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MEETING OF THE

TECHNICAL WORKING GROUP

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

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

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1. **AB 2334 Technical Assistance**
   Tom Vo
   20 minutes
   Packet page 5

2. **Job Quality Index**
   Gigi Moreno
   25 Minutes
   Packet page 16

3. **Connect SoCal 2024 – LDX Survey Results**
   Sarah Dominguez
   20 minutes
   Packet page 32

4. **RHNA Reform Update**
   David Kyobe & Ma'Ayn Johnson
   Packet page 44

TECHNICAL WORKING GROUP

Meeting Minutes (Abridged)

April 20, 2023 (Supplemental)
10 a.m. – 12 p.m.

The meeting was held via Zoom teleconferencing.

Membership Attendance

LAND USE AUTHORITIES

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

REGIONAL PARTNERS

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

REGULATORY & COORDINATING AGENCIES

Miranda, Jude	Caltrans – D12

FIELD EXPERTS

Diep, Deborah	CDR/CSUF

ALTERNATES & PUBLIC ATTENDEES

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

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TECHNICAL WORKING GROUP

Meeting Summary

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

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

2. WINTER 2023 DEMOGRAPHIC DATA UPDATE

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

3. CONNECT SOCAL 2024: DRAFT REGIONAL PLANNING POLICIES

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

4. SOCAL GREENPRINT UPDATE

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

Assembly Bill 2334

Requirements & Potential Opportunities for Regional Collaboration

Tom Vo, Principal Regional Planner | Planning Strategy

May 18, 2023

WWW.SCAG.CA.GOV

AB 2334 Background Information

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

https://statesymbolsusa.org/

AB 2334 Background Information (cont.)

- **What does AB 2334 really do?**
  - Aims to increase the number of eligible project sites to include all qualifying sites within very low vehicle-mile-traveled (VMT) areas in 5 (out of 17 statewide) designated counties within the SCAG region
    - Los Angeles, Orange, Riverside, San Bernardino, and Ventura
  - Enhances density bonuses for qualifying affordable projects (at least 80% of units to lower-income households) in very low VMT areas
    - Allows 100% affordable housing projects to receive unlimited density and an additional height increase of 33 ft (or 3 stories)
    - Additional analysis required at the local level to determine the specific qualifying areas

AFFORDABLE HOUSING

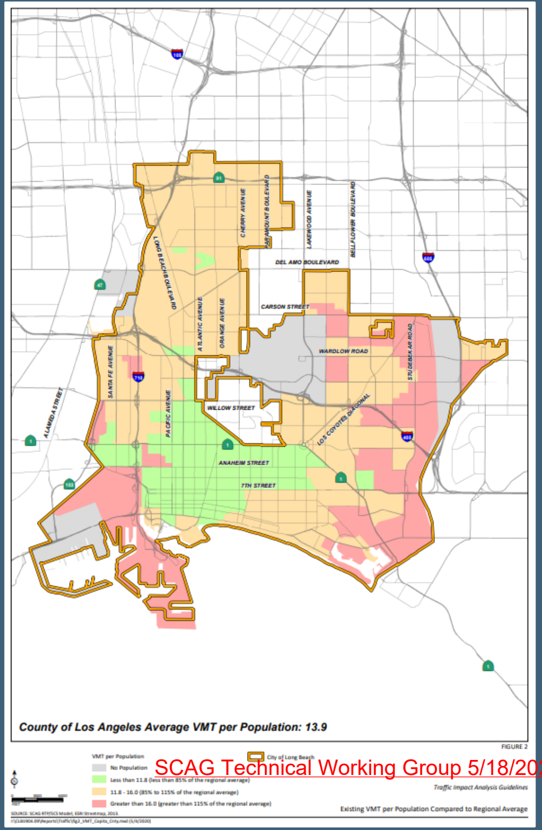
https://www.istockphoto.com/

Technical Information

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

Publicly Available Tools and Data

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


LONG BEACH BOULEVARD
CHERRY AVENUE
PARAMOUNT BOULEVARD
LAKEWOOD AVENUE
BELLFLOWER BOULEVARD
DEL AMO BOULEVARD
CARSON STREET
WARDLOW ROAD
ATLANTIC AVENUE
ORANGE AVENUE
SANTA FE AVENUE
PACIFIC AVENUE
WILLOW STREET
ALAMEDA STREET
ANAHEIM STREET
7TH STREET
LOS COYOTES DIAGONAL
STUDEBAKER ROAD
VMT per Population
No Population
Less than 11.8 (less than 85% of the regional average)
11.8 - 16.0 (85% to 115% of the regional average)
Greater than 16.0 (greater than 115% of the regional average)
City of Long Beach
FIGURE 2

County of Los Angeles Average VMT per Population: 13.9

Traffic Impact Analysis Guidelines

Existing VMT per Population Compared to Regional Average

SOURCE: SCAG RTP/SCS Model; ESRI Streetmap, 2018.

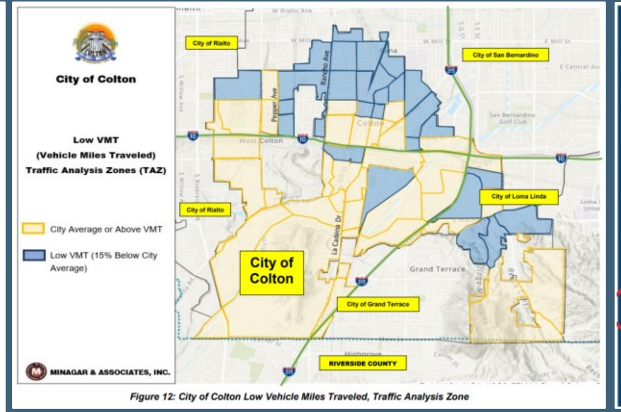
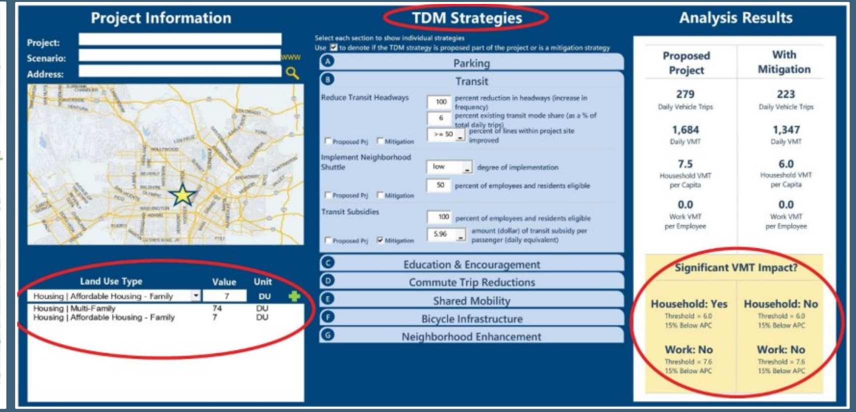

City of Colton
Low VMT
(Vehicle Miles Traveled)
Traffic Analysis Zones (TAZ)
City Average or Above VMT
Low VMT (15% Below City Average)
City of Rialto
City of San Bernardino
City of Loma Linda
City of Colton
City of Grand Terrace
Grand Terrace
RIVERSIDE COUNTY
MINAGAR & ASSOCIATES, INC.

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



Project Information

Project:
Scenario:
Address:

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	7	DU
Housing | Multi-Family	74	DU
Housing | Affordable Housing - Family	7	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

Ⓐ Parking

Ⓑ Transit

Reduce Transit Headways
100 percent reduction in headways (increase in frequency)
6 percent existing transit mode share (as a % of total daily trips)
>= 50 percent of lines within project site improved
☐ Proposed Prj ☐ Mitigation

Implement Neighborhood Shuttle
low degree of implementation
50 percent of employees and residents eligible
☐ Proposed Prj ☐ Mitigation

Transit Subsidies
100 percent of employees and residents eligible
5.96 amount (dollar) of transit subsidy per passenger (daily equivalent)
☐ Proposed Prj ☑ Mitigation

Ⓒ Education & Encouragement

Ⓓ Commute Trip Reductions

Ⓔ Shared Mobility

Ⓕ Bicycle Infrastructure

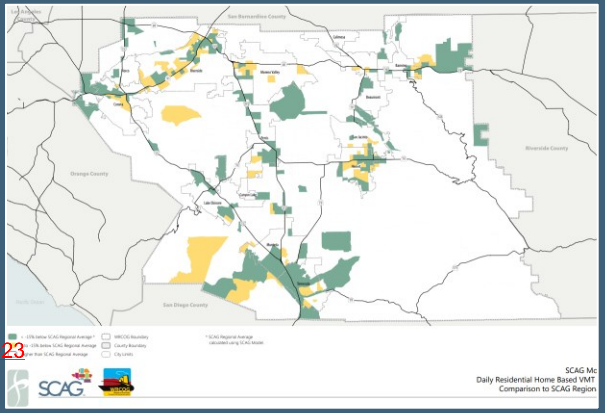
Ⓖ Neighborhood Enhancement

Analysis Results

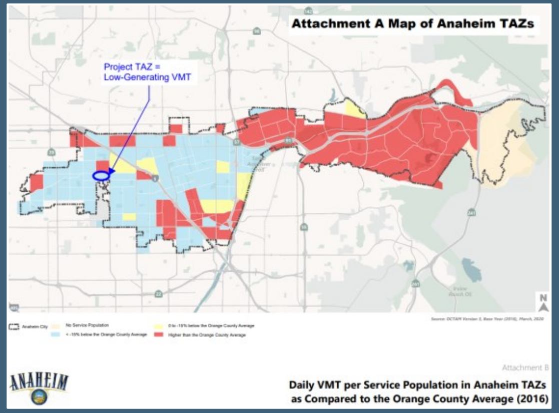
Proposed Project	With Mitigation
279 Daily Vehicle Trips	223 Daily Vehicle Trips
1,684 Daily VMT	1,347 Daily VMT
7.5 Household VMT per Capita	6.0 Household VMT per Capita
0.0 Work VMT per Employee	0.0 Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

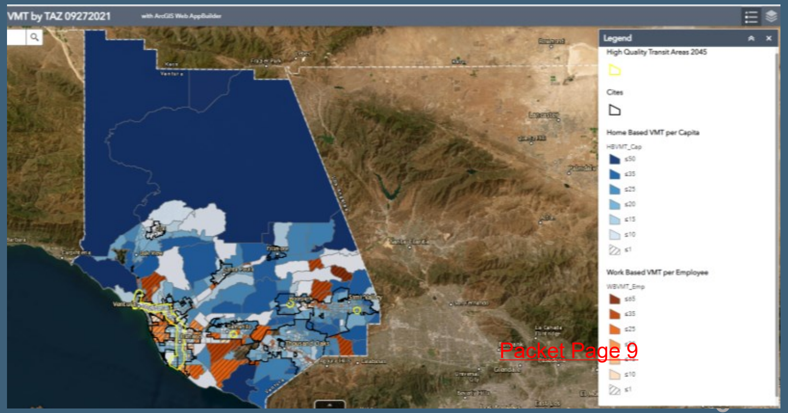

Orange County
Riverside County
San Diego County
< -15% below SCAG Regional Average*
to -15% below SCAG Regional Average
Higher than SCAG Regional Average
WRCOG Boundary
County Boundary
City Limits
* SCAG Regional Average calculated using SCAG Model
SCAG
WRCOG

SCAG Mo
Daily Residential Home Based VMT
Comparison to SCAG Region

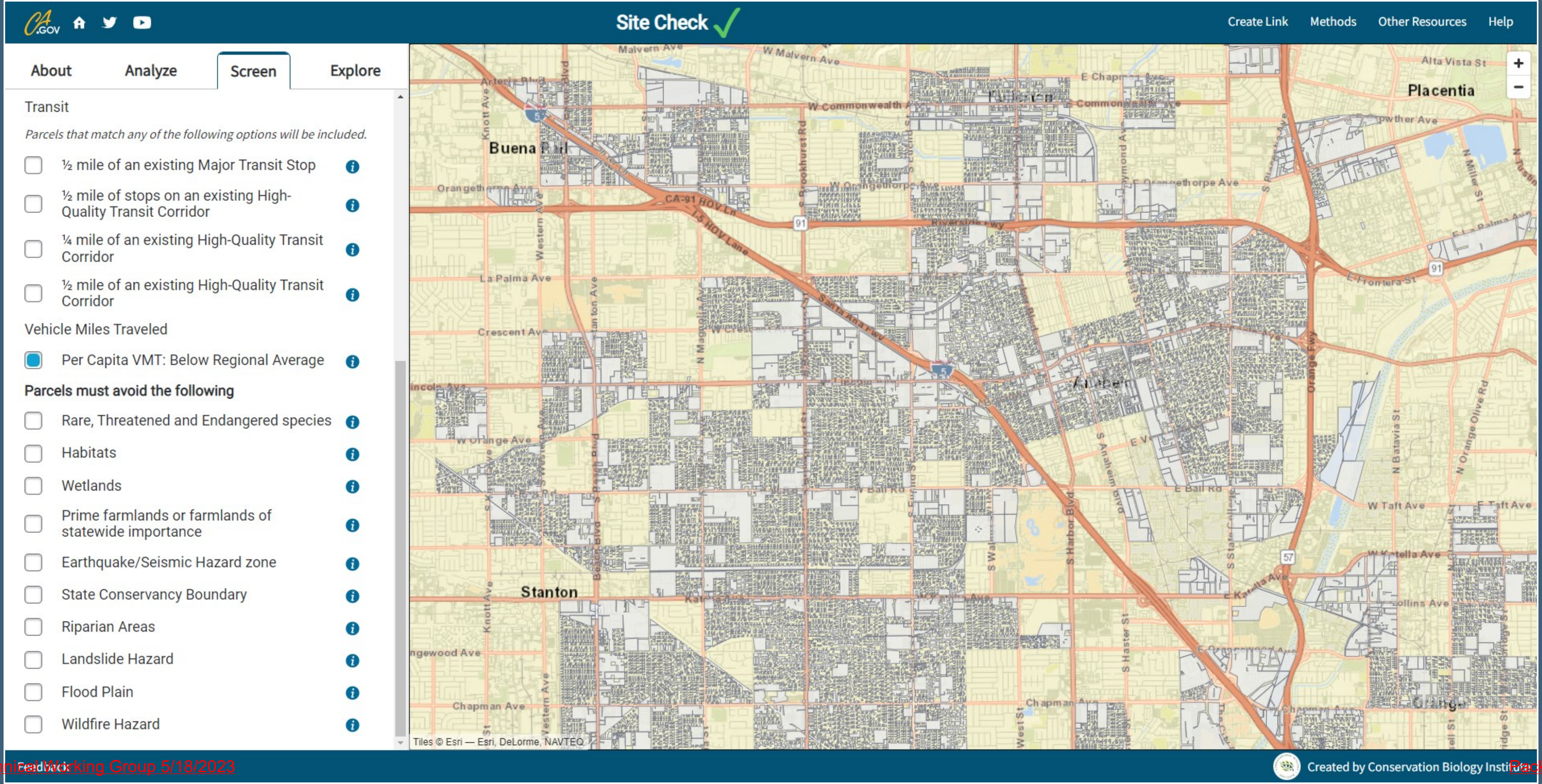

Project TAZ =
Low-Generating VMT
Anaheim City
No Service Population
< -15% below the Orange County Average
0 to -15% below the Orange County Average
Higher than the Orange County Average
N
Attachment B
ANAHEIM

Attachment A Map of Anaheim TAZs

Daily VMT per Service Population in Anaheim TAZs as Compared to the Orange County Average (2016)


VMT by TAZ 09272021
with ArcGIS Web AppBuilder
Legend
High Quality Transit Areas 2045
Cities
Home Based VMT per Capita
HBVMT_Cap
Work Based VMT per Employee
WBVMT_Emp

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


CA.GOV
Site Check ✓
Create Link
Methods
Other Resources
Help
About
Analyze
Screen
Explore
Buena Park
Placentia
Anaheim
Stanton
Orange
Tiles © Esri — Esri, DeLorme, NAVTEQ
Feedback
Created by Conservation Biology Institute

Transit

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

☐ ½ mile of an existing Major Transit Stop
☐ ½ mile of stops on an existing High-Quality Transit Corridor
☐ ¼ mile of an existing High-Quality Transit Corridor
☐ ½ mile of an existing High-Quality Transit Corridor

Vehicle Miles Traveled

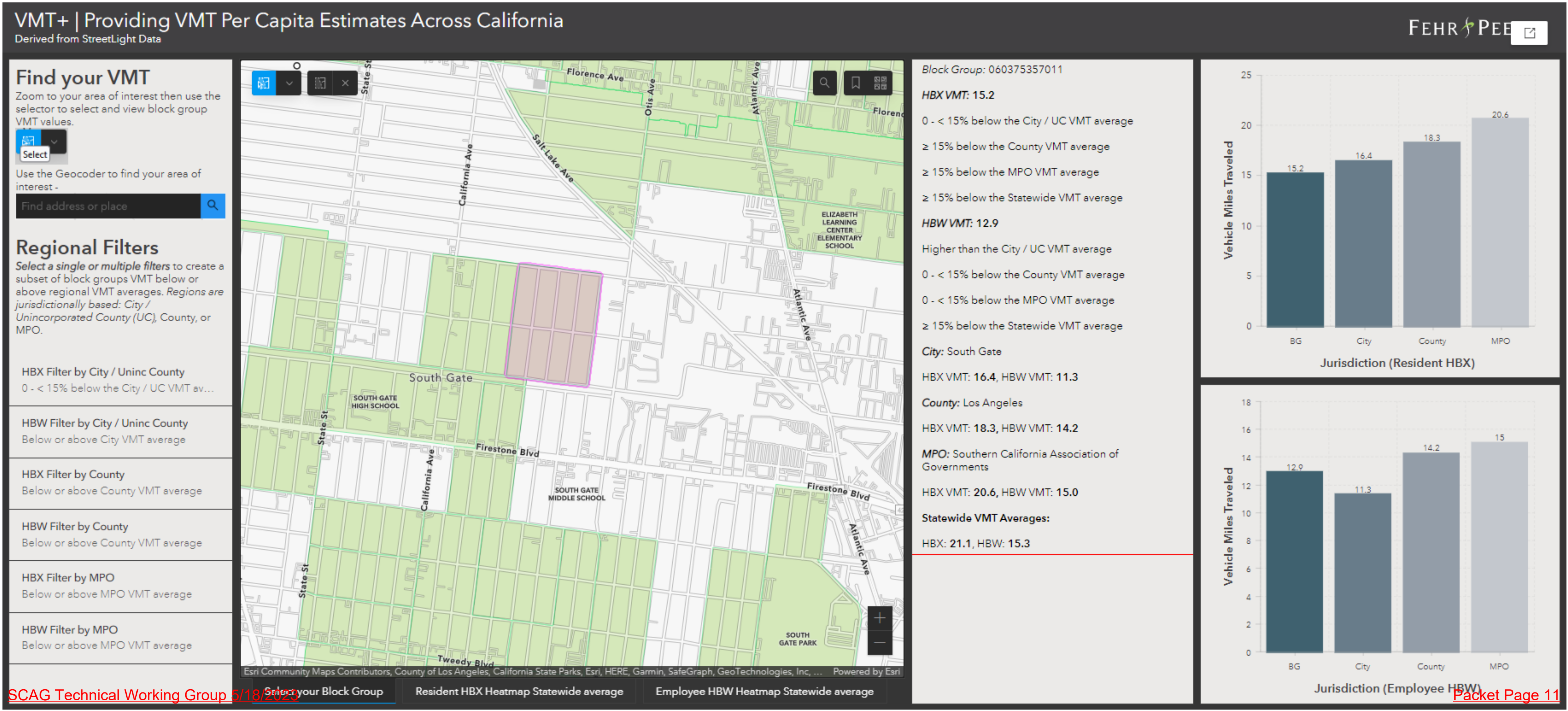
☑ Per Capita VMT: Below Regional Average

Parcels must avoid the following

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

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

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



VMT+ | Providing VMT Per Capita Estimates Across California

Derived from StreetLight Data

Find your VMT

Zoom to your area of interest then use the selector to select and view block group VMT values.

Use the Geocoder to find your area of interest -

Regional Filters

Select a single or multiple filters to create a subset of block groups VMT below or above regional VMT averages. *Regions are jurisdictionally based: City / Unincorporated County (UC), County, or MPO.*

HBX Filter by City / Uninc County
0 - < 15% below the City / UC VMT av...

HBW Filter by City / Uninc County
Below or above City VMT average

HBX Filter by County
Below or above County VMT average

HBW Filter by County
Below or above County VMT average

HBX Filter by MPO
Below or above MPO VMT average

HBW Filter by MPO
Below or above MPO VMT average

Block Group: 060375357011

***HBX VMT:* 15.2**

0 - < 15% below the City / UC VMT average

≥ 15% below the County VMT average

≥ 15% below the MPO VMT average

≥ 15% below the Statewide VMT average

***HBW VMT:* 12.9**

Higher than the City / UC VMT average

0 - < 15% below the County VMT average

0 - < 15% below the MPO VMT average

≥ 15% below the Statewide VMT average

***City:* South Gate**

HBX VMT: **16.4**, HBW VMT: **11.3**

County: Los Angeles

HBX VMT: **18.3**, HBW VMT: **14.2**

MPO: Southern California Association of Governments

HBX VMT: **20.6**, HBW VMT: **15.0**

Statewide VMT Averages:

HBX: **21.1**, HBW: **15.3**

Esri Community Maps Contributors, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, ... Powered by Esri

Select
Find address or place
Florence Ave
Otis Ave
Atlantic Ave
State St
Salt Lake Ave
California Ave
ELIZABETH LEARNING CENTER ELEMENTARY SCHOOL
South Gate
SOUTH GATE HIGH SCHOOL
Firestone Blvd
SOUTH GATE MIDDLE SCHOOL
SOUTH GATE PARK
Tweedy Blvd
Vehicle Miles Traveled
25
20
15
10
5
0
15.2
16.4
18.3
20.6
BG
City
County
MPO
Jurisdiction (Resident HBX)
Vehicle Miles Traveled
18
16
14
12
10
8
6
4
2
0
12.9
11.3
14.2
15
BG
City
County
MPO
Jurisdiction (Employee HBW)
Select your Block Group
Resident HBX Heatmap Statewide average
Employee HBW Heatmap Statewide average

Local & Regional Potential Collaboration

- **Locally, AB 2334:**
  - Suggests local governments administer the Density Bonus Law (e.g., ordinance)
  - Suggests additional analysis is needed to determine the methodology for identifying ‘very low VMT’ areas
- **Regionally, AB 2334:**
  - Applies to 5 (out of 17 designated counties) counties within the SCAG region
  - Suggests local governments may use ‘regional’ or ‘city’ VMT per capita
- **Potential local & regional collaboration, SCAG:**
  - May provide technical assistance in supporting or conducting residence-based very low VMT per capita analysis & data for the region

AB 2334 TA Moving Forward…

AB 2334 became Effective

(January)

Presentation to TWG & CTC

(January-February)

Feedback Collection & Consolidation

(March-April)

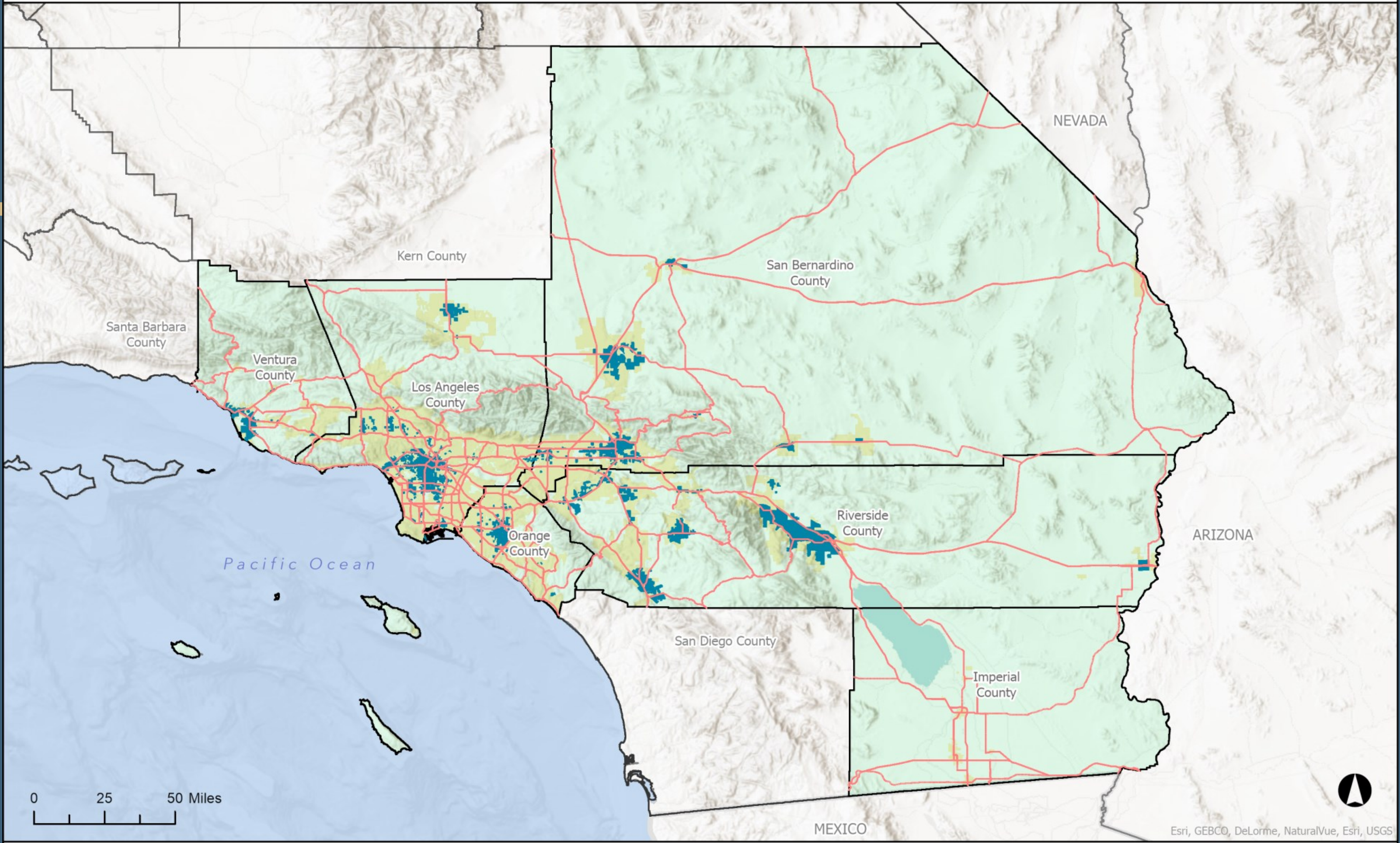
Presentation to TWG & CTC on AB 2334 TA

(June)

Based on the feedback, SCAG is moving forward with:

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

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


NEVADA
Kern County
San Bernardino County
Santa Barbara County
Ventura County
Los Angeles County
Riverside County
ARIZONA
Orange County
Pacific Ocean
San Diego County
Imperial County
MEXICO
0
25
50 Miles
Esri, GEBCO, DeLorme, NaturalVue, Esri, USGS

🟨 City Boundary	🟦 Very-Low VMT/RES (2019) (2,322)
🟩 County Boundary	
— Freeway	

Source: Census 2020, SCAG Connect SoCal 2020

Disclaimer: The regional very-low VMT per capita data is based on the 2019 Plan scenario of Connect SoCal 2020. Explanation of the methodology for estimating VMT and population is included in the Data Methodology section of this memo. This data may undergo changes as SCAG Connect SoCal 2024 become available, and updates to this information will be forthcoming, in SCAG's discretion, as information becomes available. SCAG assumes no responsibility or liability arising from the use of this information by individuals, businesses, or other public entities and any use by such parties constitutes acceptance of this disclaimer. Contact SCAG Local Information Services Team (LIST) at LIST@scag.ca.gov for any inquiries.

P:\Tom_Vo\Data_Map_Request\SCAG\AB2334\AB2334\AB2334.aprx | Date: 5/17/2023

THANK YOU!

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

Economic Update: Focus on the SCAG Job Quality Index

Technical Working Group
May 18, 2023

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

WWW.SCAG.CA.GOV

Agenda

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

SCAG JOB QUALITY INDEX

SCAG Job Quality Index Project

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

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An Inclusive Economic Recovery Strategy for the SCAG Region

Final Report & Recommendations

July 2021

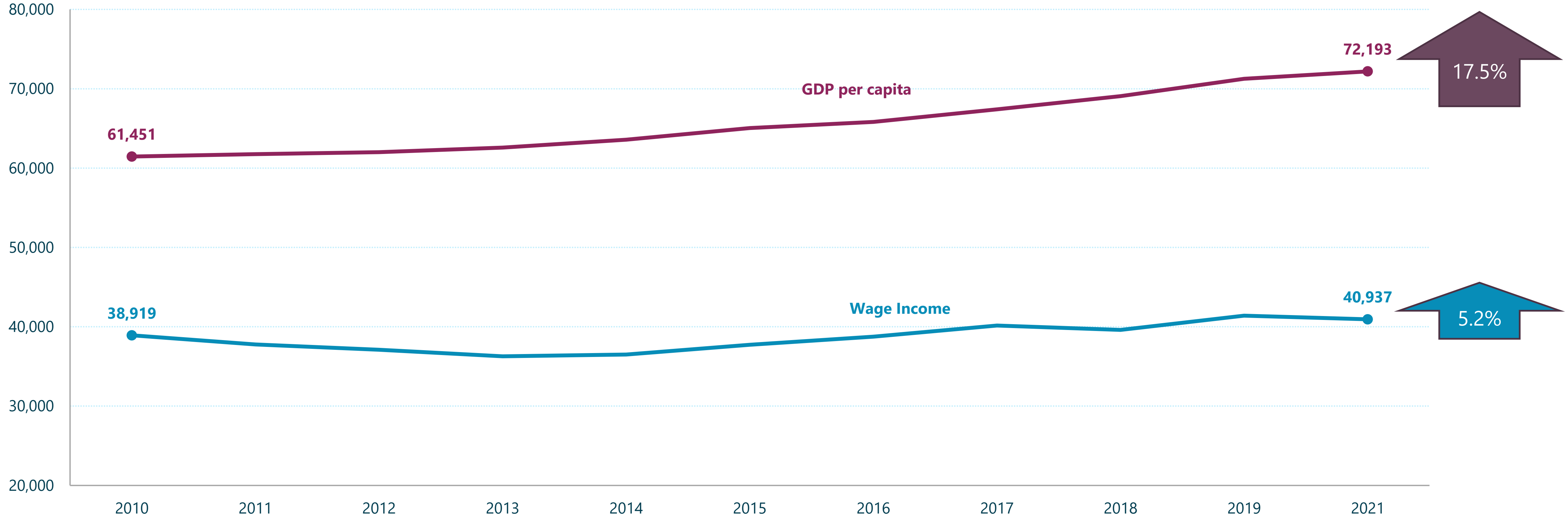
What is the SCAG Sub-Regional Job Quality Index?

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

VENTURA
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
ORANGE
IMPERIAL

Real Wages are Stagnant and Inequitable in the SCAG Region

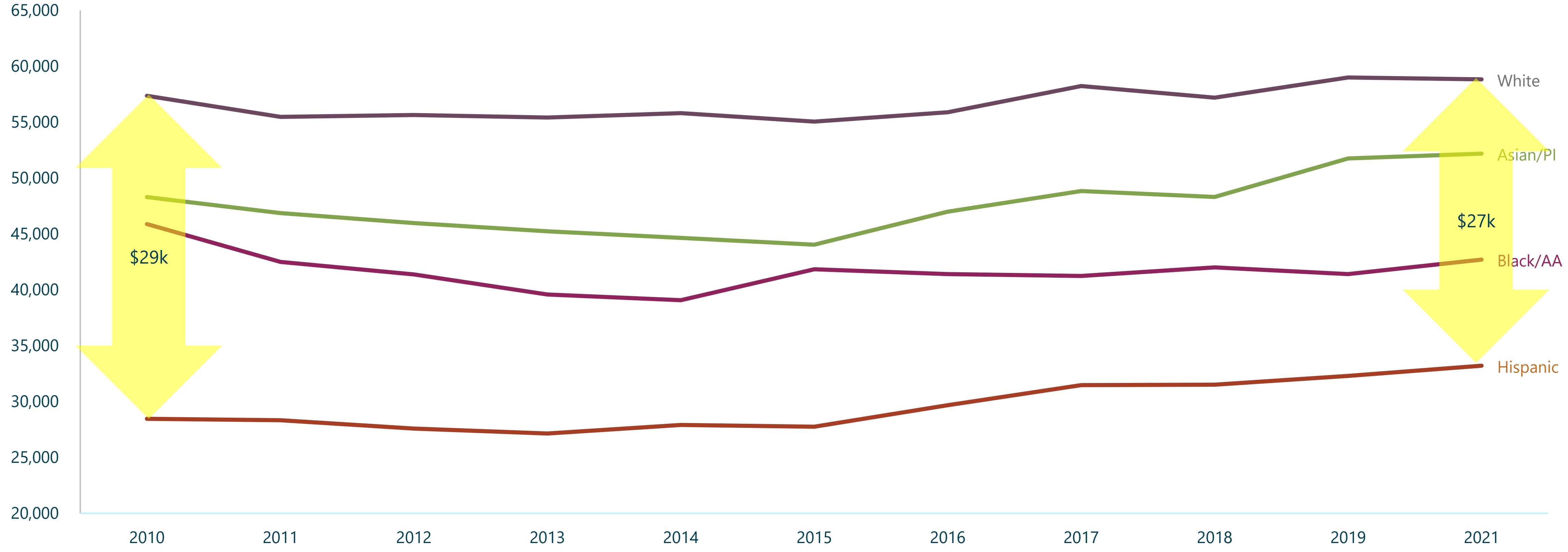
Median Wage Income and per capita GDP in the SCAG Region, 2022 U.S. Dollars



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

Racial Gap in Real Wages Persists in the SCAG Region

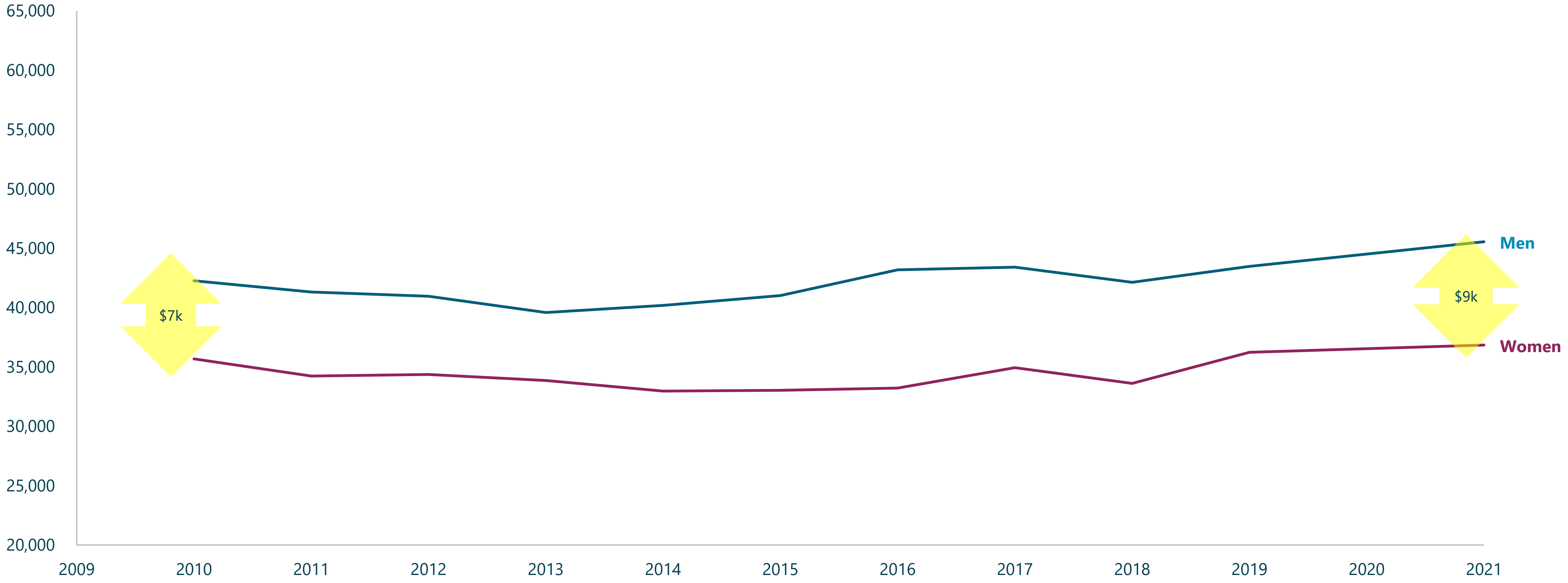
Median Real Wage Income in the SCAG Region by Race and Ethnicity, 2022 U.S. Dollars



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

Gender Gap in Real Wages Persists in the SCAG Region

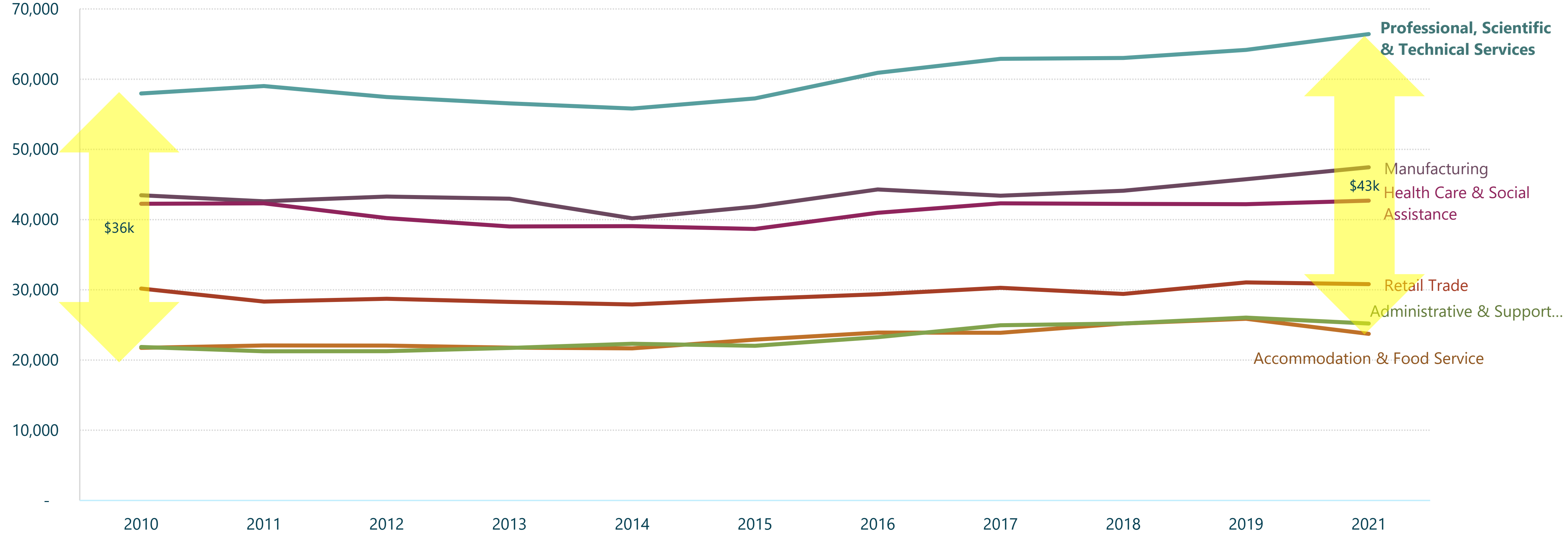
Median Real Wage Income in the SCAG Region by Gender, 2022 U.S. Dollars



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

Wage Gap Among Industrial Sectors

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



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

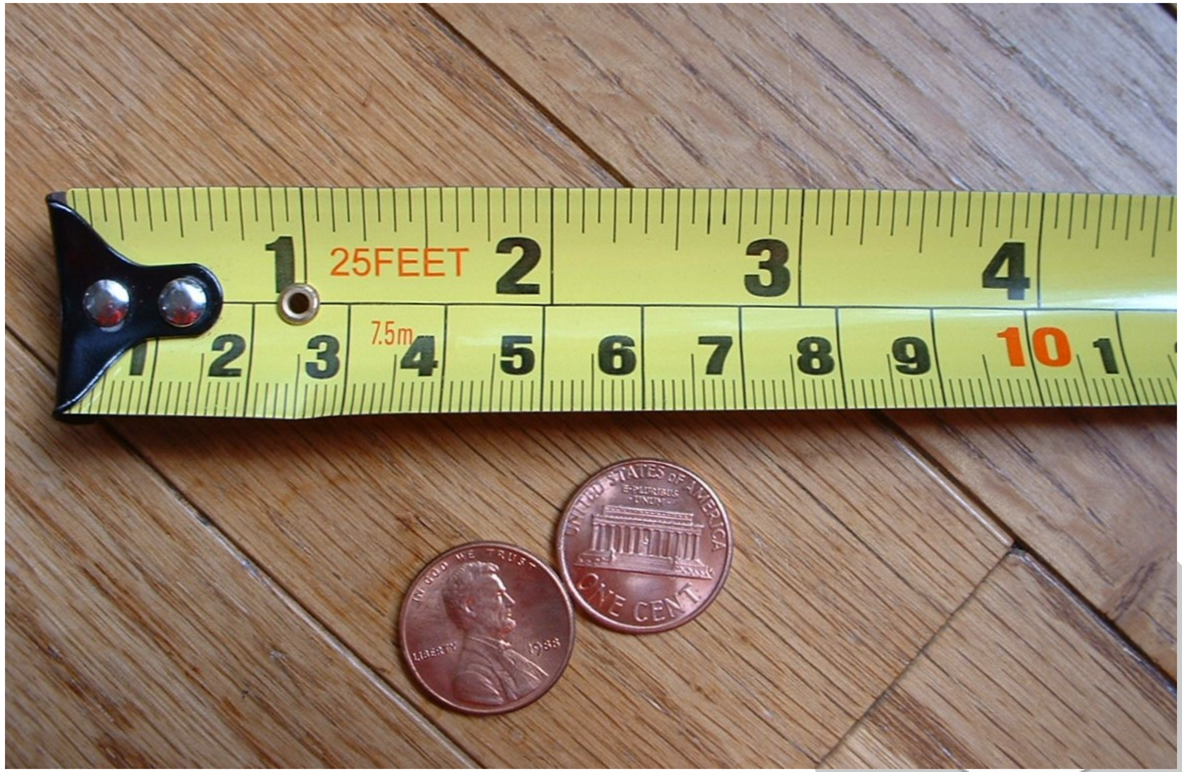
Job Quality Index Purpose Statement

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

Why is a regional job quality index valuable?

For policymakers

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



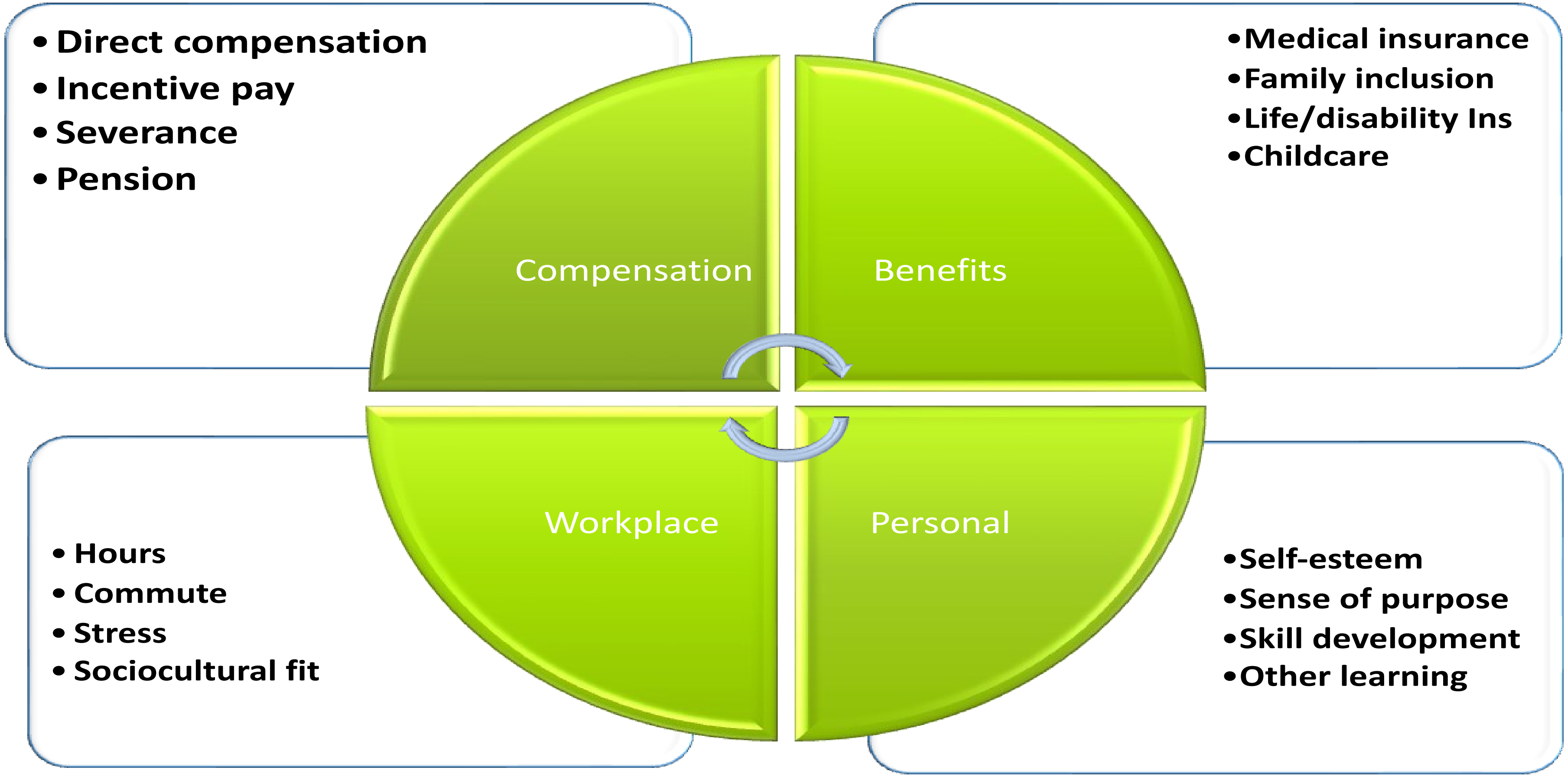
Why is a regional job quality index valuable?

For employers

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

Come in
We're
HIRING!

Conceptual Framework and Job Attributes to Consider



Compensation

- Direct compensation
- Incentive pay
- Severance
- Pension

Benefits

- Medical insurance
- Family inclusion
- Life/disability Ins
- Childcare

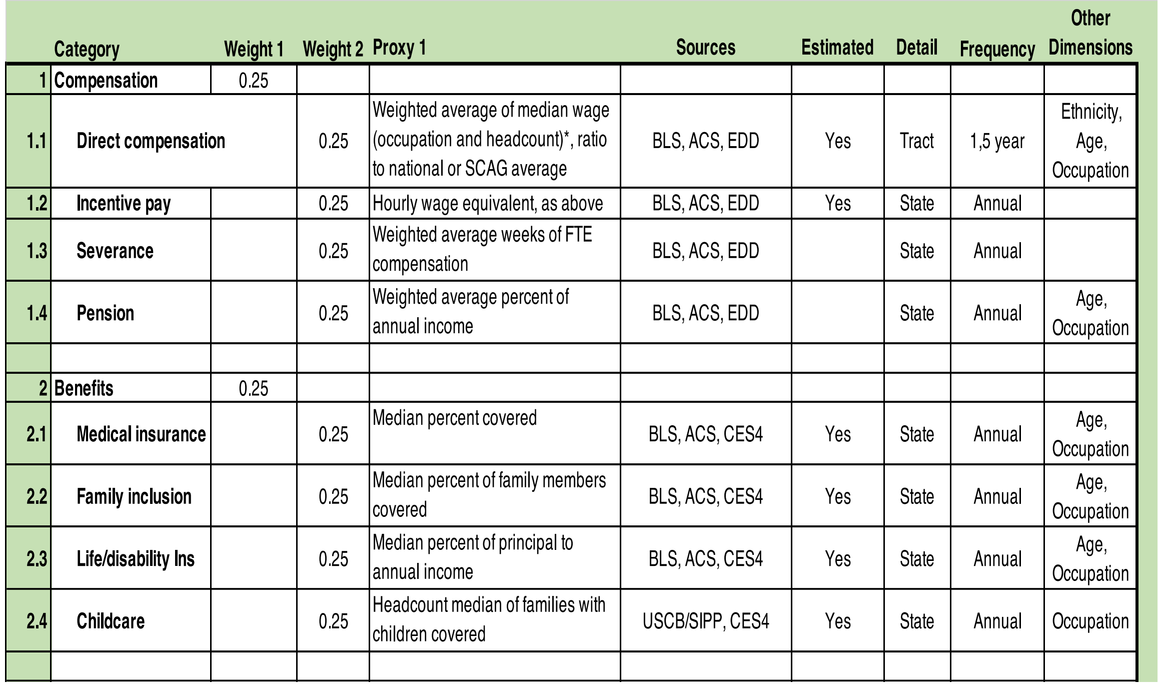
Workplace

- Hours
- Commute
- Stress
- Sociocultural fit

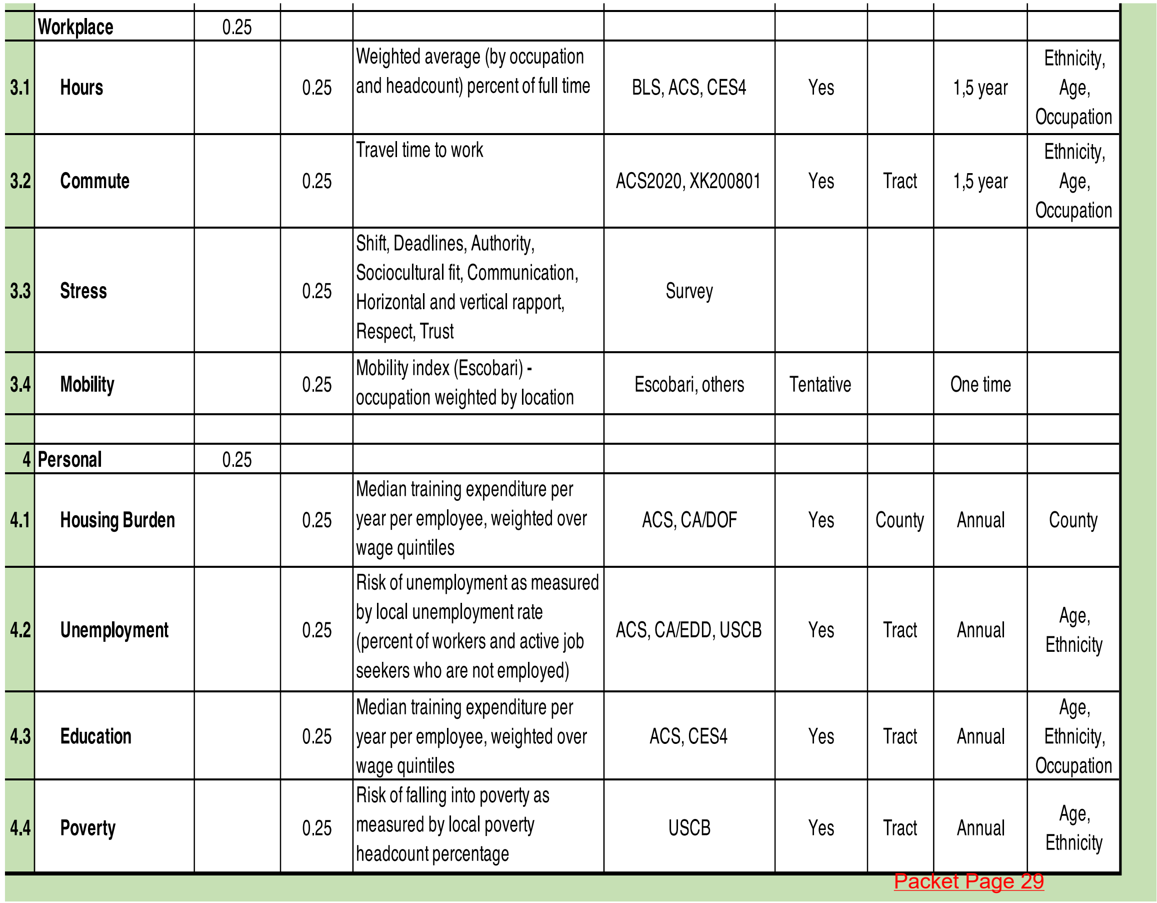
Personal

- Self-esteem
- Sense of purpose
- Skill development
- Other learning

Current JQI Component Features and Sources



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



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

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

Stakeholder Outreach Plan

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

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

THANK YOU!

For more information, please contact:

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

SCAG™

CONNECT SoCal

Sarah Dominguez
Planning Supervisor
May 18, 2023

LDX Survey Results

LDX Survey Overview

- **Purpose:** Better understand the trends, existing conditions and local planning in the region

- **Contents:** 41 Questions;
  - Land use and housing (23 questions)
  - Transportation (5 questions)
  - Environmental (5 questions)
  - Public Health and Equity (5 questions)
  - Data (1 question)

LDX Survey Responses

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

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

Responses: Land Use and Housing

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

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

Responses: Land Use and Housing (cont.)

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

Top responses for “Supports” + “Supports and Includes Strategies”:

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

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

Top responses include:

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

Responses: Land Use and Housing (cont.)

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

Top responses include:

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

Responses: Transportation

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

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

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

Least common policies, plans and strategies:

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

Responses: Barriers

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

Responses: Barriers (cont.)

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

Next Steps

Summary **Staff Report** to June Policy Committees

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

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

Questions?
Comments?

FOR MORE INFORMATION, PLEASE VISIT
WWW.CONNECTSOCAL.ORG.

SCAG RHNA Reform Timeline

Date	Action
May 15, 2023	Kickoff SCAG RHNA reform outreach on draft recommendations including RHNA Reform Survey
June 22, 2023	Public listening session #1 (1-3pm) Zoom Registration
June 27, 2023	Public listening session #2 (1-3pm) Zoom Registration
June 30, 2023	End of SCAG outreach period
July 1, 2023	HCD progress update to Legislature
Mid-Aug. 2023	Special CEHD meeting
Sep 7, 2023	Sept. Regional Council & CEHD Committee meeting
Early Sept. 2023	Submit comment letter on approved recommendations to HCD
Dec. 31, 2023	Due date for HCD’s report to the Legislature on RHNA Reform