MEETING OF THE

TECHNICAL WORKING GROUP

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

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MEETING ID: 142 774 637

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aube, Nicolle</td>
<td>Senior Analyst</td>
<td>City of Huntington Beach</td>
</tr>
<tr>
<td>Champion, Siri</td>
<td>Senior Planner</td>
<td>City of Rialto</td>
</tr>
<tr>
<td>Farnsworth, Nate</td>
<td>Planning Manager</td>
<td>City of Yorba Linda</td>
</tr>
<tr>
<td>Gable, Emily</td>
<td>City Planner</td>
<td>City of Los Angeles</td>
</tr>
<tr>
<td>Gibson, Sean</td>
<td>Deputy Environmental Services Dir.</td>
<td>City of Simi Valley</td>
</tr>
<tr>
<td>Glesne, Matt</td>
<td>Senior City Planner</td>
<td>City of Los Angeles</td>
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<tr>
<td>Kim, Susan</td>
<td>Director of Community &amp; Economic Dev.</td>
<td>City of La Habra</td>
</tr>
<tr>
<td>McCann, Melanie</td>
<td>Principal Planner</td>
<td>City of Santa Ana</td>
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<tr>
<td>Pallini-Tipton, Conni</td>
<td>Senior City Planner</td>
<td>City of Los Angeles</td>
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<tr>
<td>Poynter, Marika</td>
<td>Principal Planner</td>
<td>City of Irvine</td>
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<tr>
<td>Shiomoto-Lohr, Gail</td>
<td>Regional Planning Consultant</td>
<td>City of Mission Viejo</td>
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<tr>
<td>Siques, Joaquin</td>
<td>Deputy Director of Transportation</td>
<td>City of Pasadena</td>
</tr>
<tr>
<td>Thai, Minh</td>
<td>Executive Director, PBA</td>
<td>City of Santa Ana</td>
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<tr>
<td>Wong, Jimmy</td>
<td>Associate Planner</td>
<td>City of Santa Fe Springs</td>
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### REGIONAL PARTNERS

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<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Gray, Chris</td>
<td>Deputy Executive Director</td>
<td>WRCOG</td>
</tr>
<tr>
<td>Guizado, Jillian</td>
<td>Planning and Program Manager</td>
<td>RCTC</td>
</tr>
<tr>
<td>Huddleston, Lori</td>
<td>Transportation Planning Manager</td>
<td>LA Metro</td>
</tr>
<tr>
<td>Lee, Josh</td>
<td>Chief of Planning</td>
<td>SBCTA</td>
</tr>
<tr>
<td>Logasa, Brianne</td>
<td>Management Analyst</td>
<td>SGVCOG</td>
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<tr>
<td>McFall, Valarie</td>
<td>Deputy Chief Executive Officer</td>
<td>TCA</td>
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<td>Primmer, Marnie</td>
<td>Executive Director</td>
<td>OCCOG</td>
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<tr>
<td>Simpson, James</td>
<td>Planning and Programming Manager</td>
<td>RTC</td>
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<tr>
<td>Whiteaker, Warren</td>
<td>Principal Transportation Analyst</td>
<td>OCTA</td>
</tr>
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### REGULATORY & COORDINATING AGENCIES

None in attendance

### FIELD EXPERTS

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
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</thead>
<tbody>
<tr>
<td>Diep, Deborah</td>
<td>Director</td>
<td>CDR/CSUF</td>
</tr>
<tr>
<td>Rodnyansky, Seva</td>
<td>Assistant Professor</td>
<td>Occidental College</td>
</tr>
</tbody>
</table>

### ALTERNATES, SELF-IDENTIFIED NON-MEMBERS & PUBLIC ATTENDEES

<table>
<thead>
<tr>
<th>Name</th>
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<th>Organization</th>
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<tbody>
<tr>
<td>Equina, Justin</td>
<td>Associate Planner</td>
<td>City of Irvine</td>
</tr>
<tr>
<td>Gackstetter, Ryan</td>
<td>Senior Planner</td>
<td>City of Chino Hills</td>
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<tr>
<td>Guiam, Charles</td>
<td>Planner</td>
<td>City of Anaheim</td>
</tr>
<tr>
<td>Jacobs, Christy</td>
<td>Associate GIS Planner</td>
<td>City of Riverside</td>
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<tr>
<td>Koblasz, Ginger</td>
<td>Senior Planner</td>
<td>SBCTA</td>
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<tr>
<td>Smith, Steve</td>
<td>Director of Planning</td>
<td>SBCTA</td>
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<tr>
<td>Wages, Shannon</td>
<td>Principal Planner</td>
<td>Environmental Science Associates</td>
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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 Shiomoto-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 Shiomoto-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.
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 Shiomoto-Lohr (City of Mission Viejo), and Josh Lee (SBCTA).
Equity Analysis (Previously EJ Analysis)
Connect SoCal 2024

- Conducted extensive research
  - MPO EJ Methodology Factsheets
- Aligned with Federal and State equity efforts
- Grounded in best practices
2024 Equity Analysis

Environmental Justice Analysis \[\rightarrow\] Equity Analysis

- Incorporate Equity in Analysis
- Enhance and Consolidate Performance Measures

Incorporate Equity into Analysis

- Title VI
  - Race
  - Color
  - National Origin
- Environmental Justice
  - Low Income
  - Minority
- Other FHWA & FTA Groups
  - Sex/Gender
  - Disability
  - Age
  - LEP
**2020 EJ Analysis Populations and Communities**

**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

**Environmental Justice Areas**
- Transportation Analysis Zones (TAZs) (similar to census track 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**

**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

**Communities of Concern**
- 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)
2024 Equity Analysis Populations and Areas

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

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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

Prioritized Equity Populations and Areas (PEPA)

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.
### 2024 Prioritized Equity Populations and Areas (PEPA)

<table>
<thead>
<tr>
<th>STATUTORILY REQUIRED</th>
<th>PREVIOUSLY ANALYZED</th>
<th>NEW</th>
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<tr>
<td>People of Color</td>
<td>Older Adults</td>
<td>Female-Led Households</td>
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<tr>
<td>Low-Income Households</td>
<td>People with Disabilities</td>
<td>Rent-Burdened Households</td>
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<td>People with Limited English Proficiency</td>
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<td>Zero-Vehicle Households</td>
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<td></td>
<td>People without a High School Diploma</td>
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<tr>
<td></td>
<td>Disadvantaged Communities</td>
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Census tracts that have a concentration of BOTH low-income households and people of color AND 4 or more of the 8 additional criteria.

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

Expand Demographic Trends (Baseline Conditions)

Add Analysis of Race/Ethnicity (as available)

Existing Conditions Analysis (Baseline Conditions)

2020 Environmental Justice Performance Indicators

Eighteen (18) Performance Indicators

How will this impact quality of life?
- Jobs–Housing Imbalance
- Neighborhood Change and Displacement
- Accessibility to Employment and Services
- Accessibility to Parks and Educational Facilities

How will this impact health and safety?
- Active Transportation Hazards
- Climate Vulnerability
- Public Health Analysis
- Aviation Noise Impacts
- Roadway Noise Impacts
- Emissions Impacts Analysis (PM2.5 & CO)
- Emissions Impacts Along Freeways

How will this impact transportation costs?
- 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

How will this impact the commute?
- Travel Time and Travel Distance Savings
- Rail–Related Impacts
Revisiting Equity Performance Measures

CONNECT SOCAL GOALS

Economy  Communities  Mobility  Environment

Proposed Equity Performance Indicators - 2024

<table>
<thead>
<tr>
<th>Economy</th>
<th>Communities</th>
<th>Mobility</th>
<th>Environment</th>
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<tbody>
<tr>
<td>• Revenue Sources In Terms of Tax Burdens *</td>
<td>• Jobs–Housing Imbalance *</td>
<td>• Accessibility to Employment, Services, and Parks *</td>
<td>• Resilience and Climate Vulnerabilities *</td>
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<tr>
<td>• Investments vs. Benefits</td>
<td>• Neighborhood Change and Displacement *</td>
<td>• Active Transportation Hazards *</td>
<td>• Emissions Impacts Analysis *</td>
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<tr>
<td>• Geographic Distribution of Transportation Investments</td>
<td>• Rail–Related Impacts *</td>
<td>• Travel Time and Travel Distance Savings</td>
<td>• Noise Impacts *</td>
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<tr>
<td>• Impacts from Mileage–Based User Fee *</td>
<td></td>
<td>• Share of Transportation System Usage</td>
<td>• Public Health Impacts</td>
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</tbody>
</table>

* = indicator with notable data or methodology modifications
**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
Proposed Changes - Communities

Consolidation

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

Proposed Changes - Mobility

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
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”

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
Proposed Changes - Environment

**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

Proposed Equity Performance Indicators - 2024

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

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

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

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

* = indicator with notable data or methodology modifications
Thank you!

Anita Au, Senior Regional Planner  
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(213) 236-1874  
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Annaleigh Ekman, Assistant Regional Planner  
ekman@scag.ca.gov  
(213) 630-1427
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
Connect SoCal 2024: Draft Vision Statement

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.”

Connect SoCal 2024: Draft Goals - Mobility

**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.
Connect SoCal 2024: Draft Goals - Communities

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.

Connect SoCal 2024: Draft Goals - Environment

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.
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.

Connect SoCal 2024: Draft Goals Overview

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)
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

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
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)

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
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

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
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

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
Thank you!

Questions/Feedback?

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

www.scag.ca.gov
## Draft Performance Measures: Equity*

<table>
<thead>
<tr>
<th>Category</th>
<th>Subcategory*</th>
<th>Performance Measures</th>
<th>Plan Evaluation Measure</th>
<th>Definition</th>
<th>New, Existing, Revised, Removed</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Economy</td>
<td>Revenue Sources In Terms of Tax Burdens</td>
<td>Proportion of Connect SoCal revenue sources</td>
<td></td>
<td>Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color</td>
<td>Revised</td>
<td>Looking to add racial/ethnic disaggregation</td>
</tr>
<tr>
<td>Economy</td>
<td>Investments vs. Benefits</td>
<td>Transportation system investment benefit/cost ratio</td>
<td>X</td>
<td>Analysis of Connect SoCal investments by income quintile and race/ethnicity</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Economy</td>
<td>Geographic Distribution of Transportation Investments</td>
<td>Geographic distribution of transportation investments by mode</td>
<td>X</td>
<td>Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region</td>
<td>Existing</td>
<td>Continue to 2024.</td>
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<td>Economy</td>
<td>Impacts from Mileage-Based User (MBU) Fee</td>
<td>MBU fee impacts</td>
<td></td>
<td>Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region</td>
<td>Revised</td>
<td>Looking to add racial/ethnic disaggregation</td>
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<td>Communities</td>
<td>Jobs-Housing Imbalance</td>
<td>Jobs-house balance</td>
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<td>Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region</td>
<td>Revised</td>
<td>Looking to add racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if</td>
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<tr>
<td>Communities</td>
<td>Neighborhood Change and Displacement</td>
<td>Neighborhood change trends</td>
<td></td>
<td>Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations</td>
<td>Revised</td>
<td>Looking to add racial/ethnic disaggregation; Improvements pending internal discussion; incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis</td>
</tr>
<tr>
<td>Category</td>
<td>Subcategory*</td>
<td>Performance Measures</td>
<td>Plan Evaluation Measure</td>
<td>Definition</td>
<td>New, Existing, Revised, Removed</td>
<td>Notes</td>
</tr>
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</tr>
<tr>
<td>Communities</td>
<td>Rail-Related</td>
<td>Proximity to rail corridors</td>
<td></td>
<td>Breakdown of population by demographic group for areas in close proximity to rail</td>
<td>Revised</td>
<td>Adding railyards as a rail-related entity; potentially renaming indicator</td>
</tr>
<tr>
<td>Communities</td>
<td>Rail-Related</td>
<td>Proximity to planned grade separations</td>
<td></td>
<td>Breakdown of population by demographic group for areas in close proximity to planned grade separations</td>
<td>Revised</td>
<td>Adding railyards as a rail-related entity; potentially renaming indicator</td>
</tr>
<tr>
<td>Communities</td>
<td>Rail-Related</td>
<td>Proximity to railyards</td>
<td></td>
<td>Breakdown of population by demographic group for areas in close proximity to railyards</td>
<td>Revised</td>
<td>Adding railyards as a rail-related entity; potentially renaming indicator</td>
</tr>
<tr>
<td>Mobility</td>
<td>Accessibility to Employment, Services, and Parks</td>
<td>Job access</td>
<td>X</td>
<td>Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)</td>
<td>Revised</td>
<td>Combining and renaming from &quot;Accessibility to Employment and Services&quot; and &quot;Accessibility to Parks and Education Facilities&quot;</td>
</tr>
<tr>
<td>Mobility</td>
<td>Accessibility to Employment, Services, and Parks</td>
<td>Shopping access</td>
<td></td>
<td>Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)</td>
<td>Revised</td>
<td>Combining and renaming from &quot;Accessibility to Employment and Services&quot; and &quot;Accessibility to Parks and Education Facilities&quot;</td>
</tr>
<tr>
<td>Mobility</td>
<td>Accessibility to Employment, Services, and Parks</td>
<td>Parks access</td>
<td>X</td>
<td>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.)</td>
<td>Revised</td>
<td>Combining and renaming from &quot;Accessibility to Employment and Services&quot; and &quot;Accessibility to Parks and Education Facilities&quot;</td>
</tr>
<tr>
<td>Mobility</td>
<td>Active Transportation Hazards</td>
<td>Bike and pedestrian collisions</td>
<td>X</td>
<td>Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions</td>
<td>Revised</td>
<td>Updating with collision data; overlays with High Injury Network and bicycle infrastructure</td>
</tr>
<tr>
<td>Category</td>
<td>Subcategory*</td>
<td>Performance Measures</td>
<td>Plan Evaluation Measure</td>
<td>Definition</td>
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</tr>
<tr>
<td>Mobility</td>
<td>Travel Time and Travel Distance Savings</td>
<td>Distribution of travel time</td>
<td>X</td>
<td>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 minutes transit.</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Time and Travel Distance Savings</td>
<td>Distribution of travel distance</td>
<td>X</td>
<td>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.</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Share of Transportation System Usage</td>
<td>Mode share</td>
<td>X</td>
<td>Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share.</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Resilience and Climate Vulnerabilities</td>
<td>Percentage of population with substandard housing</td>
<td>X</td>
<td>Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing).</td>
<td>Revised</td>
<td>Updating datasets, adding extreme heat and tree canopy analysis, and renaming from “Climate Vulnerability” indicators</td>
</tr>
<tr>
<td>Environment</td>
<td>Resilience and Climate Vulnerabilities</td>
<td>Percentage of population in climate risk areas</td>
<td>X</td>
<td>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.</td>
<td>Revised</td>
<td>Updating datasets, adding extreme heat and tree canopy analysis, and renaming from “Climate Vulnerability” indicators</td>
</tr>
</tbody>
</table>
# Connect SoCal 2024

## Draft Performance Measures: Equity*

<table>
<thead>
<tr>
<th>Category</th>
<th>Subcategory*</th>
<th>Performance Measures</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>Emissions Impacts Analysis</td>
<td>Emissions impacts (CO and PM2.5)</td>
<td>X</td>
<td>Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan</td>
<td>Revised</td>
<td>Combining from “Emissions Impact Analysis” and “Emissions Impacts Along Freeways and Highly Traveled Corridors” indicators</td>
</tr>
<tr>
<td>Environment</td>
<td>Emissions Impacts Analysis</td>
<td>Proximity to freeways and highly traveled corridors</td>
<td>X</td>
<td>Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors</td>
<td>Revised</td>
<td>Combining from “Emissions Impact Analysis” and “Emissions Impacts Along Freeways and Highly Traveled Corridors” indicators</td>
</tr>
<tr>
<td>Environment</td>
<td>Noise Impacts</td>
<td>Percentage of population impacted by roadway noise</td>
<td></td>
<td>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</td>
<td>Revised</td>
<td>Combining and renaming from “Aviation Noise Impacts” and “Roadway Noise Impacts”; shifting to qualitative analysis</td>
</tr>
<tr>
<td>Environment</td>
<td>Noise Impacts</td>
<td>Percentage of population impacted by aviation noise</td>
<td></td>
<td>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</td>
<td>Revised</td>
<td>Combining and renaming from “Aviation Noise Impacts” and “Roadway Noise Impacts”; shifting to qualitative analysis</td>
</tr>
<tr>
<td>Environment</td>
<td>Public Health</td>
<td>N/A</td>
<td></td>
<td>Summary of historical emissions and health data for areas with high concentrations of minority and low income population</td>
<td>Removed</td>
<td>Public health is addressed in DACs and incorporated throughout the Equity Analysis</td>
</tr>
</tbody>
</table>

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*Formerly referenced as “Environmental Justice (EJ)”

**Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Indicators.
<table>
<thead>
<tr>
<th>Category</th>
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<th>Performance Measure</th>
<th>Equity* Measure</th>
<th>Definition</th>
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<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility</td>
<td>Accessibility</td>
<td>Major destination access</td>
<td></td>
<td>Share of major destinations accessible within 45 minutes by transit during evening peak period (5-7 pm)</td>
<td>Revised</td>
<td>Need to determine if morning peak period may also be modeled (in addition to evening peak period). Evaluate modeling feasibility of suggested revision.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Accessibility</td>
<td>Job access</td>
<td>X</td>
<td>Share of regional employment centers reachable within 30 minutes by automobile, 45 minutes by transit, &amp; 45 minutes by local bus during evening peak period (5-7 pm)</td>
<td>Revised</td>
<td>Need to determine if morning peak period may also be modeled (in addition to evening peak period). Evaluate modeling feasibility of suggested revision.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Infrastructure</td>
<td>HOT lane utilization</td>
<td></td>
<td>High-occupancy toll (HOT) lane utilization at all time periods</td>
<td>New</td>
<td>Evaluate modeling feasibility. Need to determine if this may be modeled, extracted from NPMRDS, or obtained through private data firm.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Infrastructure</td>
<td>Lost highway lane miles</td>
<td></td>
<td>Percent utilization of regional transportation system during peak demand</td>
<td>Remove</td>
<td>Recommend removing this measure because the data source is not defined, &amp; its evaluation &amp; monitoring utility is not established.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Miles Traveled</td>
<td>Trip distance</td>
<td>X</td>
<td>Average distance (in miles) traveled for work &amp; for all trips, including share of work trip lengths that are 10 miles or less &amp; 25 miles or less</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Mode Share</td>
<td>Mode share</td>
<td>X</td>
<td>Percentage of total work trips &amp; all trips by mode: auto, bus, commuter rail, urban rail, non-motorized, &amp; other. Includes transit mode share &amp; active transportation mode share</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Category</td>
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<tr>
<td>Mobility</td>
<td>Transit</td>
<td>Transit seat utilization</td>
<td></td>
<td>Seat capacity utilization (during peak hour &amp; in peak direction) based on available seats across all transit types. Transit boardings per capita.</td>
<td>New</td>
<td>CARB requested for analysis. Evaluate modeling feasibility.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Delay</td>
<td>Congestion bottlenecks</td>
<td></td>
<td>Assessment of regional freeways and major arterials to identify specific locations where recurrent congested conditions impact regional traffic flow.</td>
<td>New</td>
<td>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.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Delay</td>
<td>Person hours of delay by facility type (mixed flow, HOV, &amp; arterials)</td>
<td></td>
<td>Excess travel time resulting from the difference between a reference speed &amp; actual speed</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Delay</td>
<td>Person-delay per capita</td>
<td></td>
<td>Daily amount of delay experienced per capita due to traffic congestion</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Delay</td>
<td>Truck delay by facility type (highways/arterials)</td>
<td></td>
<td>Excess heavy duty truck travel time resulting from the difference between a reference speed &amp; actual speed</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Mobility</td>
<td>Travel Time</td>
<td>Commute time</td>
<td></td>
<td>Average travel time to work (in minutes) by travel modes (bike/walk, bus/rail, car, &amp; carpool)</td>
<td>Revised</td>
<td>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.</td>
</tr>
<tr>
<td>Category</td>
<td>Subcategory</td>
<td>Performance Measure</td>
<td>Equity* Measure</td>
<td>Definition</td>
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<tr>
<td>Mobility</td>
<td>Travel Time</td>
<td>Travel time by mode</td>
<td>X</td>
<td>Travel time distribution by mode for transit, single occupancy vehicles (SOV), &amp; high-occupancy vehicles (HOV)</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Climate</td>
<td>Vehicle miles traveled</td>
<td></td>
<td>Daily vehicle miles traveled (VMT) per capita (automobiles &amp; light trucks)</td>
<td>Revised</td>
<td>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.</td>
</tr>
<tr>
<td>Environment</td>
<td>Climate</td>
<td>Housing most vulnerable to impacts</td>
<td></td>
<td>Percent of housing units expected to be constructed in hazard areas (including wildland-urban interface areas)</td>
<td>New</td>
<td>Evaluate modeling feasibility. Need to determine if climate risks may be modeled through SPM.</td>
</tr>
<tr>
<td>Environment</td>
<td>Climate</td>
<td>Greenhouse gas emissions</td>
<td></td>
<td>Percent reduction in GHG emissions per capita (from 2005 levels)</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Climate</td>
<td>Population most vulnerable to impacts</td>
<td>X</td>
<td>Percent of population living in flood hazard, wildfire risk, sea level rise, &amp; extreme heat areas</td>
<td>New</td>
<td>Evaluate modeling feasibility. Need to determine if climate risks may be modeled through SPM.</td>
</tr>
<tr>
<td>Environment</td>
<td>Conservation</td>
<td>Land use for urban purposes</td>
<td></td>
<td>Total square miles of greenfield &amp; rural lands converted to urban use</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Health</td>
<td>Parks access</td>
<td>X</td>
<td>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)</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
</tbody>
</table>

* Equity* Measure: X indicates the metric is being removed.
## Connect SoCal 2024

### Draft Performance Measures: Plan Evaluation

<table>
<thead>
<tr>
<th>Category</th>
<th>Subcategory</th>
<th>Performance Measure</th>
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<th>Definition</th>
<th>New, Existing, Revised, Remove</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>Public Health</td>
<td>Criteria pollutant emissions</td>
<td>X</td>
<td>ROG, CO, NOx, PM10, &amp; PM2.5 emissions (tons per day)</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Public Health</td>
<td>Percent of households located within 500' of high-volume roadways</td>
<td>X</td>
<td>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)</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Resource Efficiency</td>
<td>Energy consumption</td>
<td></td>
<td>Energy (electricity, natural gas, vehicle fuel) consumption per capita</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Environment</td>
<td>Resource Efficiency</td>
<td>Water consumption</td>
<td></td>
<td>Urban water consumption per capita</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Economy</td>
<td>Employment</td>
<td>New jobs added due to transportation system investments</td>
<td></td>
<td>Number of new jobs added to regional economy directly related to RTP/SCS transportation system investments</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Economy</td>
<td>Employment</td>
<td>Number of new jobs added due to improved regional economic competitiveness</td>
<td></td>
<td>Number of new jobs added to the regional economy as a result of improved transportation conditions</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Category</td>
<td>Subcategory</td>
<td>Performance Measure</td>
<td>Equity Measure</td>
<td>Definition</td>
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</tr>
<tr>
<td>Economy</td>
<td>Employment</td>
<td>Share of regional employment growth occurring in High Quality Transit Areas (HQTAs)</td>
<td></td>
<td>Percent of the region’s total employment growth occurring within HQTAs</td>
<td>Revised</td>
<td>Evaluate modeling feasibility for generalizing to Priority Development Areas (PDAs) to determine possibility of assessing household &amp; employment growth in PDAs in addition to HQTAs.</td>
</tr>
<tr>
<td>Economy</td>
<td>Infrastructure</td>
<td>Transportation system investment benefit/cost ratio</td>
<td>X</td>
<td>Ratio of monetized user &amp; social benefits to transportation system investment costs</td>
<td>Existing</td>
<td></td>
</tr>
<tr>
<td>Economy</td>
<td>Travel Delay</td>
<td>Travel delay/cost relationship</td>
<td></td>
<td>Costs for travel delays</td>
<td>New</td>
<td>Evaluate modeling feasibility for assessing costs related to travel delay. INRIX data is available in house. Need to determine if this can be modeled.</td>
</tr>
<tr>
<td>Communities</td>
<td>Accessibility</td>
<td>Percent of trips less than 3 miles</td>
<td></td>
<td>Share of work &amp; non-work trips which are less than 3 miles in length</td>
<td>Existing</td>
<td></td>
</tr>
<tr>
<td>Communities</td>
<td>Accessibility</td>
<td>Share of regional households located in High Quality Transit Areas (HQTAs)</td>
<td></td>
<td>Percent of the region’s total households located within HQTAs</td>
<td>Revised</td>
<td>Evaluate modeling feasibility for generalizing to PDAs. Need to determine possibility of assessing household &amp; employment growth in PDAs in addition to HQTAs.</td>
</tr>
<tr>
<td>Communities</td>
<td>Housing</td>
<td>Housing cost burden</td>
<td></td>
<td>Share of annual household income spent on housing-related expenses</td>
<td>New</td>
<td>Evaluate modeling feasibility.</td>
</tr>
<tr>
<td>Communities</td>
<td>Housing</td>
<td>Accessory Dwelling Unit (ADU) potential</td>
<td></td>
<td>Assessment of potential for ADU development within Priority Development Areas (PDAs)</td>
<td>New</td>
<td>Evaluate modeling feasibility.</td>
</tr>
</tbody>
</table>
### Connect SoCal 2024

#### Draft Performance Measures: Plan Evaluation

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<tr>
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<tr>
<td>Communities</td>
<td>Housing</td>
<td>Residential development distribution</td>
<td></td>
<td>Ratio of infill residential units to all new residential units constructed</td>
<td>New</td>
<td>Evaluate modeling feasibility. Assess whether evaluation can occur for PDAs.</td>
</tr>
<tr>
<td>Communities</td>
<td>Public Health</td>
<td>Physical activity-related health measures</td>
<td></td>
<td>Physical activity/weight-related health issues &amp; costs</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
<tr>
<td>Communities</td>
<td>Public Health</td>
<td>Air pollution-related public health issues &amp; costs</td>
<td></td>
<td>Costs related to public health conditions</td>
<td>Existing</td>
<td>Continue to 2024.</td>
</tr>
</tbody>
</table>

* 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

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

### Draft Performance Measures: On-going Regional Monitoring

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

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

## Draft Performance Measures: On-going Regional Monitoring

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

### Draft Performance Measures: On-going Regional Monitoring

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

---

*Notes:*

- **X** indicates that the measure is an equity measure.
- **Remove** indicates that the measure is recommended for removal from the on-going regional performance monitoring program due to unreliable data source.
### Connect SoCal 2024
#### Draft Performance Measures: On-going Regional Monitoring

<table>
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<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communities</td>
<td>Public Health</td>
<td>Percent of residents within 1/2 mile walk to open space</td>
<td>Share of residents living within 1/2 mile walk to parks or open space</td>
<td>Existing</td>
<td>Continue to 2024.</td>
<td></td>
</tr>
</tbody>
</table>

* 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](http://scag.ca.gov/local-data-exchange)
- Regional Data Platform: [https://hub.scag.ca.gov](https://hub.scag.ca.gov)
- RDP LDX Web: [https://hub.scag.ca.gov/pages/ldx](https://hub.scag.ca.gov/pages/ldx)
- Email contact for RDP and LDX: [list@scag.ca.gov](mailto:list@scag.ca.gov)

**Key Dates**

- **February 23, 2022: RDP 1.0 / LDX “soft launch”**
  - All public components of RDP went live at [https://hub.scag.ca.gov](https://hub.scag.ca.gov)
  - Jurisdictions can get credentials for RDP’s LDX web ([https://hub.scag.ca.gov/pages/ldx](https://hub.scag.ca.gov/pages/ldx)) and begin reviewing and editing most datasets
  - Jurisdictions can continue to get ESRI licenses at [https://license-rdp.scag.ca.gov/](https://license-rdp.scag.ca.gov/)

- **May 2022: LDX Complete Launch**
  - SCAG’s preliminary growth forecast at the jurisdiction/TAZ level will be available for review in Data/Map Books and digitally.
  - Additional data layers for reference may be available through RDP LDX
  - 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):**
  - 2/1 – Orange County – OCCOG TAC (follow-up 4/5 and 5/3)
  - 2/23 – San Bernardino County – SBCTA PDTF (follow-up 3/23 and 4/27)
  - 2/24 – Imperial County – ICTC TAC
  - 3/3 – SCAG Community, Economic, and Human Development Committee
  - 3/10 – Riverside County – WRCOG Planning Director’s Forum

- **May 5-6th, 2022: SCAG General Assembly and Regional Conference**
  - Visit the RDP Table to learn more, or review maps for your jurisdiction

- **One-on-one meetings with jurisdictions:**
  - 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)
Connect SoCal 2024 Forecasts 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.

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**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

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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

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
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

Connect SoCal 2024: Development Update

- Foundations & Frameworks
  - 2021
- Data Collection & Policy Development
  - 2022
- Outreach & Analysis
  - 2023
- Draft Plan & Adoption
  - 2024

**COMPLETED**

- Regional & County Forecast
- Relaunched Working Groups
- Regional Data Platform Launch

**LOCAL DATA EXCHANGE (LDX)**

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

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
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

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LAYER NAME</th>
<th>REVIEW TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>General Plan</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td></td>
<td>Zoning</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td></td>
<td>Existing Land Use</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td></td>
<td>Specific Plan Land Use</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td></td>
<td>Key Entitlements</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td>Priority</td>
<td>Neighborhood Mobility Areas</td>
<td>Optional</td>
</tr>
<tr>
<td>Development</td>
<td>Livable Corridors</td>
<td>Optional</td>
</tr>
<tr>
<td></td>
<td>Job Centers</td>
<td>Optional</td>
</tr>
<tr>
<td></td>
<td>Housing Trajectory</td>
<td>Update/Corrections and site inventory upload</td>
</tr>
<tr>
<td>Transportation</td>
<td>High Quality Transit Areas</td>
<td>Reference Only</td>
</tr>
<tr>
<td></td>
<td>Transit Priority Areas</td>
<td>Reference Only</td>
</tr>
<tr>
<td></td>
<td>Regional Bikeways</td>
<td>Optional</td>
</tr>
<tr>
<td></td>
<td>Regional Truck Routes</td>
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</tr>
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</table>

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LAYER NAME</th>
<th>REVIEW TYPE</th>
</tr>
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<tbody>
<tr>
<td>Land Use</td>
<td>Resilience (Flood areas, coastal inundation, wildfire risk)</td>
<td>Reference Only</td>
</tr>
<tr>
<td></td>
<td>Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)</td>
<td>Reference Only</td>
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<tr>
<td></td>
<td>Administrative/Working Lands (Tribal nations, military installations, farmlands)</td>
<td>Reference Only</td>
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<tr>
<td>Green Region</td>
<td>Resource Areas (SB 375)</td>
<td>Reference Only</td>
</tr>
<tr>
<td>Resilience</td>
<td>City Boundary and Sphere of Influence</td>
<td>Reference Only</td>
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<tr>
<td>Geographical</td>
<td>Census Tract</td>
<td>Reference Only</td>
</tr>
<tr>
<td>Boundaries</td>
<td>TAZ (Tier2)</td>
<td>Reference Only</td>
</tr>
<tr>
<td>Growth</td>
<td>Jurisdiction-level projections of households and employment (2019-2050)</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td>(available May</td>
<td>TAZ-level projections of households and employment (2019-2050)</td>
<td>Update/Corrections</td>
</tr>
<tr>
<td>2022)</td>
<td></td>
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</table>

LDX Timeline

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

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...
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
- SCAG Regional Data Platform (RDP)
- SoCal Atlas

**Planning & Engagement Tools**

- HELPR
- Parcel Explorer
- General Plan Update Initiative Templates

**Data Sharing Tools & Workflows**

- Local Data Exchange
- Empowering planners and residents... To create more sustainable communities

**RDP Data & Information Tools**

- **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.
RDP Planning & Engagement Tools

HELP
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.

RDP’s Local Data Exchange (LDX) Tools

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.
# RDP Tools Summary

<table>
<thead>
<tr>
<th>RDP Tools and Capabilities</th>
<th>URL</th>
<th>Accessible to</th>
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<tr>
<td>Regional Hub</td>
<td><a href="https://hub.scag.ca.gov/">https://hub.scag.ca.gov/</a></td>
<td>Publicly Accessible</td>
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<tr>
<td>SoCal Atlas</td>
<td><a href="https://rdp.scag.ca.gov/socal-atlas/">https://rdp.scag.ca.gov/socal-atlas/</a></td>
<td>Publicly Accessible</td>
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<td>HELPR</td>
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<td>Parcel Locator</td>
<td><a href="https://rdp.scag.ca.gov/parcel-locator/">https://rdp.scag.ca.gov/parcel-locator/</a></td>
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<td>Local General Plan Update Site Templates</td>
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<td>Off-the-Shelf Planning &amp; Engagement Tools</td>
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<td>LDX Website</td>
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<td>Publicly Accessible</td>
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<td>LDX Data Editor</td>
<td><a href="https://rdp.scag.ca.gov/ldx-editor/">https://rdp.scag.ca.gov/ldx-editor/</a></td>
<td>Publicly Accessible</td>
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<tr>
<td>LDX Data Sharing</td>
<td><a href="https://rdp.scag.ca.gov/portal/apps/sites/#/ldx-web">https://rdp.scag.ca.gov/portal/apps/sites/#/ldx-web</a></td>
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<td>LDX Data Reviewer</td>
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<td>Publicly Accessible</td>
</tr>
</tbody>
</table>
Local Data Exchange – Next Steps

For local jurisdictions:

1) Request ArcGIS licenses at [https://hub.scag.ca.gov/pages/planners-corner](https://hub.scag.ca.gov/pages/planners-corner)

2) Request LDX Web access at [https://hub.scag.ca.gov/pages/ldx](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

Thank You!

[https://scag.ca.gov/local-data-exchange](https://scag.ca.gov/local-data-exchange)
[https://hub.scag.ca.gov](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
### 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
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 forecasted 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
**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

---

**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
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
- GGRA maps consist of 10 topic maps + 3 multi-benefit asset maps

---

**Connect SoCal 2024: Green Region Resource Areas (GRRA)**

**GRRA Categories**

- **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: GRRA Datasets

<table>
<thead>
<tr>
<th>GRRA Category</th>
<th>GRRA Topic</th>
<th>Underlying Dataset(s)</th>
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<tbody>
<tr>
<td>Resilience</td>
<td>Flood Areas</td>
<td>FEMA Effective: 100-Year Floodplains, 2017, FEMA</td>
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<td>Coastal Inundation (Sea Level Rise)</td>
<td>Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS</td>
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<tr>
<td></td>
<td>Wildfire Risk</td>
<td>Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE</td>
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<tr>
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<td></td>
<td>Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE</td>
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<td>Wildland Urban Interface, 2020, CAL FIRE</td>
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<td>Habitat</td>
<td>Open Space and Parks</td>
<td>Save Our Agricultural Resources (SOAR), 2017, County of Ventura</td>
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<td>California Conservation Easement Database (CCED), 2021, Multiple sources</td>
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<td>California Protected Areas Database (CPAD), 2021, Multiple sources</td>
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<td>Endangered Species and Plants</td>
<td>California Natural Diversity Database, 2017, CA Department of Fish and Wildlife</td>
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<td>Sensitive Habitat Areas</td>
<td>National Wetlands Inventory, 2020, US Fish and Wildlife Services</td>
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<td>2015 Areas of Conservation Emphasis (ACE1v1), 2015, CA Department of Fish and Wildlife</td>
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<td>Connect SoCal 2020 Habitat Connectivity Layer, 2020, SCAG: South Coast Missing Linkages (SCML) Wildlife Corridors, 2016, Conservation Biology Institute; and California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife</td>
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<td></td>
<td>Natural Community and Habitat Conservation Plans</td>
<td>Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife</td>
</tr>
<tr>
<td>Administrative/Working Lands</td>
<td>Tribal Nations</td>
<td>American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES</td>
</tr>
<tr>
<td></td>
<td>Military Installations</td>
<td>USA Department of Defense Lands, 2018, US Department of Defense</td>
</tr>
<tr>
<td></td>
<td>Farmlands</td>
<td>California Important Farmland, Farmland Mapping &amp; Monitoring Program (FMMP), 2018, CA Department of Conservation</td>
</tr>
</tbody>
</table>

## GRRA: Methodology

- **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
GRRA: Resilience

Resilience

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

GRRA: Resilience Multi-Benefit Asset Map

- Flood Risk
- Coastal Inundation (Sea Level Rise)
- Wildfire Risk
GRRA: Administrative/Working Lands

Administrative/Working Lands

- Tribal Nations
- Military Installations
- Farmlands

Tribal Nations
Military Installations
Farmlands

Administrative/Working Lands Multi-Benefit Asset Map
GRRA

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

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

GRRA: Multi-Benefit Asset Maps (MBAMs)

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022
**GRRA: Multi-Benefit Asset Maps (MBAMs) - Methodology**

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

[Image of Resilience Multi-Benefit Assets in City of Brawley]

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

---

**GRRA: Next Steps**

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

[Image of GRRA Next Steps]

**Source:** SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022
**DRAFT Green Region Resource Areas (GRRA) Growth Methodology**

1) Assemble GRRA data
   a. Union-ed and clipped to 6-county SCAG region

2) Intersect GRRA with parcels and tabulate potential growth capacity in GRRA 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, GRRA layers will be prioritized for avoiding growth
7) Establish growth priorities based on the following asset values for each GRRA layer (two potential methods):
   a. Method 1 – Individually weighted GRRA scores
      i. Use the asset values above to calculate GRRA 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. An overview of the overlapping risk values, by GRRA 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.

<table>
<thead>
<tr>
<th>GRRA Topic</th>
<th>GRRA Layer(s)</th>
<th>Baseline Asset Value per parcel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Coastal Inundation (Sea Level Rise)</td>
<td></td>
<td>$10^5$</td>
</tr>
<tr>
<td>Wildfire Risk¹</td>
<td>“Very High”</td>
<td>$10^5$ (avoid growth)</td>
</tr>
<tr>
<td></td>
<td>“High”</td>
<td>$10^5$</td>
</tr>
<tr>
<td></td>
<td>“WUI”</td>
<td>1</td>
</tr>
<tr>
<td>Open Space &amp; Parks</td>
<td></td>
<td>$10^{2.5}$</td>
</tr>
<tr>
<td>Endangered Species &amp; Plants</td>
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<td>1</td>
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<tr>
<td>Sensitive Habitat</td>
<td></td>
<td>$2^2$</td>
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<tr>
<td>HCPs &amp; NCCPs</td>
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<td>$10^5$</td>
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<tr>
<td>Tribal Nations</td>
<td></td>
<td>$10^5$</td>
</tr>
<tr>
<td>Military Installations</td>
<td></td>
<td>$10^5$</td>
</tr>
<tr>
<td>Farmlands</td>
<td></td>
<td>$2^1$</td>
</tr>
</tbody>
</table>
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+

<table>
<thead>
<tr>
<th>GRRA Topic</th>
<th>Flood</th>
<th>SLR</th>
<th>WFR_FHSZ</th>
<th>WFR_WUI</th>
<th>OS&amp;P</th>
<th>ES&amp;P</th>
<th>SenHab</th>
<th>HCPs</th>
<th>Tribal</th>
<th>Military</th>
<th>Farmlands</th>
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<tr>
<td>Flood</td>
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<td>WFR_WUI</td>
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<td>1</td>
<td></td>
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<tr>
<td>SenHab</td>
<td>4</td>
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<td>Tribal</td>
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<td>10</td>
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<tr>
<td>Farmlands</td>
<td>4</td>
<td>11</td>
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<td>2</td>
</tr>
</tbody>
</table>
b. Method 2 – Weighted GRRA scores by Multi-Benefit Asset Map (MBAM)
   
i. 

<table>
<thead>
<tr>
<th>MBAM</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>Resilience(^3)</td>
<td>0.35</td>
</tr>
<tr>
<td>Habitat(^4)</td>
<td>0.35</td>
</tr>
<tr>
<td>Admin/Working Lands</td>
<td>0.3</td>
</tr>
</tbody>
</table>

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
<table>
<thead>
<tr>
<th>GRRA Category</th>
<th>GRRA Topic</th>
<th>Underlying Dataset(s)</th>
<th>Link to Dataset(s)</th>
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<td>FEMA 100-Year Floodplains, ArcGIS REST Services Directory:</td>
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<td><a href="https://gis.water.ca.gov/arcgis/rest/services/Boundaries/bam_viewer/MapServer/4">https://gis.water.ca.gov/arcgis/rest/services/Boundaries/bam_viewer/MapServer/4</a></td>
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<td></td>
<td>Coastal Inundation</td>
<td>Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018,</td>
<td><a href="https://www.sciencebase.gov/catalog/item/57f1d4f3e4b0bc0befee93">https://www.sciencebase.gov/catalog/item/57f1d4f3e4b0bc0befee93</a></td>
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<tr>
<td></td>
<td>(Sea Level Rise)</td>
<td>USGS</td>
<td></td>
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<td></td>
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<td></td>
<td>FHSZ LRA Maps, ArcGIS REST Services Directory: <a href="https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/0">https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/0</a></td>
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<td>FHSZ Maps by County (LRA and SRA):</td>
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<td>FHSZ SRA Maps, ArcGIS REST Services Directory: <a href="https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/1">https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/1</a></td>
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<td></td>
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<td>Wildland Urban Interface, 2020, CAL FIRE</td>
<td><a href="https://frap.fire.ca.gov/mapping/gis-data/#panel-6ebba334-7394-403e-8d3b-cfd53fc81dcf">https://frap.fire.ca.gov/mapping/gis-data/#panel-6ebba334-7394-403e-8d3b-cfd53fc81dcf</a></td>
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<td>Habitat</td>
<td>Open Space and Parks</td>
<td>Save Our Agricultural Resources (SOAR), 2017, County of Ventura</td>
<td><a href="https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/">https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/</a></td>
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<td>California Conservation Easement Database (CCED), 2021, Multiple sources</td>
<td><a href="https://data.cnra.ca.gov/dataset/california-conservation-easement-database">https://data.cnra.ca.gov/dataset/california-conservation-easement-database</a></td>
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<td>California Protected Areas Database (CPAD), 2021, Multiple sources</td>
<td><a href="https://www.callands.org/cpad/">https://www.callands.org/cpad/</a></td>
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<td></td>
<td>Endangered Species and</td>
<td>California Natural Diversity Database, 2017, CA Department of Fish and Wildlife</td>
<td><a href="https://wildlife.ca.gov/Data/CNDDB/Data-Updates">https://wildlife.ca.gov/Data/CNDDB/Data-Updates</a></td>
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<tr>
<td></td>
<td>Plants</td>
<td></td>
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</tr>
</tbody>
</table>
### Sensitive Habitat Areas

- **2015 Areas of Conservation Emphasis (ACEIv2), 2015, CA Department of Fish and Wildlife**
- **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**
- **Derived from Connect SoCal 2020 Habitat Connectivity Layer, comprised of two datasets:**
  - South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute: [https://map.dfg.ca.gov/metadata/ds2867.html](https://map.dfg.ca.gov/metadata/ds2867.html)
  - California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife: [https://map.dfg.ca.gov/metadata/ds0619.html?5.96.99](https://map.dfg.ca.gov/metadata/ds0619.html?5.96.99)

### 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](https://map.dfg.ca.gov/metadata/ds0760.html)

### 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
  - [https://www.arcgis.com/home/item.html?id=6b911a60a5a4465a85fd5c42668bf907#overview](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=c278df0ef3bc4476bb890e5509bbe5c5f](https://gis.conservation.ca.gov/portal/home/item.html?id=c278df0ef3bc4476bb890e5509bbe5c5f)

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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](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).


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](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](https://www.houstontx.gov/mayor/Resilient-Houston-20200518-single-page.pdf#page=107)

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
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.

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
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

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."
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.

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
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.

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
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
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

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.
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;

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.
Science Based Approach for Regional Advanced Mitigation

As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, “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.”

Data Needs & Resources to Support RAMP

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;
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;

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
**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.

**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.
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;

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;
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.

---

**Agriculture and Working Lands:**

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

**Environmental Justice, Equity and Inclusion:**
- Gentrification and displacement;
- Historic redlining areas;
- Tribal nations;
- Affordable housing opportunity areas;
- Park access equity;
**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;

**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;
**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;

**Context:**

- Land cover;
- General Plan Land use;
- Zoning;
- Protected open space areas;
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;
   d) Data creation date and anticipated update schedules;
   e) 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);
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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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

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g) **Metadata reference information** (date metadata was written, contact information for the metadata author, metadata standard, metadata access constraints, metadata use constraints).
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

Thank you!
scaggreenregion@scag.ca.gov