Data Platform (RDP) Goals



1. Provide access to data, modern tools, and best practices that support stronger planning and information-based decision making at all levels
2. Streamline the exchange of data with jurisdictions and partners across the region while establishing procedures and standards for geospatial data consistency
3. Establish a community of planners, GIS professionals, and practitioners to foster collaboration and collective learning, as well as guide the long-term growth and evolution of the RDP

Supporting *regionally aware* local planning
 And *locally informed* regional planning
 For a more cohesive and sustainable region...


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SCAG's Regional Data Platform (RDP) Launched on February 23rd, 2022


...Supporting Planning and Data Sharing Workflows Across Jurisdictions

Accessible Data and Information

Regional Hub




SoCal Atlas

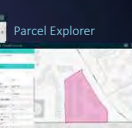


Planning & Engagement Tools


HELPR




Parcel Explorer




General Plan Update Initiative Templates



Data Sharing Tools & Workflows



Local Data Exchange




SCAG Regional Data Platform (RDP)


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

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RDP Data & Information Tools




Member Agency Only



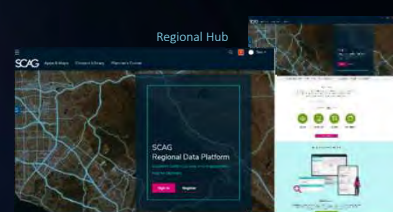
Publicly Accessible




Regional Hub 


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

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



SoCal Atlas 

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



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RDP Planning & Engagement Tools

Member Agency Only

Publicly Accessible

HELPR

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

Parcel Locator

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

Local General Plan Update Site (template)

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

Off-the-Shelf Planning & Engagement Tools

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

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RDP's Local Data Exchange (LDX) Tools

Member Agency Only

Publicly Accessible

LDX Website

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

Data Editor

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

Data Sharing

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

Data Reviewer

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

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RDP Tools Summary

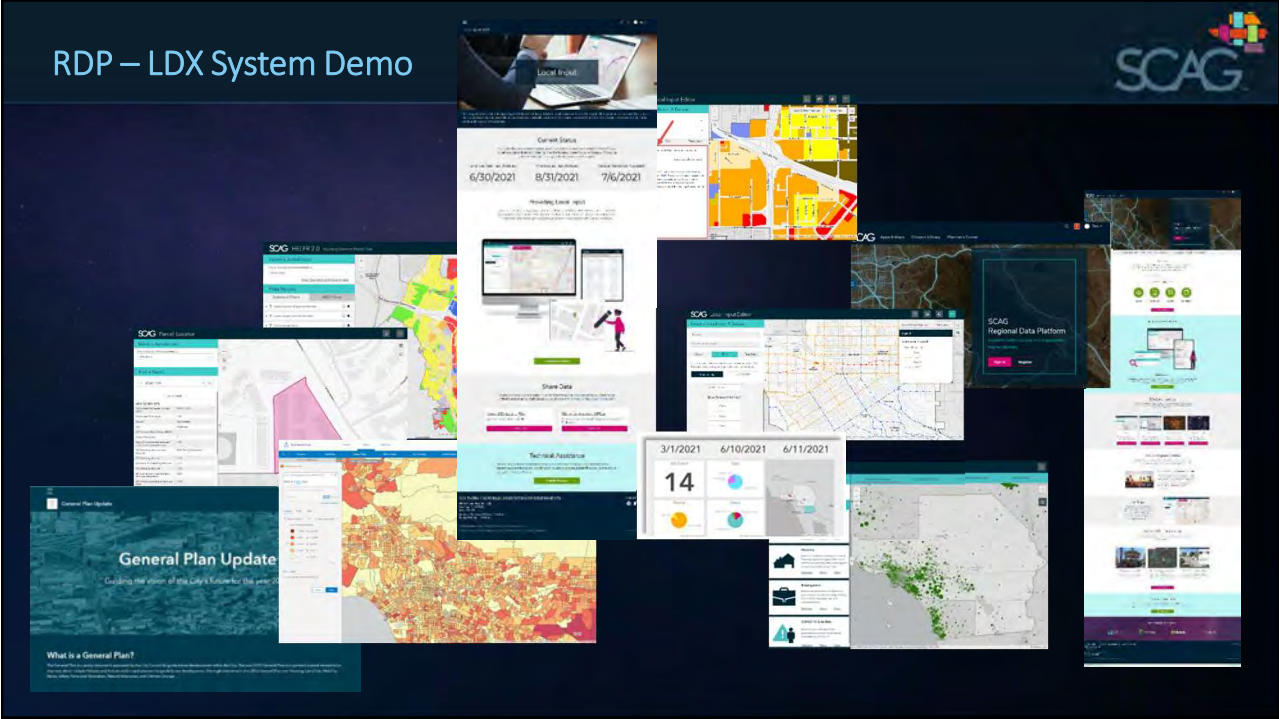
 Member Agency Only

 Publicly Accessible



RDP Tools and Capabilities	URL	Accessible to
Regional Hub	https://hub.scag.ca.gov/	
SoCal Atlas	https://rdp.scag.ca.gov/social-atlas/	
HELPR	https://rdp.scag.ca.gov/helpr/	
Parcel Locator	https://rdp.scag.ca.gov/parcel-locator/	
Local General Plan Update Site Templates	https://hub.scag.ca.gov/pages/planners-corner	
Off-the-Shelf Planning & Engagement Tools	https://hub.scag.ca.gov/pages/planners-corner	
LDX Website	https://hub.scag.ca.gov/pages/ldx	
LDX Data Editor	https://rdp.scag.ca.gov/ldx-editor/	
LDX Data Sharing	https://rdp.scag.ca.gov/portal/apps/sites/#/ldx-web	
LDX Data Reviewer	https://rdp.scag.ca.gov/portal/apps/sites/#/ldx-web	

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Local Data Exchange – Next Steps



For local jurisdictions:

- 1) Request ArcGIS licenses at <https://hub.scag.ca.gov/pages/planners-corner>
- 2) Request LDX Web access at <https://hub.scag.ca.gov/pages/ldx>
- 3) SCAG LIST will start contacting cities in late March to onboard
- 4) SCAG General Assembly (May 5-6) – visit the LDX Table
- 5) One-on-one meeting with SCAG between May and ~ September
- 6) Submit all feedback by December 2nd

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Thank You!

<https://scag.ca.gov/local-data-exchange>

<https://hub.scag.ca.gov>

list@scag.ca.gov

Tom Vo and Kevin Kane, PhD
Program Managers, Planning Division
vo@scag.ca.gov and kane@scag.ca.gov

www.scag.ca.gov



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Acronyms



- LIST – Local Information Services Team
- LDX – Local Data Exchange
- Connect SoCal – Regional Transportation Plan/Sustainable Communities Strategy
- PEIR – Program Environmental Impact Report
- RDP – Regional Data Platform
- HELPR – Housing Element Parcel Tool
- SED – Socioeconomic Dataset
- TAZ – Transportation Analysis Zone
- HQTA – High Quality Transit Area
- TPA – Transit Priority Area
- NMA – Neighborhood Mobility Area

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Local Data Exchange (LDX) Survey – Connect SoCal 2024

SURVEY PURPOSE:

Purposes of the survey include:

- Collecting feedback to refine established Connect SoCal Sustainable Communities Strategy (SCS), including but not limited to land use tools;
- Understanding opportunities and constraints facing local governments in implementing the SCS; and
- Identifying potential new and/or more effective land use and mobility strategies that support a forecasted regional development pattern that is integrated with the transportation network and reduces greenhouse gas emissions from automobiles and light trucks.

SURVEY PRINCIPLES

The LDX survey is intended to support the LDX process and inform strategies which leverage the forecasted regional development pattern to yield GHG reductions. Feedback received will inform strategies and tools to be incorporated into Connect SoCal 2024/SCS.

The following principles are intended to guide survey development, since they align with the existing LDX process:

- **Rooted in local planning policies:** The survey questions shall help illuminate the local planning context (in SCS/GHG-reduction terms)
- **Support regional vision:** The questions shall clearly connect to regional strategies included in the adopted SCS and emphasize regional/county growth forecast totals.
- **Aligned with State/Federal policies:** The questions shall recognize established and emerging State and Federal policies, such as the ongoing RHNA/housing element process and federal transportation conformity requirements.

SURVEY GOALS

- Be open to feedback from local regional stakeholders.
- Be clear on survey purpose to local jurisdiction staff
- Ask succinct, clear questions to generate clear responses that have specific practical utility for developing Connect SoCal goals, tools and strategies.
- Share survey feedback with regional policymakers and local agencies in an accessible, timely and transparent way.

SURVEY PROCESS

1. Staff will review the previous survey developed and deployed to support Connect SoCal 2020, and re-evaluate the practicality and utility of feedback received.
2. Based on this review, staff will update tone, format, and questions to support the updated survey's purpose, principles and goals.
3. Staff will seek internal input from Planning Division Departments, including direct outreach to Business Units, before finalizing the survey and distributing to external agencies/cities during the overall LDX process.
4. After survey results are received, consultant assistance will provide support to staff on the analysis of feedback and results. This will include developing narrative and technical methodologies for new/updated land use and mobility strategies to support Connect SoCal 2024.

Green Region Resource Areas Methodology

Connect SoCal 2024

Lorianne Esturas
Sustainable & Resilient Development Department
March 17, 2022

www.scag.ca.gov



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SUSTAINABILITY
SUSTAINABLE
COMMUNITIES STRATEGY

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

CONNECT
SoCal

TECHNICAL REPORT
ADOPTED ON SEPTEMBER 3, 2020



2

Connect SoCal 2020: Sustainable Communities Strategy



Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans
- 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
- Identify ways to improve access to public park space

3

3

Connect SoCal 2020: Growth Constraints



Absolute Constraints

- Military
- Existing open space (i.e., parks)
- Conserved land (conservation easements and protected areas)
- Land anticipated to be impacted with a 2 ft. sea level rise
- Tribal Lands
- Agriculture – Prime & Unique farmland within unincorporated counties


Variable Constraints

- Wildland-Urban Interface
- Agriculture- Grazing Land
- Agriculture within incorporated cities
- 500-year flood plains
- Wildfire prone areas (Cal Fire Very High Severity: State and Local)
- Natural lands and habitat corridors

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Connect SoCal 2024: Green Region Resource Areas



- Derived from SB 375 + Connect SoCal 2020 strategies
- Highlight areas where future growth is not encouraged due to sensitivity to natural hazards, biological sensitivities, and resilience to a changing climate
- Layers are consistent with Connect SoCal 2020 Plan but have been updated to reflect the latest & greatest data
- Green Region Resources Areas (GRRAs) consist of 10 topics, spanning three categories:
 - *Resilience*
 - *Habitat*
 - *Administrative/Working Lands*
- GRRRA maps consist of 10 topic maps + 3 multi-benefit asset maps

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Connect SoCal 2024: Green Region Resource Areas (GRRRA)



GRRRA Topics (10)

GRRRA Categories	Resilience	<ul style="list-style-type: none"> • 100-Year Flood Plains • Coastal Inundation (Sea Level Rise) • Wildfire Risk
	Habitat	<ul style="list-style-type: none"> • Open Space & Parks • Endangered Species & Plants • Sensitive Habitat Areas
	Administrative/ Working Lands	<ul style="list-style-type: none"> • Tribal Nations • Military Installations • Farmlands

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Connect SoCal 2024: GRRR Datasets

GRRR Category	GRRR Topic	Underlying Dataset(s)
Resilience	Flood Areas	FEMA Effective: 100-Year Floodplains, 2017, FEMA
	Coastal Inundation (Sea Level Rise)	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS
	Wildfire Risk	Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE
		Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE
Habitat	Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura
		California Conservation Easement Database (CCEd), 2021, Multiple sources
		California Protected Areas Database (CPAD), 2021, Multiple sources
	Endangered Species and Plants	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife
	Sensitive Habitat Areas	National Wetlands Inventory, 2020, US Fish and Wildlife Services
		2015 Areas of Conservation Emphasis (ACEIv2), 2015, CA Department of Fish and Wildlife
	Natural Community and Habitat Conservation Plans	Connect SoCal 2020 Habitat Connectivity Layer, 2020, SCAG; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; and California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife
Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife		
Administrative/ Working Lands	Tribal Nations	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
	Military Installations	USA Department of Defense Lands, 2018, US Department of Defense
	Farmlands	California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation

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GRRR: Resilience

Resilience

100-Year Flood Plains
(Flood Risk)

Coastal Inundation
(Sea Level Rise)

Wildfire Risk

Flood Risk

Coastal Inundation
(Sea Level Rise)

Wildfire Risk

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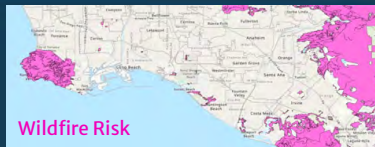
GRRR: Resilience Multi-Benefit Asset Map



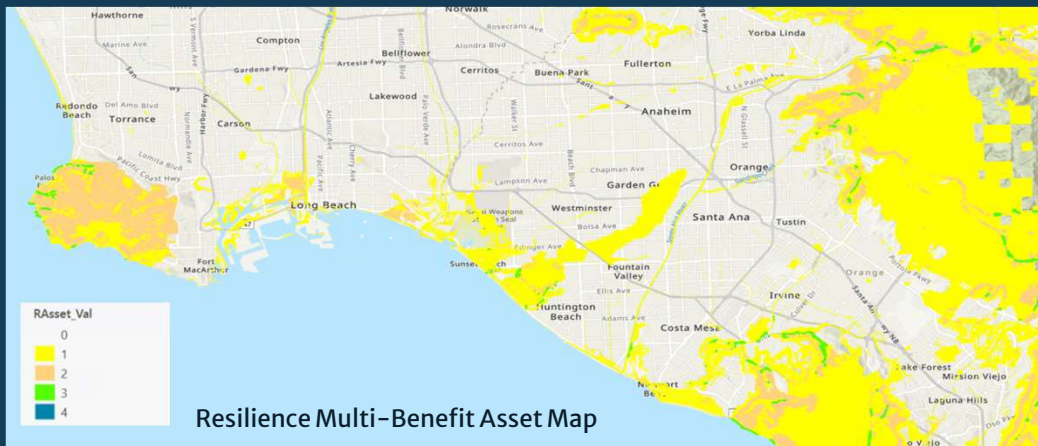
Flood Risk



Coastal Inundation
(Sea Level Rise)



Wildfire Risk



Resilience Multi-Benefit Asset Map

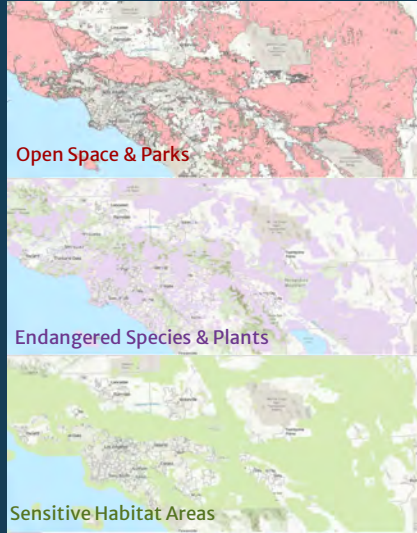
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GRRRA: Habitat



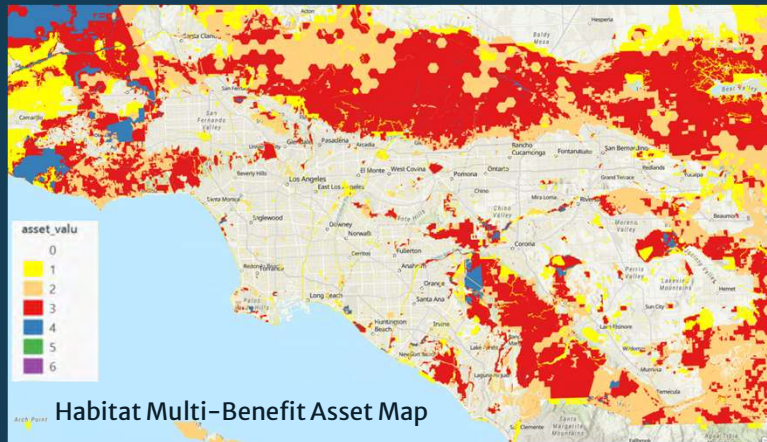
Habitat
Open Space & Parks
Endangered Species & Plants
Sensitive Habitat Areas



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GRRRA: Habitat Multi-Benefit Asset Map

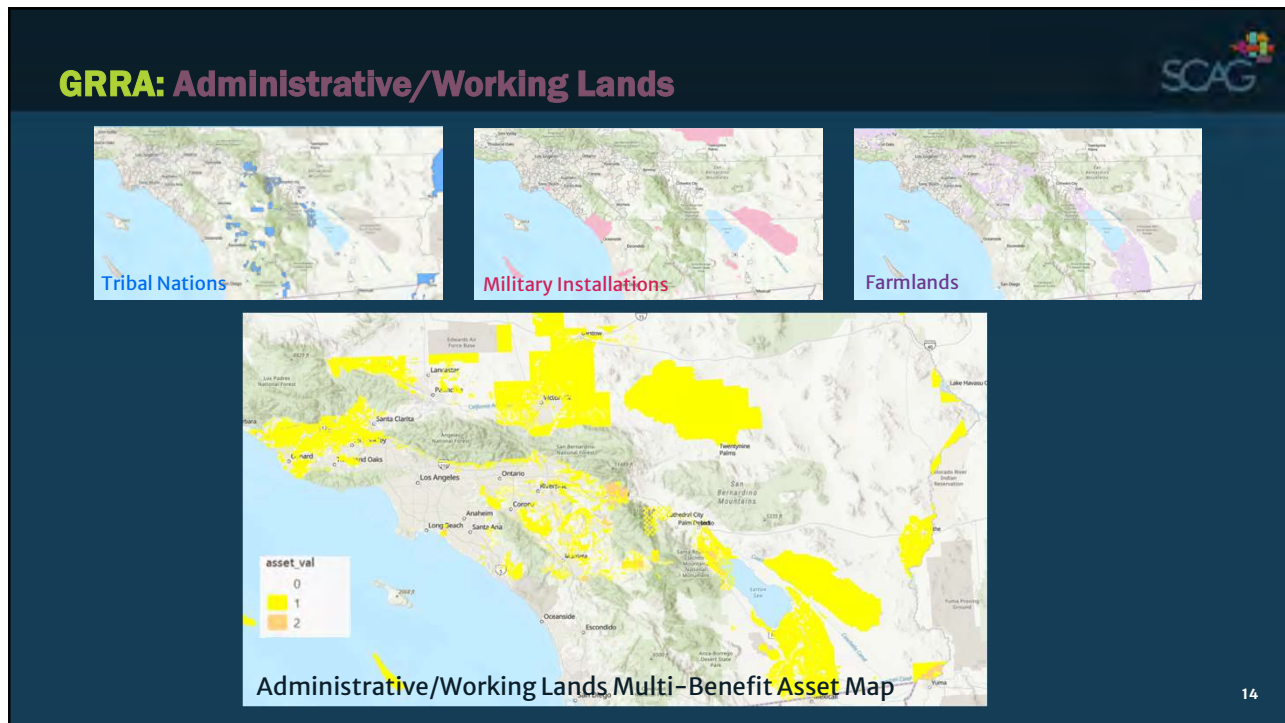


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GRRRA

Resilience

- 100-Year Flood Plains
- Coastal Inundation (Sea Level Rise)
- Wildfire Risk

Habitat

- Open Space & Parks
- Endangered Species & Plants
- Sensitive Habitat Areas

**Administrative/
Working Lands**

- Tribal Nations
- Military Installations
- Farmlands

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

LOCAL DATA EXCHANGE (LDX) PROCESS

DATA/MAP BOOK

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GRRRA: Multi-Benefit Asset Maps (MBAMs)

Resilience

Habitat

Administrative/Working Lands

Resilience Multi-Benefit Assets in City of Banning
Resilience Multi-Benefit Assets in City of Banning

Open Space/Habitat Multi-Benefit Assets in City of Banning
Open Space/Habitat Multi-Benefit Assets in City of Banning

Administrative/Working Lands Multi-Benefit Assets in City of Banning
Administrative/Working Lands Multi-Benefit Assets in City of Banning

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022

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GRRRA: Multi-Benefit Asset Maps (MBAMs) - Methodology

Resilience

Resilience Multi-Benefit Assets in City of Brawley

Resilience Asset Value

1 2 3 4

Data Source: Federal Emergency Management (FEMA) Digital Flood Insurance Rate Map (DFIRM); Coastal Storm Modeling System (CoSMoS for Southern California (V3.0, Phase 2); Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; and Wildland Urban Interface, 2020, CAL FIRE
Data Updated: 2021 | Map Created: 2/9/2022

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2024 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of the map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LDX@scag.ca.gov/

- Determined by number of overlapping layers
- Asset values vary across the three GRRRA MBAMs
 - *Resilience: 1 – 4*
 - *Habitat: 1-6*
 - *Administrative/Working Lands: 1-3*

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022

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GRRRA: Next Steps

SCAG
March 2022 (PG 1 OF 11) | February

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

**LOCAL DATA EXCHANGE (LDX) PROCESS
DATA/MAP BOOK**

for the City of
BRAWLEY

PRELIMINARY | FEBRUARY 2022

- Continued review of GRRAs through the Local Data Exchange (LDX) Process
- Review of SCAG region growth capacity based on GRRRA data and preliminary analysis
- Integration of GRRAs into Connect SoCal 2024 Growth Allocation Methodology

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022

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Questions?

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DRAFT Green Region Resource Areas (GRRRA) Growth Methodology

- 1) Assemble GRRRA data
 - a. Union-ed and clipped to 6-county SCAG region
- 2) Intersect GRRRA with parcels and tabulate potential growth capacity in GRRRA areas by jurisdiction
- 3) Using preliminary jurisdictional growth projections through 2050, and reduce overall jurisdictional growth based on impacted growth capacity from Step #2
 - a. This approach would assume zero growth in GRRAs
 - b. Overall growth would still need to be consistent with the six cycle RHNA allocations
- 4) For avoided growth in GRRAs, identify other areas (particularly PDAs) where additional growth can be accommodated (outside of GRRAs).
- 5) Ensure that overall county-level growth is consistent with the Panel of Experts' projections
- 6) If there is limited capacity for growth within a jurisdiction, GRRRA layers will be prioritized for avoiding growth

- 7) Establish growth priorities based on the following asset values for each GRRR layer (two potential methods):
- a. Method 1 – Individually weighted GRRR scores

i.

GRRR Topic	GRRR Layer(s)	Baseline Asset Value per parcel
Flood		1
Coastal Inundation (Sea Level Rise)		10 ⁵
Wildfire Risk ¹	“Very High”	10 ⁵ (avoid growth)
	“High”	10 ⁵
	“WUI”	1
Open Space & Parks		10 ^{2.5}
Endangered Species & Plants		1
Sensitive Habitat		2 ²
HCPs & NCCPs		10 ⁵
Tribal Nations		10 ⁵
Military Installations		10 ⁵
Farmlands		2 ¹

- ii. Use the asset values above to calculate GRRR risk values based on overlapping datasets (1 = lowest risk; 10+ = highest risk, avoid growth).
1. For example, in a parcel with *Flood* (asset value = 1) and *Wildfire Risk* (asset value = 1) data, any overlapping areas containing both flood and wildfire will have a risk value of 2, with following exceptions:
 - a. For areas with *Flood* and *Sensitive Habitat* overlap, increase total risk value by +1.
 - b. For areas with *Endangered Species & Plants* and *Farmlands* overlap, increase total risk value by +1.
 - c. For areas with *Wildfire Risk* and *Farmlands* overlap, increase asset value by +1.²
 2. An overview of the overlapping risk values, by GRRR topic area, is shown in the table below to provide a guide to Step 7. Assume all blank squares lead to a risk value of 2.

GRRRA Topic	Flood	SLR	WFR_FHSZ	WFR_WUI	OS&P	ES&P	SenHab	HCPs	Tribal	Military	Farmlands
Flood	1						4				
SLR		10									
WFR_FHSZ			10								4
WFR_WUI				1							11
OS&P					10						
ES&P						1					4
SenHab	4						2				
HCPs								10			
Tribal									10		
Military										10	
Farmlands			4	11		4					2

iii. Assign areas where growth may be allocated (“developable”) and where growth needs to be avoided (“undevelopable”):

1. Developable: Risk value = 1 – 4
2. Undevelopable: Risk value = 5+

b. Method 2 – Weighted GRRAs scores by Multi-Benefit Asset Map (MBAM)

i.

MBAM	Weight
Resilience ³	0.35
Habitat ⁴	0.35
Admin/Working Lands	0.3

ii. Use the weighted asset values to identify GRRAs of highest risk and areas to avoid growth (1 = lowest risk, growth can be placed within parcel; 10+ = highest risk, avoid growth within parcel)

8) Compare growth allocation dependent on Method 1 versus Method 2

9) See [Connect SoCal 2050 Growth Allocation Methodology](#), Step 3 – Develop TAZ allocation

GRRR Underlying Datasets

GRRR Category	GRRR Topic	Underlying Dataset(s)	Link to Dataset(s)
Resilience	Flood Areas	FEMA Effective: 100-Year Floodplains, 2017, FEMA	FEMA Best Available Maps (BAM): https://gis.bam.water.ca.gov/bam/ FEMA 100-Year Floodplains, ArcGIS REST Services Directory: https://gis.water.ca.gov/arcgis/rest/services/Boundaries/bam_viewer/MapServer/4
	Coastal Inundation (Sea Level Rise)	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS	https://www.sciencebase.gov/catalog/item/57f1d4f3e4b0bc0bebfee139
	Wildfire Risk	Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE	FHSZ Maps by County (LRA and SRA): https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/ FHSZ LRA Maps, ArcGIS REST Services Directory: https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/0
		Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE	FHSZ Maps by County (LRA and SRA): https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/ FHSZ SRA Maps, ArcGIS REST Services Directory: https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/1
		Wildland Urban Interface, 2020, CAL FIRE	https://frap.fire.ca.gov/mapping/gis-data/#panel-6ebba334-7394-403e-8d3b-cfd53fc81dcf
Habitat	Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura	https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/
		California Conservation Easement Database (CCED), 2021, Multiple sources	https://data.cnra.ca.gov/dataset/california-conservation-easement-database
		California Protected Areas Database (CPAD), 2021, Multiple sources	https://www.calands.org/cpad/
	Endangered Species and Plants	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife	https://wildlife.ca.gov/Data/CNDDDB/Data-Updates
		National Wetlands Inventory, 2020, US Fish and Wildlife Service	https://www.fws.gov/node/264586

	Sensitive Habitat Areas	2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife	https://databasin.org/datasets/d5ae610954114029acae112386eee8c9/
		Connect SoCal 2020 Habitat Connectivity Layer, 2020, SCAG: South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; and California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife	<p><i>Derived from Connect SoCal 2020 Habitat Connectivity Layer, comprised of two datasets:</i></p> <p>South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute: https://map.dfg.ca.gov/metadata/ds2867.html</p> <p>California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife: https://map.dfg.ca.gov/metadata/ds0619.html?5.96.99</p>
	Natural Community and Habitat Conservation Plans	Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife	https://map.dfg.ca.gov/metadata/ds0760.html
Administrative/ Working Lands	Tribal Nations	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES	https://gis-calema.opendata.arcgis.com/datasets/CalEMA:indian-lands-and-native-entities/about
	Military Installations	USA Department of Defense Lands, 2018, US Department of Defense	https://www.arcgis.com/home/item.html?id=6b911a60a5a4465a85fd5c42668bf907#overview
	Farmlands	California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation	https://gis.conservation.ca.gov/portal/home/item.html?id=c278df0ef3bc4476bb890e5509bcc5cf

1. Based on land use strategies within Plan Bay Areas 2050: Environment – Wildfire Mitigation & Adaptation, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Environment_October_2021.pdf#page=22; Plan Bay Areas 2050 restricts growth in the highest fire hazard severity zones, as identified by CAL FIRE. “Restriction of growth is made feasible by the identification of other safer, more easily mitigated areas of the region to accommodate growth” (p. 22).
2. Increased value due to carbon sequestration benefits; Plan Bay Areas 2050: Environment, http://https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Environment_October_2021.pdf; H-GAC Regional Conservation Initiative: Ecosystem Benefits Matrices, <http://https://www.h-gac.com/getmedia/f555f36c-c941-4423-b0c9-5f733cac4ba2/Ecosystem-Service-Benefits>
3. Greater weight given to *Resilience MBAM* due to increased risk associated with underlying climate change hazards (wildfire, flood, coastal inundation), as well as potential exacerbated risk caused by vegetation and/or other land characteristics that contribute to the intensity of wildfire risk. Plan Bay Areas 2050: Environment – Wildfire Mitigation & Adaptation, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Environment_October_2021.pdf#page=22
4. Greater weight given to *Habitat MBAM* due to benefits of “green infrastructure” (carbon sequestration, flood mitigation, protection of surface and groundwater quality, public health and quality of life); City of Houston, Resilient Houston <https://www.houstontx.gov/mayor/Resilient-Houston-20200518-single-page.pdf#page=107>;
5. Value based off of Connect SoCal 2020 growth constraints https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities_strategy.pdf#1006092097#page=19

SCAG Regional Advanced Mitigation Draft Policy Framework

SCAG Technical Working Group

Kim Clark, AICP
SCAG Sustainable & Resilient Development Department
March 17, 2022

www.scag.ca.gov



1

October 7th Regional Council Action & Next Steps



Regional Council Action

Continued the pause on implementation of the SoCal Greenprint, allowing further engagement with stakeholders to ensure the tool advances required PEIR mitigation measures and is aligned with regional policy objectives

Next Steps

- **Establish policy framework & white paper for advance mitigation**
- Develop Greenprint with focus on cities, counties & transportation agencies
- Review and revise proposed data layers with feedback from strategic & scientific advisors, stakeholders, and RAMP-ATG members
- Conduct user testing
- Disclosure statement & acknowledgement
- Return to RC to seek feedback and remove the pause

2

Realizing Connect SoCal



RAMP is part of the vision outlined in Connect SoCal to advance the region's economic vitality, improve mobility options, and grow in a sustainable way that builds healthy and vibrant communities

3

RAMP Can Help Support Connect SoCal Goals



Enhance the preservation, security, and resilience of the regional transportation system



Reduce greenhouse gas emissions and improve air quality



Support healthy and equitable communities



Adapt to a changing climate and support an integrated regional development pattern and transportation network



Promote conservation of natural and agricultural lands and restoration of habitats

4

RAMP Can Help Implement Connect SoCal Strategies

- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land;
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Identify ways to improve access to public park space

5

Climate Change Action Resolution



- Regional Council unanimously adopted Resolution 21-628-1 in January 2021
- Affirmed the climate change crisis in Southern California
- Committed SCAG to a series of actions, including to:
 - "develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts."***

6

Addressing Environmental Impacts in California

- (a) **Avoiding** the impact altogether by not taking a certain action or parts of an action;
- (b) **Minimizing** impacts by limiting the degree or magnitude of the action and its implementation;
- (c) **Rectifying** the impact by repairing, rehabilitating, or restoring the impacted environment;
- (d) **Reducing** or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) **Compensating** for the impact by replacing or providing substitute resources or environment.

7

Challenges with Project-by-Project Mitigation

- Infrastructure
 - **Inefficient** project-by-project analysis
 - **Costly** and difficult to manage mitigation sites
 - **Delayed** project delivery
- Environment
 - **Isolated** islands of habitat, disconnected from natural systems
 - **Missed** opportunities for other benefits

CaLandTrusts.org

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Benefits of Regional Advanced Mitigation

- Multiple agency collaboration and cooperation
- Increased certainty in project delivery
- Reduced time in the environmental review process
- Reduced costs for compensatory mitigation investments
- Improved watershed and ecosystem health
- Increased connectivity and conservation



Regional advance mitigation programs (RAMP) allow state and federal agencies to consider the environmental impacts and mitigation needs of multiple planned infrastructure projects and urban development all at once, and satisfy those mitigation requirements early in the project planning and environmental review process

- SCAG Draft RAMP Policy Framework

CaLandTrusts.org

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County Transportation Commissions Feedback Summary

- Potential Benefits of RAMP:
 - Address **data gaps**, providing input on **land use**, **sharing data**
 - Enhance **cross-jurisdictional and cross-county collaboration**
 - Encourage **continued collaboration** between SCAG and CTCs to address mitigation project-by-project & at a county scale
 - **Incentives** for advanced mitigation
 - Provide **solutions** for reducing the impacts of projects

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Summary of Feedback from CTCs (con't)

- Concerns on establishing a RAMP:
 - Potential **duplication and/or conflicting mitigation efforts** between regional, county, and local approaches
 - May hold a **gap in direct application to local conditions**
- Suggestions on establishing a RAMP:
 - RAMP can be **valuable across multiple sectors**, not just transportation
 - Menu of **mitigation options and approaches for each county**
 - Focus on **water resources in addition to biological resources**
 - **Transparent engagement** with CTCs, partner agencies, utility agencies

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DRAFT Regional Advance Mitigation (RAMP) Policy Framework

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RAMP Policy Framework

1. Background

2. Framework for Advance Mitigation

- Regional Advance Mitigation Program & Advisory Task Group
- Regional Policy Foundation: Connect SoCal Goals and PEIR Requirements
 - Connect SoCal Goals
 - Natural and Farm Lands Conservation and Climate Resolution 21-628-1
 - PEIR Mitigation Measures
- RAMP Opportunity & Challenge Areas
- Goals for Regional Advanced Mitigation

3. Data Needs & Resources to Support RAMP

- Science Based Approach
- Data Policies
- Governance Standards
- User Guidelines
- Data Selection Criteria
- Data Parameter Requirements

Appendix A – Established RAMPs in SCAG Region

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Goals for Regional Advanced Mitigation

- 1) Expedite project delivery;
- 2) Improve predictability for project funding;
- 3) Examine potential environmental impacts at the early stages of project development, utilizing the SoCal Greenprint tool, to help expedite the CEQA process;
- 4) Reduce costs, risks, and permitting time for responsible development;
- 5) Improve and reinforce regulatory agency partnerships;
- 6) Balance future growth and economic development with conservation and resilience; and
- 7) Achieve meaningful, regional-scale conservation outcomes.

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Implementing Goals for Regional Advanced Mitigation

SCAG will seek to:

- 1) **Be a resource** for local partners to consider actions in a regional context;
- 2) **Focus on the transportation sector**, and consider opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
- 3) **Identify ways to establish or supplement regional conservation and mitigation banks** and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled;
- 4) **Support** long term management and stewardship of conserved properties;
- 5) **Pursue a study to assess RAMP governance structures** that will complement existing advanced mitigation efforts in the region, fill gaps where programs do not exist, and ascertain best ways to collaborate with partner agencies and permitting entities;

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Implementing Goals for Regional Advanced Mitigation (con't)

SCAG will seek to:

- 6) **Pursue partnerships** and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;
- 7) **Be a data resource** with widely accessible data tools to assist in defining a RAMP that can provide the best available scientific data to help municipalities and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure AMM AG-2 and SMM BIO-2; and
- 8) **Identify potential partnerships** to foster the long-term maintenance of the SoCal Greenprint tool.

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Data Needs & Resources to Support RAMP

- Science Based Approach for Regional Advanced Mitigation

*As noted by an Federal Highway Administration (FHWA) funded study looking at advanced mitigation nation-wide, “**improved environmental information is needed on the front end of the project delivery process.** Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. **A central data clearinghouse...could improve assessment processes and mitigation outcomes.**”*

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Data Needs & Resources to Support RAMP: Draft Data Policies

- 1) SCAG will continue to **promote data-driven decision making**, government transparency, and data as a public engagement tool to accelerate progress toward achieving regional planning goals consistent with policies included in the Agency’s final Future Communities Framework;
- 2) Data included in the SoCal Greenprint tool **must be publicly available**, meaning that existing datasets are available online or can be accessed if requested and/or licensed;
- 3) Data available through the SoCal Greenprint tool **will not be identified, qualified, or defined as constraints on future development or growth**, or in any way endorsed by the regional council as official policy of the agency;
- 4) Publicly available data to be made accessible through the SoCal Greenprint **are not adopted by SCAG and are not an expression of regional policy**;

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Data Needs & Resources to Support RAMP: Draft Data Policies

- 5) The SoCal Greenprint will utilize **the best available scientific data** and will be vetted for inclusion by a selection of scientists across the region with regional knowledge and expertise;
- 6) Scientists providing vetting will be drawn principally from **regional colleges and universities, public agencies, and non-governmental organizations** for their expertise in natural science, climate science, energy resources, and water resources;
- 7) **A timeline and process for periodically updating datasets** will be established to ensure continuous use of the best available scientific data;
- 8) **SCAG will seek feedback broadly on all proposed data layers** for inclusion in the tool to identify, investigate, and address valid data security concerns;
- 9) **Data elements will be regionally comprehensive** to the extent feasible, and data depicted will not be altered from their original source;

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Data Needs & Resources to Support RAMP: Draft Data Policies

- 10) Consistent with policies included in SCAG's final Future Communities Framework, **SCAG will continue to promote data-driven decision making, government transparency**, and data as a public engagement tool to accelerate progress toward achieving regional planning goals;
- 11) SCAG will endeavor to **increase the availability of civic data** and information to reduce costs and increase the efficiency of public services; and
- 12) SCAG will support development and use of data tools to **increase opportunities for public engagement** and advocacy to inform local and regional policy

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Data Needs & Resources to Support RAMP: Draft Governance Standards



- 1) To convey limitations and foster its proper use as well as emphasize to users that the SoCal Greenprint tool is a non-regulatory tool with no legal effect on land-use decisions made by local agencies or property owners, the final, publicly available version of the tool will include a “popup screen” displaying disclosure language and will require user acknowledgment of the data’s limitations; and
- 2) Prior to using the tool, users will be required to acknowledge and agree to the terms of use, containing the aforementioned disclosures and data limitations, through a “clickwrap” statement that is reasonably and prominently visible to all users. This will require the active, affirmative acknowledgement of each user; and will be written to be easily understood by the average user.

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Data Needs & Resources to Support RAMP: Draft User Guidelines



- 1) The SoCal Greenprint will be web-based and easily accessible; and
- 2) The SoCal Greenprint will help identify potential priority conservation areas based on user needs using the best available scientific data to support decision making for municipalities, transportation agencies, conservation groups, developers, and researchers.

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria



- 1) SCAG staff will **prioritize selection of data accessible** through the tool by rigorously applying the foregoing data policies, governance standards, and user guidelines;
- 2) SCAG staff shall explicitly instruct scientists providing vetting to **identify data that supports regional advance mitigation planning for cities, counties and transportation agencies** as the highest priority for inclusion in the tool;
- 3) SCAG staff shall **actively engage with local partners through an open and transparent process** and in consultation with established Regional Planning Working Groups, the Technical Working Group, as well as other strategic advisors representing key users to help inform data selection ensuring that the SoCal Greenprint tool can support decision making for municipalities, transportation agencies, conservation groups, developers, and researchers as required by Connect SoCal's PEIR mitigation measure;

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



- 4) Data will be organized in **seven thematic areas**, which are **aligned with feedback from stakeholders and based on local planning needs** in support of RAMP:
 - a) Agriculture and Working Lands;
 - b) Built Environment;
 - c) Environmental Justice, Equity and Inclusion;
 - d) Habitat and Biodiversity;
 - e) Vulnerabilities and Resilience;
 - f) Water Resources;
 - g) Context;

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



- 5) Through outreach conducted with municipalities, transportation agencies, conservation groups, developers, and researchers, the following data topics have been identified as **valuable for land use and transportation infrastructure decisions as well as conserving natural and farm lands**, and are listed under each thematic area;
- 6) A **timeline and process for periodically updating data sets** will be established to ensure continuous use of the best available scientific data.

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Agriculture and Working Lands:

- Prime agricultural land;
- Williamson Act contracts;
- Soil ratings;
- Irrigation;
- Groundwater recharge areas for agricultural land;



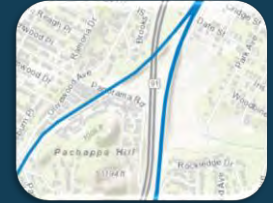
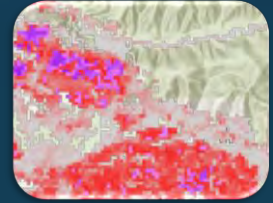
26

Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Built Environment:

- Impervious surfaces;
- Vehicle miles traveled (VMT);
- Light pollution;
- Noise;
- Public transit facilities;
- Sewer network;
- Airports;
- Entitlements;
- Clusters of parcels meeting CEQA streamlining definitions;



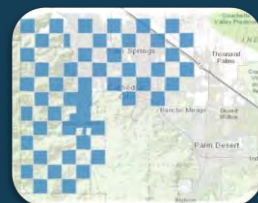
27

Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Environmental Justice, Equity and Inclusion:

- Gentrification and displacement;
- Historic redlining areas;
- Tribal nations;
- Affordable housing opportunity areas;
- Park access equity;



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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Habitat and Biodiversity:

- Habitat connectivity;
- Fish passage barriers;
- Soil/above ground/wildland carbon production;
- Species biodiversity;
- Species requiring mitigation;
- Areas with least conflict for solar energy development;
- Existing conservation plans;



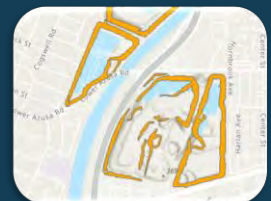
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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Vulnerabilities and Resilience:

- Urban heat islands;
- Earthquake hazard zones;
- Earthquake shaking potential;
- Fire hazard severity zones and risks to communities;
- Historic wildlife perimeters;
- Landslide zones;
- Liquefaction zones;
- Projected high heat days;
- Sea level rise impact areas;
- Tsunami inundation zones;



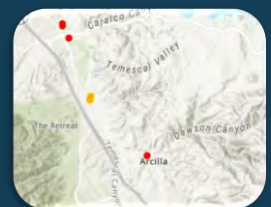
30

Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Water Resources:

- Water districts;
- Altered streams;
- Water quality monitoring sites;
- Groundwater recharge areas;
- Points of diversion;
- Runoff;
- Wells and change in groundwater levels;
- Water stress;
- Watersheds;
- Water quality index;



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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Context:

- Land cover;
- General Plan Land use;
- Zoning;
- Protected open space areas;



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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements



Consistent with SCAG's past and current practice, all data layers included in the SoCal Greenprint will feature individual **background information on methods, limitations, sourcing, as well as guidance on their proper use**, including:

- 1) The SoCal Greenprint shall feature a **glossary and methods section** that will provide **full transparency to users on data elements featured**, and will include:
 - a) **Narrative definitions** that cite the data sources, explain the data in accurate and user friendly terms, and offer guidance on how the information can be used;
 - b) **A description of the methodology**, reporting framework, and processing methods used to develop the data; c. Dataset names and URLs of original data sources;

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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements (con't)



- c) **Data creation date** and anticipated update schedules;
- d) **Geographic constraints** identifying the geographic unit of accuracy for the dataset. In some instances, data is accurate at larger areas but is not accurate when zoomed in to a smaller geography. For these instances, the minimum reporting size, or minimum level of geographic accuracy, will be displayed alongside the glossary entry (note that this reporting threshold will be used in the tool to hide reporting for measures that are not precise enough for a given area of interest report);

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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements (con't)



- 2) Layers will be consolidated in a single database for download and the database will include **metadata consistent with the Geospatial Metadata Standards and Guidelines** established by the Federal Geographic Data Committee (FGDC):
 - a) **Identification information** (originator, publication date, title, abstract, purpose, time period for content, currentness, progress, maintenance, etc.);
 - b) **Data quality information** (attribute accuracy, completeness, positional accuracy, etc.);
 - c) **Spatial data organization information** (indirect spatial reference for locating data without using coordinates);
 - d) **Spatial reference information** (geographic coordinate system, latitude and longitude, etc.);

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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements (con't)



- e) **Entity and attribute information** (detailed description of dataset, overview description, attribute domain values, etc.);
- f) **Distribution information** (contact information for the individual or organization that distributes the data, a statement of liability assumed by the distributing individual or organization); and
- g) **Metadata reference information** (date metadata was written, contact information for the metadata author, metadata standard, metadata access constraints, metadata use constraints).

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Feedback Opportunity on the RAMP Policy Framework



DEADLINE FOR FEEDBACK ON THE RAMP POLICY FRAMEWORK
5:00pm on April 1, 2022

Comments can be provided to SCAG at
scaggreenregion@scag.ca.gov

A summary of feedback received will be presented at the April
meeting of the RAMP-Advisory Task Group

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Thank you!

scaggreenregion@scag.ca.gov

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