



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

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Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Tim Sandoval, Pomona

## MEETING OF THE

# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE

***Members of the Public are Welcome to Attend  
In-Person & Remotely***

***Thursday, June 1, 2023***

***9:30 a.m. – 11:30 a.m.***

### ***To Attend In-Person:***

**SCAG Main Office – Policy B Meeting Room  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017**

### ***To Attend and Participate on Your Computer:***

**<https://scag.zoom.us/j/116153109>**

### ***To Attend and Participate by Phone:***

**Call-in Number: 1-669-900-6833**

**Meeting ID: 116 153 109**

#### ***PUBLIC ADVISORY***

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Attending the Meeting

**To Attend In-Peron and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17<sup>th</sup> floor starting at 9:30 a.m.

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/116153109>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

**To Attend by Phone:** Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 116 153 109**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

## Instructions for Participating and Public Comments

***Members of the public can participate in the meeting via written or verbal comments.***

1. **In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, May 31, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, May 31, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

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2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

## General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

***In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.***

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p><b>Wendy Bucknum</b> Mission Viejo – City Hall 200 Civic Center Mission Viejo, CA 92691</p>	<p><b>Debra Dorst-Porada</b> City of Ontario - City Hall 303 East B Street, Conference Room 2 Ontario, CA 91764</p>	<p><b>Bob Engler</b> City of Thousand Oaks - City Hall 2100 Thousand Oaks Blvd Thousand Oaks, CA 91362</p>
<p><b>Rose Espinoza</b> City of La Habra - City Hall 110 East La Habra Boulevard La Habra, CA 90631</p>	<p><b>Waymond Fermon</b> 82566 Cray Mill Drive Indio, CA 92203</p>	<p><b>Margaret E. Finlay</b> 2221 Rim Rd. Duarte, CA 91008</p>
<p><b>Claudia Frometa</b> City of Downey - City Hall 11111 Brookshire Ave Downey, CA 90241</p>	<p><b>Marshall R. Goodman</b> Waldorf Astoria Hotel 2100 Frostwood Dr Park City, Utah 84098</p>	<p><b>Mark E. Henderson</b> South Bay Cities Council of Governments 2355 Crenshaw Blvd, Suite 125 Torrance, CA 90501</p>
<p><b>Kathleen Kelly</b> 46-100 Burroweed Lane Palm Desert, CA 92260</p>	<p><b>Lauren Kleiman</b> City of Newport Beach - City Hall 100 Civic Center Drive Bay 2D Newport Beach CA, 92660</p>	<p><b>Matt LaVere</b> City of Ventura - Hall of Justice 800 South Victoria Avenue 4th Floor Ventura CA, 93009</p>
<p><b>Jed Leano</b> City of Claremont - City Hall 207 Harvard Avenue Conference Room Claremont, CA 91711</p>	<p><b>Anni Marshall</b> City of Avalon - City Hall 410 Avalon Canyon Road Avalon, CA 90704</p>	<p><b>Casey McKeon</b> 23421 South Pointe Drive Suite 270 Laguna Hills, CA 92653</p>
<p><b>Bill Miranda</b> City of Santa Clarita - City Hall 23920 Valencia Boulevard First Floor, Mural Room Santa Clarita, CA 91355</p>	<p><b>John A. Mirisch</b> City of Beverly Hills - City Hall 455 North Rexford Drive, 4th Floor Beverly Hills, CA 90210</p>	<p><b>George A. Nava</b> City of Brawley - City Hall 383 Main Street Brawley, CA 92227</p>
<p><b>Ariel "Ari" Pe</b> City of Lakewood – City Hall Council Chambers/Offices 5000 Clark Avenue Lakewood CA, 90712</p>	<p><b>Misty Perez</b> 960 Westlake Boulevard, Suite 202 Westlake Village CA, 91361</p>	<p><b>Sylvia A. Robles</b> Grand Terrace Council Chambers 22795 Barton Rd Grand Terrace, CA 92313</p>
<p><b>Sonny Santa Ines</b> Waldorf Astoria Hotel 2100 Frostwood Dr Park City, Utah 84098</p>	<p><b>David J. Shapiro</b> City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302</p>	<p><b>Becky A. Shevlin</b> City of Monrovia - City Hall 415 South Ivy Avenue Monrovia, CA 91016</p>
<p><b>Mark Waronek</b> Waldorf Astoria Hotel 2100 Frostwood Dr Park City, Utah 84098</p>	<p><b>Tony Wu</b> 4509 Temple City Boulevard Temple City CA, 91780</p>	



**CEHD - Community, Economic and Human Development Committee**  
***Members – June 2023***

- 1. Hon. Frank A. Yokoyama**  
CEHD Chair, Cerritos, RC District 23
- 2. Hon. David J. Shapiro**  
CEHD Vice Chair, Calabasas, RC District 44
- 3. Hon. Ashleigh Aitken**  
Anaheim, RC District 19
- 4. Hon. Adele Andrade-Stadler**  
Alhambra, RC District 34
- 5. Hon. Al Austin**  
Long Beach, GCCOG
- 6. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 7. Hon. Gary Boyer**  
Glendora, RC District 33
- 8. Hon. Drew Boyles**  
El Segundo, RC District 40
- 9. Hon. Don Caskey**  
Laguna Hills, OCCOG
- 10. Hon. Ramon Castro**  
Imperial County CoC
- 11. Hon. Debra Dorst-Porada**  
Ontario, Pres. Appt. (Member at Large)
- 12. Ms. Lucy Dunn**  
Business Representative, Non-Voting Member
- 13. Hon. Keith Eich**  
La Cañada Flintridge, RC District 36
- 14. Hon. Bob Engler**  
Thousand Oaks, VCOG
- 15. Hon. Rose Espinoza**  
La Habra, OCCOG

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- 16. Hon. Waymond Fermon**  
Indio, CVAG
- 17. Hon. Margaret Finlay**  
Duarte, RC District 35
- 18. Hon. Claudia Frometa**  
Downey, RC District 25
- 19. Hon. Mark Henderson**  
Gardena, RC District 28
- 20. Hon. Cecilia Hupp**  
Brea, OCCOG
- 21. Hon. Lynda Johnson**  
Cerritos, GCCOG
- 22. Hon. Kathleen Kelly**  
Palm Desert, RC District 2
- 23. Hon. Tammy Kim**  
Irvine, RC District 14
- 24. Hon. Lauren Kleiman**  
Newport Beach, RC District 15
- 25. Sup. Matt LaVere**  
Ventura County CoC
- 26. Hon. Jed Leano**  
Claremont, SGVCOG
- 27. Hon. Anni Marshall**  
Avalon, GCCOG
- 28. Hon. Andrew Masiel**  
Tribal Govt Regl Planning Board Representative
- 29. Hon. Casey McKeon**  
Huntington Beach, RC District 64
- 30. Hon. Bill Miranda**  
Santa Clarita, SFVCOG
- 31. Hon. John Mirisch**  
Beverly Hills, Pres. Appt. (Member at Large)

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- 32. Hon. Joseph Morabito**  
Wildomar, WRCOG
- 33. George Nava**  
Brawley, ICTC
- 34. Hon. Marisela Nava**  
Perris, RC District 69
- 35. Hon. Ariel Pe**  
Lakewood, GCCOG
- 36. Hon. Misty Perez**  
Port Hueneme, Pres. Appt. (Member at Large)
- 37. Hon. Nithya Raman**  
Los Angeles, RC District 51
- 38. Hon. Gabriel Reyes**  
San Bernardino County CoC
- 39. Hon. Rocky Rhodes**  
Simi Valley, RC District 46
- 40. Hon. Sylvia Robles**  
Grand Terrace, SBCTA
- 41. Hon. Sonny Santa Ines**  
Bellflower, GCCOG
- 42. Hon. Andrew Sarega**  
La Mirada, RC District 31
- 43. Hon. Nicholas Schultz**  
Burbank, AVCJPA
- 44. Hon. Becky Shevlin**  
Monrovia, SGVCOG
- 45. Hon. Helen Tran**  
San Bernardino, SBCTA
- 46. Hon. Mark Waronek**  
Lomita, SBCCOG
- 47. Hon. Acquanetta Warren**  
Fontana, SBCTA

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## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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**48. Hon. Tony Wu**  
West Covina, SGVCOG

**49. Hon. Frank Zerunyan**  
Rolling Hills Estates, SBCCOG

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# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 - Policy B Meeting Room  
Los Angeles, CA 90017  
**Thursday, June 1, 2023**  
**9:30 AM**

The Community, Economic and Human Development Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

## **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Frank Yokoyama, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

This is the time for public comments on any matter of interest within SCAG’s jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

#### Approval Items

- 1. Minutes of the Meeting – April 6, 2023 PPG. 9

#### Receive and File

- 2. CEHD Committee Outlook and Future Agenda Items PPG. 18
- 3. Status Report on SCAG’s Racial Equity Early Action Plan PPG. 24
- 4. Connect SoCal 2024: Equity Analysis Update – Priority Equity Communities PPG. 33
- 5. Guiding Principles for Emerging Technology PPG. 42
- 6. Connect SoCal 2024: Local Data Exchange (LDX) Survey Results PPG. 54

### **INFORMATION ITEMS**

- 7. Connect SoCal 2024: Policy Development Framework Update 40 Mins. PPG. 79  
*(Elizabeth Carvajal, Deputy Director of Planning, SCAG)*



## COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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- |  |          |          |
|--|----------|----------|
| 8. Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation<br><i>(Kevin Kane, Principal Regional Planner, SCAG)</i>                    | 30 Mins. | PPG. 100 |
| 9. Inclusive Economic Recovery Strategy (IERS) Grant Update<br><i>(Anna Van, Associate Regional Planner and Gigi Moreno, Senior Economist, SCAG)</i> | 20 Mins. | PPG. 119 |
| 10. RHNA Reform Process Updates<br><i>(David Kyobe, Associate Regional Planner, and Ma'Ayn Johnson, Planning Supervisor, SCAG)</i>                   | 20 Mins. | PPG. 130 |

### **CHAIR'S REPORT**

*(The Honorable Frank Yokoyama, Chair)*

### **STAFF REPORT**

*(Ivette Macias, Government Affairs Officer, SCAG Staff)*

### **ANNOUNCEMENTS**

### **ADJOURNMENT**



**MINUTES OF THE REGULAR MEETING**  
**COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)**  
**THURSDAY, APRIL 6, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD). A VIDEO AND AUDIO RECORDING OF THE FULL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Community, Human and Development Committee (CEHD) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

**Members Present:**

<b>Hon. Frank Yokoyama, Chair</b>	<i>Cerritos</i>	<b>District 23</b>
<b>Hon. David Shapiro, Vice Chair</b>	<i>Calabasas</i>	<b>District 44</b>
Hon. Gary Boyer	<i>Glendora</i>	District 33
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Letitia Clark	<i>Tustin</i>	District 17
Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
Hon. Debra Dorst-Porada	<i>Ontario, Pres. Appt.</i>	Member at Large
Ms. Lucy Dunn		Ex-Officio
Hon. Keith Eich	<i>La Cañada Flintridge</i>	District 36
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Waymond Fermon	<i>Indio</i>	CVAG
Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Hon. Marshall Goodman	<i>La Palma</i>	District 18
Hon. Mark Henderson	<i>Gardena</i>	District 28
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Lynda Johnson	<i>Cerritos</i>	GCCOG
Hon. Tammy Kim	<i>Irvine</i>	District 14
Hon. Lauren Kleiman	<i>Newport Beach</i>	District 15
Sup. Matt LaVere	<i>Ventura County</i>	CoC



Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Hon. Casey McKeon	<i>Huntington Beach</i>	District 64
Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
Hon. John Mirisch	<i>Beverly Hills, Pres. Appt.</i>	Member at Large
Hon. Joseph Morabito	<i>Wildomar</i>	WRCOG
Hon. Marisela Nava	<i>Perris</i>	District 69
Hon. Ariel Pe	<i>Lakewood</i>	GCCOG
Hon. Misty Perez	<i>Port Hueneme, Pres. Appt.</i>	Member at Large
Hon. Sandy Rains	<i>Laguna Niguel</i>	District 12
Hon. Rocky Rhodes	<i>Simi Valley</i>	District 46
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Helen Tran	<i>San Bernardino</i>	SBCTA
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

**Members Not Present**

Hon. Ashleigh Aitken	<i>Anaheim</i>	District 19
Hon. Adele Andrade-Stadler	<i>Alhambra</i>	District 34
Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Don Caskey	<i>Laguna Hills</i>	OCCOG
Hon. Ramon Castro	<i>Imperial County</i>	CoC
Hon. Bob Engler	<i>Thousand Oaks</i>	VCOG
Hon. Claudia M. Frometa	<i>Downey</i>	District 25
Hon. Jed Leano	<i>Claremont</i>	SGVCOG
Hon. Kathleen Kelly	<i>Palm Desert</i>	District 2
Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Reg'l Planning</i>	
Hon. George A. Nava	<i>Brawley</i>	ICTC
Hon. Nithya Raman	<i>Los Angeles</i>	District 51
Hon. Gabriel Reyes	<i>San Bernardino County</i>	CoC
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Sylvia Robles	<i>Grand Terrace</i>	SBCTA
Hon. Nicholas Schultz	<i>Burbank</i>	AVCJPA
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Tony Wu	<i>West Covina</i>	SGVCOG

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

The Honorable Frank Yokoyama called the meeting to order at 9:34 a.m. and asked Councilmember Gary Boyer, City of Glendora, District 33, to lead the Pledge of Allegiance.

### **PUBLIC COMMENT PERIOD**

Chair Yokoyama provided detailed instructions and general information on how to provide public comments. Additionally, he noted that public comments received via email to [CEHDPublicComment@scag.ca.gov](mailto:CEHDPublicComment@scag.ca.gov) after 5pm on Wednesday, April 5, 2023, would be announced and included as part of the official record of the meeting.

Chair Yokoyama opened the public comment period and noted this was the time for members of the public to offer comment for matters that are within SCAG's jurisdiction but are not listed on the agenda.

SCAG staff noted there were no written public comments received via email before or after the 5pm deadline on Wednesday, April 5, 2023. SCAG staff also noted that there were no public comments for matters not listed on the agenda.

Chair Yokoyama closed the public comment period for matters not listed on the agenda.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

No reprioritizations were made.

### **ELECTION OF CHAIR AND VICE CHAIR**

Michael Houston, Chief Counsel, announced there was one nominee for the CEHD Chair position and one nominee for the position of Vice Chair. He recited SCAG's election rules for nominating from the floor and asked the Committee to proceed with those nominations.

By Acclamation, entered by Mirisch and Santa Ines:

A MOTION was made (Zerunyan) to elect Hon. Frank Yokoyama as the CEHD Chair. Motion was SECONDED (Tran) and passed by the following roll call vote:

**AYES:** Boyer, Bucknum, Clark, DeRuse, Dorst-Porada, Eich, Espinoza, Fermon, Finlay, Goodman, Henderson, Hupp, Johnson, Kim, Kleiman, LaVere, Marshall, Miranda, Mirisch, Morabito, M. Nava, Pe, Perez, Rains, Rhodes, Santa Ines, Shapiro, Shevlin, Tran, Warren, Yokoyama and Zerunyan (32)

**NOES:** None (0)

**ABSTAIN:** McKeon (1)

A MOTION was made (Mirisch) to elect Hon. David Shapiro as the CEHD Vice Chair. Motion was SECONDED (Bucknum) and passed by the following roll call vote:

**AYES:** Boyer, Bucknum, Clark, DeRuse, Dorst-Porada, Eich, Espinoza, Fermon, Finlay, Goodman, Henderson, Hupp, Johnson, Kim, Kleiman, LaVere, Marshall, Miranda, Mirisch, Morabito, M. Nava, Pe, Perez, Rains, Rhodes, Santa Ines, Shapiro, Shevlin, Tran, Warren, Yokoyama and Zerunyan (32)

**NOES:** None (0)

**ABSTAIN:** McKeon (1)

### CONSENT CALENDAR

#### Approval Items

1. Minutes of the February 2, 2023 Meeting

#### Receive and File

2. CEHD Committee Outlook and Future Agenda Items
3. Connect SoCal 2024 Program Environmental Impact Report (State Clearinghouse No.: 2022100337): Status Update on Stakeholder Outreach and Highlights of Preliminary Approaches to Major Components
4. Connect SoCal 2024: Locally-Reviewed Forecast Demographic and Economic Evaluation
5. Connect SoCal 2024: Equity Analysis Update – Priority Equity Communities

A MOTION was made (Finlay) and SECONDED (Pe) to approve the Consent Calendar Item 1 and Receive and File Items 2 through 5. Motion was passed by the following roll call vote:

**AYES:** Boyer, Bucknum, Clark, DeRuse, Dorst-Porada, Eich, Espinoza, Fermon, Finlay, Goodman, Henderson, Hupp, Johnson, Kim, Kleiman, LaVere, Marshall, McKeon.

Miranda, Mirisch, Morabito, M. Nava, Pe, Perez, Rains, Rhodes, Santa Ines, Shapiro, Shevlin, Tran, Warren and Yokoyama (32)

**NOES:** None (0)

**ABSTAIN:** Fermon, McKeon and Perez, (Minutes) (3)

There were no public comments on this item.

### INFORMATION ITEMS

#### 6. Connect SoCal: 15 Minute Communities

Chair Yokoyama made opening comments providing background information of the 15 Minutes Communities program. He noted that staff has invited three speakers to discuss the 15 Minutes Communities concept being explored as part of the development of various land use strategies for Connect SoCal 2024. He asked Grieg Asher to introduce the panelist and to moderate the discussions.

Mr. Asher provided additional background and introduced the panelist.

Chris Pountney, Associate Director of Arup's London office who discussed the importance of unique neighborhood opportunities to accelerate green and thriving neighborhoods and resilient, people-centered needs that support and encourages healthy, sustainable lifestyles and inclusive communities close to home.

Jackie Bacharach, Executive Director, South Bay Cities Council of Governments, (SBCCOG) and Wally Siembab, Research Director, SBCCOG, whose work includes accelerating strategic goals including resilience, digital equity and commercial revitalization. Their presentation included a brief overview of the 15-Minute Paris concept which was developed primarily to reduce urban carbon emissions. A discussion ensued regarding the new tools and infrastructure required to reduce greenhouse house gas (GHG) emissions from mobility to help transform neighborhoods that are proximate, affordable, connected and vibrant.

Lindsay Sturman and Eduardo Mendoza, Co-Founder and Policy Director of Livable Communities Initiative (LCI) discussed their vision for a 15-minute Communities concept in Los Angeles. Their presentation focused on a community's support and preferences, standard plans, infrastructure and architecture for housing projects, and safe streets within a 15-minute community.

SCAG staff and panelist responded to comments and questions expressed by the Councilmembers, including questions which focused on residential density, housing costs, and incentives for builders to develop 15-minute communities.

The comprehensive staff report, and PowerPoint presentations were included in the agenda packet. Staff noted that additional PowerPoint presentations, not included in the agenda packet, would be sent to the CEHD members.

There were no public comments on this item.

#### 7. Economic Update: Job Quality Index

Chair Yokoyama provided brief comments on the Economic Update: Job Quality Index project. He asked Gigi Moreno, SCAG staff, to provide an overview of the project.

Ms. Moreno provided background information and an update on three SCAG economic programs, and stakeholder outreach plan. The presentation included an overview of the following topics:

- SCAG Economic Roundtable
- Economic Trends Tool, and
- SCAG County Job Quality Index

SCAG staff responded to comments and questions expressed by the Councilmembers including comments regarding corporate profits that impact the quality of life for most residents.

There were no public comments on this item.

The comprehensive staff report, and PowerPoint presentation were included in the agenda packet.

#### 8. RHNA Reform Update

Chair Yokoyama provided brief comments about the Regional Housing Needs Assessment (RHNA) Reform Update. He asked Ma'Ayn Johnson, SCAG staff, to provide more details on the process.

Ms. Johnson provided a brief update which included details on the State RHNA Reform process, their public engagement plan and schedule, and next steps. She noted that SCAG would be submitting a comment letter by mid-September to HCD on its recommendations after a public input process and CEHD and Regional Council review and approval.

Ms. Johnson asked the CEHD members to provide their feedback and noted that a timeline was being developed and would be shared with the Committee.

There were no public comments on this item.

The comprehensive staff report, and PowerPoint presentation were included in the agenda packet.

### **CHAIR'S REPORT**

Chair Yokoyama welcomed and recognized Councilmembers Marshall Goodman, City of La Palma, District 18, Lynda P. Johnson, City of Cerritos, GCCOG and Bob Engler, City of Thousand Oaks, VCOG, to the CEHD Committee. Chair Yokoyama also recognized the CEHD members who attended the meeting in person and virtually.

Chair Yokoyama provided a brief overview of the Chair's Report which included highlights of the following topics:

- The 2023 General Assembly and Regional Conference taking place May 4 and 5 in Palm Desert.
- SCAG Kick Off Public Outreach Initiatives for Connect SoCal 2024. He noted that every four years, SCAG updates its visionary plan for the future of the region, Connect SoCal. He explained that this process was now underway, and they wanted to hear from their stakeholders.
- SCAG's Development Streamlining Effort which include user-friendly materials and workshops to support local agencies to identify appropriate streamlining tools to help expedite reviews for housing projects. He noted that registration details, additional guidance materials and workshop information were all available on SCAG's website.

### **STAFF REPORT**

SCAG staff Jonathan Hughes provided a brief report that included information on the upcoming General Assembly and Regional Conference, REAP program goals, and SCAG co-sponsored events.

### **FUTURE AGENDA ITEM**

There was a request for future meeting topics on foreign investment and speculation in the housing market and a recommendation to share suggestions that come from the Los Angeles County Affordable Housing Solutions Agency.

### **ANNOUNCEMENTS**

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Chair Yokoyama thanked the CEHD members for their participation and noted that the next meeting of the CEHD would take place on Thursday, June 1, 2023.

**ADJOURNMENT**

There being no further business, Chair Yokoyama adjourned the meeting of the Community, Economic and Human Development Committee at 11:45a.m.

Respectfully submitted by:

Carmen Summers  
Community, Economic and Human Development Committee Clerk

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

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**COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE ATTENDANCE REPORT**

2022-23

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar JC	April	May GA	Total Mtgs Attended To Date
Aitken, Ashleigh	Anaheim, RC District 19								1	1				2
Andrade-Stadler, Adele	Alhambra, RC District 34	1	1		1	1				1				5
Austin, II, Al	Long Beach, GCCOG													
Boyer, Gary	Glendora, RC District 33			D	1	1	1	D	1	1		1		6
Boyles, Drew	El Segundo, RC District 40	1	1	A	1	1	1	A	1	1				7
Bucknum, Wendy	Mission Viejo, RC District 13	1	1		1	1	1			1		1		7
Caskey, Don	Laguna Hills, OCCOG													
Castro, Ramon	Imperial County, CoC			R				R						
Clark, Letitia	Tustin, RC District 17	1	1	K	1		1	K	1	1		1		7
De Ruse, Steve	La Mirada, RC District 31	1	1			1	1		1	1		1		7
Dorst-Porada, Debra	Ontario, Pres. Appt.					1	1		1	1		1		5
Dunn, Lucy	Ex-Officio, Business Representative								1	1		1		3
Eich, Keith	La Cañada Flintridge, RC District 36	1	1		1	1	1		1	1		1		8
Engler, Bob	Thousand Oaks, VCOG													
Espinoza, Rose	La Habra, OCCOG								1			1		2
Fermon, Waymond	Indio, CVAG		1			1			1			1		4
Finlay, Margaret E.	Duarte, RC District 35		1		1		1		1	1		1		6
Frometa, Claudia M.	Downey, RC District 25													
Goodman, Marshall R.	LaPalma, RC District 18											1		1
Henderson, Mark E.	Gardena, RC District 28	1	1			1	1		1	1		1		7
Hupp, Cecilia	Brea, OCCOG	1	1	D	1		1	D	1	1		1		7
Johnson, Lynda	Cerritos, GCCOG											1		1
Kelly, Kathleen	Palm Desert, RC District 2	1	1	A	1	1	1	A	1	1				7
Kim, Tammy	Irvine, RC District 14	1	1	R	1	1	1	R	1	1		1		8
Kleiman, Lauren	Newport Beach, RC District 15									1		1		2
LeVere, Matt	Ventura County, CoC	1	1	K	1	1	1	K	1	1		1		8
Leano, Jed	Claremont, SGVCOG	1	1				1							3
Marshall, Anni	Avalon, GCCOG	1	1		1	1			1	1		1		7
Masiel, Sr., Andrew	Pechanga Band of Luiseno Indians				1		1		1	1				4
McKeon, Casey	Huntington Beach, RC District 64								1			1		2
Miranda, Bill	Santa Clarita, SFVCOG	1	1		1		1		1	1		1		7
Mirisch, John	Beverly Hills, Pres. Appt.		1		1	1	1		1	1		1		7
Morabito, Joseph	Wildomar, WRCOG								1	1		1		3
Nava, George A.	ICTC					1								1
Nava, Marisela	Perris, RC District 69	1	1		1	1	1		1	1		1		8
Pe, Ariel "Ari"	Lakewood, GCCOG	1	1		1							1		4
Perez, Misty	Port Hueneme, Pres. Appt.				1		1		1			1		4
Rains, Sandy	Laguna Niguel, RC District 12									1		1		2
Raman, Nithya	Los Angeles, District 51			D				D						
Reyes, Gabriel	San Bernardino County CoC			A				A						
Rhodes, Rocky	Simi Valley, RC District 46									1		1		2
Richardson, Rex	Long Beach, RC District 29			R				R						
Robles, Sylvia	Grand Terrace, SBCTA									1				1
Santa Ines, Sonny	Bellflower, GCCOG		1	K	1	1		K		1		1		5
Schultz, Nick	Burbank, AVCIPA	1	1			1	1		1	1				6
Shapiro, David J.	Calabasas, RC District 44	1	1		1	1	1		1	1		1		8
Shevlin, Becky A.	Monrovia, SGVCOG	1	1		1	1	1		1	1		1		8
Tran, Helen	San Bernardino, SBCTA									1		1		2
Waronek, Mark	Lomita, SBCCOG				1	1	1		1	1				5
Warren, Acquanetta	Fontana, SBCTA		1		1	1	1		1	1		1		7
Wu, Tony	West Covina, SGVCOG	1	1											2
Yokoyama, Frank Aurelio	Cerritos, RC District 23	1	1		1	1	1		1	1		1		8
Zerunyan, Frank	Rolling Hills Estates, SBCCOG	1				1	1		1			1		5
<b>TOTAL ATTENDANCE</b>		<b>22</b>	<b>26</b>		<b>24</b>	<b>24</b>	<b>26</b>		<b>31</b>	<b>34</b>		<b>34</b>		

Attachment: CEHD Attendance Sheet FY 2022-23 (Minutes of the April 6, 2023 Meeting)



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Community Economic & Human Development Committee (CEHD)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Elizabeth Carvajal, Deputy Director  
(213) 236-1801, carvajal@scag.ca.gov

**Subject:** CEHD Outlook and Future Agenda Items

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community, Economic and Human Development Committee (CEHD) on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month look ahead for the CEHD, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. The look-ahead was also provided to the Executive Administration Committee (EAC) at the 2022 EAC Retreat. The attached revised look ahead for the CEHD provides updated information for the remainder of FY 2023. The look-ahead will be updated monthly as a receive and file item, reflecting agenda items covered and any modifications needed.*

**BACKGROUND:**

**What is Connect SoCal 2024?**

SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the Core Vision and Key Connections—are anticipated to continue into the next plan. The Core Vision centers on

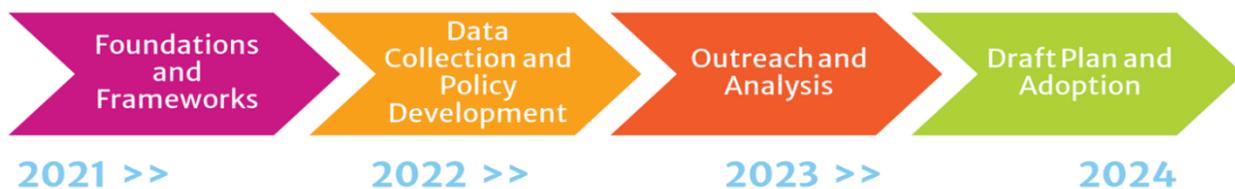
maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets.

The Key Connections augment the Core Vision of the plan to address trends and emerging challenges. These Key Connections lie at the intersection of land use, transportation, and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues to put forth a plan that addresses the region’s evolving needs, challenges, and opportunities. Thus, the plan will be augmented with consideration of emerging issues, that were discussed through three Policy Subcommittees in Fall and Winter 2022.

**Connect SoCal 2024:**

Status Update Throughout 2022, staff continued with research to better understand the trends and existing conditions in the region. This phase involved assessment of existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List. Over the course of the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees and three special Policy Subcommittees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



**Policy Development Framework for Connect SoCal 2024**

In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Community Economic and Human Development Committee (CEHD) on April 7, 2022 and was adopted by the

Regional Council at the June 2, 2022 meeting. In furtherance of the adopted Policy Development Framework, staff have developed “look aheads” for each of the three Policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

### **CEHD Committee Look Ahead and Framework**

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff developed a 12-month look ahead for the Community, Economic and Housing Development (CEHD) Policy Committee to provide a framework and approach to the committee’s agenda from July 2022 through June 2023, and to present an overview of future topics.

The framework organizes content into three programmatic areas:

1. **Connect SoCal:** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Sustainable Communities Strategy portion of Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on land use, housing, and economic development. Throughout 2022, presentations will focus on current implementation efforts for Connect SoCal 2020 as well as status updates on the development of Connect SoCal 2024.

Through the Local Data Exchange process concluded in December 2022, staff conducted one on one meetings with most of the 197 cities and counties in the SCAG region and asked cities and counties to complete a survey to identify opportunities, barriers and challenges to meeting the growth projections and GhG reduction targets in Connect SoCal. Based on the qualitative and quantitative inputs from local jurisdictions and the findings and recommendations from the Connect SoCal subcommittees, the Connect SoCal programmatic area of the CEHD agenda will focus on the exploration of strategies and policy solutions to address issues raised through those processes. These strategies and policy solutions will be developed with input from the CEHD committee and included as the land use strategies in Connect SoCal 2024.

2. **Local Assistance Program:** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. Currently, the main programs that will be highlighted through the CEHD committee are: the in-progress \$47 million REAP (Regional Early Action Planning) Grant program and the development and implementation of REAP 2, with a focus on the Housing Supportive Infrastructure Program component.

- 3. Regional Updates:** This programmatic area will focus on regional policy issues, such as upcoming RHNA reform effort, Connect SoCal strategies such as Neighborhood Mobility Areas, implementation of the Inclusive Economic Recovery Strategy (IERS) through SCAG's one-time state funding, and the related coordination with the State's new Community Economic Resiliency Fund (CERF) program. Committee members may also recommend other policy topics for exploration.

The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees through June 2023, as the draft plan will be seeking feedback through broader public participation channels beyond that date.

This look ahead is a draft, and topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. The updated 12-Month Look Ahead is included as Attachment 1, highlighting items covered to date, any modifications made, and new items for upcoming meetings through June 2023. A new CEHD Outlook will be developed following the EAC retreat and in consultation with the CEHD Chair and Vice Chair.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

**ATTACHMENT(S):**

1. June 2023 CEHD Look Ahead

# CEHD Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July to Sept	<ul style="list-style-type: none"> <li>ü Draft Goals and Performance Measures</li> <li>ü Local Data Exchange (LDX) and Local Information Services Team (LIST) Status Update</li> </ul>	<ul style="list-style-type: none"> <li>ü REAP 1.0 Program Bi-Annual Status report</li> <li>ü REAP 2.0 Draft Subregional Partnership Guidelines</li> <li>ü REAP 2.0 Draft PATH Program</li> <li>ü Panel on HQTAs Projects</li> </ul>	<ul style="list-style-type: none"> <li>ü SCAG's Role in Economic Development</li> <li>ü CEHD 12-Month Lookahead</li> </ul>
Oct - Dec	<ul style="list-style-type: none"> <li>ü Final Performance Measures and Monitoring</li> <li>ü LDX and LIST Status Update</li> </ul>	<ul style="list-style-type: none"> <li>ü Call for Collaboration Panel</li> <li>ü REAP 2.0 – Adoption of PATH Program</li> <li>ü Vienna Social Housing Field Study – Summary Report</li> </ul>	<ul style="list-style-type: none"> <li>ü Neighborhood Mobility Areas</li> </ul>

# CEHD Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan	<ul style="list-style-type: none"> <li>• LDX Update – First Look at Results</li> <li>• Land Use Strategies Overview</li> </ul>	<ul style="list-style-type: none"> <li>• REAP 1.0 - Bi-Annual Progress Report</li> </ul>	
Feb	<ul style="list-style-type: none"> <li>• Land use Strategy Panels #2-3:                             <ul style="list-style-type: none"> <li>• <del>15 Minute Communities</del></li> <li>• HPLA Presentations on Surplus and Underutilized Lands</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• REAP 1.0 - HPLA Participants Panel</li> <li>• REAP 2.0 Program Development Progress Report                             <ul style="list-style-type: none"> <li>• Final Applications/Release NOFA and HIPP Pilot</li> </ul> </li> </ul>	
March	<ul style="list-style-type: none"> <li>• <u>Joint Policy Committee (No Regular Committees): Connect SoCal 2024 Subcommittee Recommendations</u></li> </ul>		
Apr	<ul style="list-style-type: none"> <li>• Land Use Strategy Panel                             <ul style="list-style-type: none"> <li>• 15-minute communities</li> </ul> </li> <li>• <del>Land Use Strategy Panel : Anti-displacement Strategies (included in June Connect SoCal Policy Framework)</del></li> <li>• <del>Forecasted Regional Development Pattern – Update</del></li> </ul>		<ul style="list-style-type: none"> <li>• <del>Inclusive Economic Growth– Progress Update</del></li> <li>• <del>SoCal Economic Trends Tool</del></li> <li>• Economic Update: Job Quality Index</li> <li>• RHNA Reform</li> </ul>
June	<ul style="list-style-type: none"> <li>• <del>Land Use Strategy Panel #4-5</del> <ul style="list-style-type: none"> <li>• <del>Job Centers, Open Space, Mobility</del></li> <li>• <del>Financing Strategies</del> <ul style="list-style-type: none"> <li>• (included in June Connect SoCal Policy Framework)</li> </ul> </li> </ul> </li> <li>• Forecasted Regional Development Pattern – Input Assessment and Recs</li> <li>• Connect SoCal Policy Framework</li> </ul>	<ul style="list-style-type: none"> <li>• <del>REAP 1.0 Panel on Financing Strategies (also for land use strategies)</del></li> </ul>	<ul style="list-style-type: none"> <li>• Inclusive Economic Recovery Strategy - Progress Update</li> <li>• RHNA Reform</li> </ul>



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Executive/Administration Committee (EAC)  
Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Debbie Dillon, Chief Strategy Officer  
(213) 236-1870, Dillon@scag.ca.gov

**Subject:** Status Report on SCAG's Racial Equity Early Action Plan

**RECOMMENDED ACTION FOR EAC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD, EEC, TC AND RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal

**EXECUTIVE SUMMARY:**

*In July 2020, the Regional Council adopted Resolution NO. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding in March 2021, culminating in the development of an early action plan. On May 6, 2021, the Regional Council adopted the Racial Equity Early Action Plan (Plan), which SCAG has used to guide and sustain SCAG's regional and organizational leadership in service of equity and social justice since its adoption. This report provides a summary of Plan progress to date.*

*Additionally, the Racial Equity and Regional Planning Subcommittee (Subcommittee) was created last year along with two other Subcommittees to dive deeper into issue areas related to the development of Connect SoCal. This Subcommittee met four times between September 2022 and January 2023 culminating in recommendations contained in a White Paper that built on the Special Committee's work to advance racial equity through Connect SoCal. These recommendations were then presented in the Joint Meeting of the Policy Committees held on*

**March 2, 2023.** *This report provides a summary of activities and progress on Racial Equity efforts across the agency to date.*

#### **BACKGROUND:**

The Racial Equity Framework adopted by SCAG's Regional Council in May of 2021 established overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. This ensures that SCAG's equity-related work is aligned toward common goals and continues through actions pursued across the agency.

The Framework includes four overarching goals:

1. **Shift Organizational Culture:** Focus SCAG's internal work and practices on inclusion, diversity, equity, and awareness.
2. **Center Racial Equity in Regional Policy & Planning:** Bring equity into SCAG's regional planning functions.
3. **Encourage Racial Equity in Local Planning Practices:** Promote racial equity in efforts involving local elected officials and planning professionals.
4. **Activate & Amplify:** Communicate broadly SCAG's commitment to racial equity and join others in different fields and sectors to amplify impact.

Each of these goals is advanced through a focus on the following three strategies:

1. **Listen & Learn:** Develop a shared understanding of our history of discrimination and the structural barriers that continues to perpetuate the inequities experienced today.
2. **Engage & Co-Power:** Create an environment where everyone is included, able to share their experiences, and equipped to talk about racial equity and inequities.
3. **Integrate & Institutionalize:** Focus on systems change to improve racial equity. Center racial equity in all aspects of work. This involves internal and external systems change.

The Plan was and is intended to be a living document with opportunities to identify new actions and commitments over time. SCAG understands that the work of advancing equity requires continual listening and learning, and SCAG is utilizing input received from the Subcommittee, the Joint Policy Committee meeting, the Connect SoCal development process, the SCAG strategic plan update process underway and other resources to update the plan.

Attached to this report is a table that provides the Goal, Action, Status and Notes about each element in the current Plan.

#### **FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development) and in the FY 22-23 Indirect Budget 810-1020.02.



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**ATTACHMENT(S):**

1. SCAG's Racial Equity Early Action Plan FY 2022-23 Progress Report



## SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Shift Organizational Culture	Develop an Inclusion, Diversity, Equity, and Access (IDEA) Education and Training Program.	In-Progress	Launched Mental Health Matters program, centering key elements of inclusion and belonging. Sessions were offered on a quarterly basis, and three sessions were completed in FY23, with additional sessions to be offered in FY24. Executive Team members completed Leading with Equity training facilitated by external Diversity Equity Inclusion and Belonging (DEIB) consultant. Learning newsletter, Learner's Corner, featured a spotlight on "A Seat at the Table" program, centering critical dialogue related to DEIB related topics. Management Team completed Empowering Minds training program to provide strategies to leaders to foster a resilient, creative, and kind environment with their teams. Further training curriculum is in development.
Shift Organizational Culture	Conduct an externally led racial equity audit to further inform equity actions.	Planned	This action will be included as part of the update to SCAG's strategic plan which is currently underway.
Shift Organizational Culture	Establish an IDEA Team to oversee and update EAP.	Completed	The IDEA team, consisting of 17 cross-functional SCAG team members, underwent a foundational knowledge workshop series titled "IDEA Foundations," where a shared language of DEI principles was established. With both the addition of a DEIB Principal Management Analyst position in HR, and the execution of a contract between a DEIB consultant firm in Spring, the IDEA team reconvened in July 2022 to continue working toward shifting the organizational culture.
Shift Organizational Culture	Assess and align procurement policies with diversity goals.	In-Progress	A service provider has been procured to facilitate the rewrite of the Procurement manual. An Internal Review Committee has been established to evaluate and inform the rewrite. A member of the IDEA (Inclusion, Diversity, Equity, Access) Strategies, Policies, and Procedures subcommittee has been included on the Internal Procurement Review committee to ensure the integration of DEIB opportunities to the extent possible. The first draft of the new procurement manual is expected to be made available for review and comment by the Internal Review Committee and the Executive team in June 2023.
Shift Organizational Culture	Create an Equity Planning Resource Group to share best practices.	Completed	SCAG has established an internal Equity Work Group that has developed an equity resource guide to support local jurisdictions as they take on advancing equity and is currently developing a racial equity toolkit to help institutionalize equity in the Planning Division. Additionally, with support from an equity expert, SCAG developed resources for staff to incorporate racial equity in Connect SoCal.
Shift Organizational Culture	Develop a Diversity Style Guide on standards for communication.	In-Progress	Media and Public Affairs will complete a draft overall agency styleguide with Diversity, Equity, Inclusion, and Belonging integration by the end of the fiscal year.
Shift Organizational Culture	Update SCAG's Strategic Plan to incorporate an equity vision and goals to guide agency work plans.	In-Progress	Consultant has completed the data collection phase of the project, staff is developing updated plan elements to work through at the EAC retreat in June.
Shift Organizational Culture	Prepare an Inclusive and Equitable Talent Management Strategy.	In-Progress	SCAG Human Resources is currently developing a hiring toolkit to inform the early stages of the employee journey from recruitment to onboarding. The outreach guide will include an outreach guide informing outlets to reach highly diverse candidate pools. Training will be deployed to support the launch and utilization of the toolkit in early 2023. An improved onboarding program is in-development with inclusion of a buddy program to increase belonging within the agency. NEOGOV, the agency's applicant tracking system, is being expanded to support talent management functions including pre-boarding and offboarding. Offboarding will improve data collection as individuals depart the agency through intentional exit surveys. Clarity related to internal mobility is underway through the development of a succession planning framework and defined career mapping. The Global Diversity, Equity, and Inclusion benchmarks are serving as a framework to inform best practices and measure maturity of DEIB integration.



## SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Offer equity training for Board members, including as part of Board Orientation.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications will be shared with members. A formal training program will be proposed to Human Resources as part of their DEI Consultant initiatives.
Center Racial Equity in Regional Policy & Planning	Include Equity Assessment section in Staff Reports.	Planned	This action will follow the update of SCAG's Strategic Plan to ensure alignment with equity vision and goals and may include the addition of an equity section to the staff report template in MinuteTraq. Evaluating a date when it will become effective (requires advance staff training).
Center Racial Equity in Regional Policy & Planning	Prepare Racial Equity Indicators Report.	In-Progress	In November 2022, SCAG staff released an update to the Racial Equity Baseline Conditions Report which provides an assessment of existing disparities and inequities focused on goals from Connect SoCal. Moving forward, staff is recommending that Baseline Conditions report be updated to every four years, with the next release planned for the fall of 2026, to support the development of Connect SoCal 2028.
Center Racial Equity in Regional Policy & Planning	Increase opportunity for participation in Policy Committees; Formalize Committee equity roles.	Completed	Coinciding with the adoption of the Racial Equity Early Action Plan, last May SCAG's Bylaws were amended to expand Policy Committee membership to include Communities of Concern representatives to create a more inclusive governance structure.
Center Racial Equity in Regional Policy & Planning	Update Public Participation Plan.	Completed	SCAG updated the Public Participation Plan to include several goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible. The Regional Council approved the document at its April 2022 meeting.
Center Racial Equity in Regional Policy & Planning	Form Regional Policy Working Group dedicated to Equity.	Completed	SCAG staff convenes a quarterly Regional Equity Working Group (EWG) to engage stakeholders on SCAG's equity-focused regional and local planning activities as well as uplift efforts across the region to advance equity in land-use and transportation planning. To date, staff have hosted eight meetings.
Center Racial Equity in Regional Policy & Planning	Develop equity goals, policies, and metrics as part of Connect SoCal update.	In-Progress	As described further below, SCAG formed a Racial Equity and Regional Planning Subcommittee to provide guidance on opportunities to advance racial equity in Connect SoCal. The Subcommittee's recommendations will inform policies and strategies in the draft plan. The draft plan will also include an enhanced approach for conducting equity analysis, including by defining and analyzing plan impacts on Priority Equity Communities.



## SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Center Racial Equity in Regional Policy & Planning	Explore developing Research Program with University Partners.	In-Progress	<p>Although further work is needed on a holistic scope for the program, specific work elements are being developed. For example, staff is seeking to update its understanding of the travel behavior and travel challenges of low-income residents to improve future planning and support equitable travel initiatives throughout the region. Staff hopes to better understand the travel behavior and transportation needs of low-income drivers across the region, examining the relationship between access to reliable transportation and employment status, including consideration of non-commute travel needs including childcare and access to health care and public services. The work would also include strategies specifically to address challenges for unbanked populations and those who do not own smart phones. This effort is intended to serve as a foundation for understanding how to design innovative mobility pilots to increase participation of and benefits to low-income populations. This is particularly critical for understanding the potential of universal basic mobility programs.</p> <p>In addition, SCAG is partnering with the Brookings Institution to conduct a tribal data needs assessment that will include strategies for improved data-collection and analysis to better serve the unique needs of tribal and native-serving organizations. This work will build on Brookings' Black Progress Index.</p>
Center Racial Equity in Regional Policy & Planning	Form a Restorative Justice Subcommittee to inform work on Connect SoCal.	Completed	The Racial Equity and Regional Planning Subcommittee was established to identify opportunities to advance racial equity through the policies and strategies in Connect SoCal and guide how planning and investments over the next 30 years can address and rectify the effects of racially discriminatory policies in SCAG's communities. The subcommittee held four meetings and advanced a White Paper with recommendations for infusing racial equity in Connect SoCal. The White Paper was considered by the Joint Policy Committee in March 2023 and will inform policies and strategies in Connect SoCal.
Center Racial Equity in Regional Policy & Planning	Form Economic Empowerment Program.	In-Progress	The Economic Empowerment unit will oversee the administration of the Sustainable Communities Program Call 4 efforts (projects focused on Civic Engagement, Equity, and Environmental Justice) and the Public Health Fellows program. Both Calls were released in Spring 2023. The Call 4 will make up to \$5M in funding available to support equity-centered planning across the SCAG region with an emphasis on community-centered partnerships.
Encourage Racial Equity in Local Planning	Support data requests, create tools for information sharing.	In-Progress	<p>SCAG staff have been conducting outreach to local jurisdictions in the region, including those that are low-resourced and located in Disadvantaged Communities, to introduce the available tools and resources in the Regional Data Platform (RDP) as part of the Local Data Exchange (LDX) process. To date, the SCAG Local Information Services Team (LIST) provided one-on-one technical assistance to various subregional COGs and 167 local jurisdictions in the region to promote RDP tools and resources along with the LDX process. LIST is ready to provide technical assistance upon request.</p> <p>SCAG staff will use the REAP 2021 funding program to provide a Big Data Consulting Practice to provide consulting services to small and under resourced jurisdictions who may not have capacity to use big data to advance racial equity in local transportation planning.</p>
Encourage Racial Equity in Local Planning	Expand Toolbox Tuesday trainings to include sessions on racial equity.	Completed	On a quarterly basis, SCAG hosts equity-focused Toolbox Tuesday trainings for practitioners. In FY23, SCAG held four trainings centered around strategies in the Racial Equity Early Action Plan: listen and learn, engage and co-power, and integrate and institutionalize.
Encourage Racial Equity in Local Planning	Provide elected officials with fact sheets and tools to promote racial equity.	In-Progress	SCAG's equity efforts are incorporated into New Member Orientation presentations and onboarding materials. Resources from GARE and other publications are posted on SCAG's website.



## SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Provide resources for CBO engagement in Local Planning - e.g., Call for Collaboration, Go Human Mini-Grants.	In-Progress	<p>SCAG has continued to support CBOs through the Call for Collaboration in partnership with three foundations. SCAG provided \$1 million of its REAP 1.0 funding to develop a program that provided capacity-building technical assistance and grants to non-profits and CBOs. Fifteen organizations were granted funding to engage in land use planning efforts that support the acceleration of housing production, with an emphasis on ensuring principles of equity are included in planning processes, new funding programs, and policies. This program is near completion with nearly all grantees having completed their work. SCAG has evaluated the program to apply lessons learned to future efforts.</p> <p>In April 2023, Go Human launched its Community Hubs Program, which offers funding opportunities for community organizations to implement local traffic safety and community engagement strategies that leverage community gathering and resource sites or networks. The program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, prioritizing Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking. Awardees may utilize the Go Human Kit of Parts to demonstrate street treatments and co-branded safety advertisements. The implementation period for this program will run through August 2023.</p> <p>As part of the 2023 Go Human Safety Strategies contract, SCAG will distribute co-branded advertisements for 25 local partners, demonstrate street treatments with the Go Human Kit of Parts Lending Library with 5 local partners, and develop oral histories focused on mobility justice.</p> <p>SCAG's SCP Call 4 is focused on Civic Engagement, Equity and Environmental Justice. This program will be released in early 2023 and will support strategic partnerships between lead applicants and CBOs to advance equitable, community driven housing and mobility projects across the region. The new co-applicant structure directly shifts and advances opportunities for CBOs to access funding opportunities and resources through SCAG and not only engage but direct planning decisions and efforts.</p>
Encourage Racial Equity in Local Planning	Build planning capacity in low-resourced jurisdictions by providing staff support - e.g., Civic Sparks, Public Health Fellows.	In-Progress	SCAG released the Call for Fellowship Providers in April 2023 to create opportunities for early-career and mid-career fellows to gain experience and proficiency in public service and to make a meaningful positive impact in the SCAG region. SCAG will leverage REAP 2021 funding to support this effort.



## SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Encourage Racial Equity in Local Planning	Refine equity goals and evaluation criteria used in Sustainable Communities Program (SCP).	In-Progress	The SCP prioritizes equity in its evaluation and the program goals point to prioritizing priority populations and disadvantaged communities in alignment with SCAG's resolution on race and equity. Call 4, developed throughout FY22/23 and in alignment with the REAP 2.0 Guidelines and state partner feedback, further prioritized and centered equity through all components of the Call, within the Guidelines, evaluation and new co-partnership structure. Evaluation prioritized equity through significant point allocation for Project Need & Priority Population Benefits, inclusive of strategies to address historic and current inequities and priority population benefit. Significant point allocation also included Inclusive and Equitable Partnerships, inclusive of inclusive, diverse and equitable engagement, as well as Local Partnerships, inclusive of reciprocal relationships and impact, and governance and decision making. The evaluation sought to recognize historic harms communities have experiences and sought reparative efforts to address harm or historic exclusion from funding opportunities. SCP CEEEJ also piloted a Co-Applicant structure, which allows for community-based organizations (CBOs) to apply as co-applicants, to support community-identified and community-led project identification and implementation opportunities, alongside a primary jurisdiction or agency applicant. This co-applicant structure facilitates opportunities for equity-centered proposal development and decision-making. Finally, the SCP has continued to facilitate opportunities to compensate CBO partners committed to equity to serve as evaluators to ensure projects are assessed with intentional attention to equity.
Encourage Racial Equity in Local Planning	Provide resources through the Sustainable Communities Program to promote Environmental Justice.	Planned	Developed SCP Call 4, Civic Engagement, Equity and Environmental Justice (SCP CEEEJ), to support the goals and implementation of the Racial Equity Early Action Plan. This program prioritizes resources in historically disinvested areas and communities most impacted by adverse public health outcomes and air quality impacts. This program will catalyze planning activities to support GHG and VMT reduction, advance equity and environmental justice, and provide needed funding to communities with the highest need. SCP CEEEJ includes \$5M in available funding, inclusive of \$3M through REAP 2.0, to fund Housing & Land Use projects, and \$2M through SB1 to fund Multimodal Communities projects. The Call opened on Wednesday, April 12 and closes on Monday, June 5, 2023. Applications shall be evaluated throughout the summer, with an anticipated project list to be reviewed by the Regional Council in September 2023.
Encourage Racial Equity in Local Planning	Identify opportunities to incorporate equity analysis in development of 2023 Federal Transportation Improvement Program (FTIP).	Completed	Based on the adopted FTIP Guidelines, County Transportation Commissions (CTCs) were encouraged to consider equity in developing their respective County TIPs. In future FTIPs, more advanced database analytics combined with spatial analysis may be utilized to evaluate investments across the region and consider whether they are addressing under resourced or underserved areas. In the near term, SCAG has initiated an FTIP mapping tool through the updated eFTIP database to capture the location and extent of all projects including non-modeled (exempt) projects. Any changes to the FTIP process involving equity will be done in collaboration with the CTCs.
Activate & Amplify	Collaborate on a fair housing public information campaign	Planned	SCAG designated funding for the development of a community outreach and advertising campaign with the goals of creating positive associations with housing development and housing-supportive land use policies. The Chan Zuckerberg Initiative (CZI) has been working with a marketing and branding firm on a market segmentation analysis, identifying core values associated with housing development. CZI has finalized their report and is coordinating with United Way of Greater LA (for the SCAG region) to develop implementation toolkits. SCAG is working to dedicate REAP2 funding to support development of the toolkits and model this effort on the success of SCAG's Go Human campaign. CZI and SCAG are preparing to enter an MOU, kick off is expected in summer 2023.



## SCAG's Racial Equity Early Action Plan Fiscal Year 2022-23 Progress Report

Goal	Action	Status	Notes
Activate & Amplify	Strengthen relationships with other MPOs.	In-Progress	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Explore opportunities to partner to establish a “Planning University” for Community-Based Organizations & Stakeholders.	Planned	On a bimonthly basis, SCAG works with others to convene an MPO Equity Working Group to discuss current equity efforts, challenges, and best practices. Meetings have focused on various equity topics including but not limited to performance measures, partnering with community-based organizations, environmental justice analysis, and equity tools. SCAG also participates in the monthly California Association of Councils of Governments Big 4 MPO + Caltrans meetings to discuss experiences advancing equity and share resources.
Activate & Amplify	Develop an Excellence in Equity Annual Award Program.	Completed	SCAG's Sustainability Awards Program now includes an equity category to highlight projects that advance equity and facilitate the growth of healthy, livable, sustainable, and economically resilient communities. SCAG renamed the Equity Award to honor the late Ventura County Supervisor Carmen Ramirez, who was tragically killed in 2022 after a lifetime of championing sustainability. The inaugural recipient of the Carmen Ramirez Award for Equity is a unique partnership between the City of Rialto and the Inland Empire Utility Agency (IEUA) whereby Rialto will sell a portion of its recycled water supply to IEUA, which, in turn, will fund the design, construction and operation of a pipeline, pump station and connection between the wastewater plant and the agency's own recycled water distribution system.
Activate & Amplify	Develop Inclusive Economic Recovery Strategy.	Completed	The Inclusive Economic Recovery Strategy (IERS) was developed through a rigorous public outreach and engagement process, including 20 convenings with stakeholders from the private, public, and government sectors. The resulting Inclusive Economic Recovery Strategy Report and recommendations were adopted by the Regional Council on July 1, 2021.
Activate & Amplify	Inclusive Economic Growth Implementation Program.	In-Progress	Following adoption of the Inclusive Economic Recovery Strategy in July 2021, SCAG was awarded \$3.5 million in State funding to implement IERS core recommendations. Of these recommendations, SCAG is working to develop a county-level Job Quality Index to help measure progress toward a more robust, inclusive, and equitable economy; inclusive contracting toolkits to support the region's diverse, small-businesses; action-oriented plans to expand access to family-supporting jobs; and county-level analyses of the economic costs of inequality. This work will be completed by June 30, 2024.



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Anita Au, Planning Supervisor  
(213) 236-1874, au@scag.ca.gov

**Subject:** Connect SoCal 2024: Equity Analysis Update – Priority Equity  
Communities

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*With direction from the Regional Council, Energy and Environment Committee (EEC), and Racial Equity and Regional Planning Subcommittee, SCAG continues to affirm its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California by working to operationalize racial equity through regional planning functions. Staff have presented to the EEC on the progress of developing a new approach for Connect SoCal 2024’s Equity Analysis that is grounded on best practices and extensive internal and external stakeholder input. This staff report provides an overview of equity-related comments received from the Connect SoCal public outreach events between March and May 2023 and an update on SCAG’s approach for the Equity Analysis. Updates include revised methods for defining Priority Equity Communities (formerly Environmental Justice areas, Disadvantaged Communities and Communities of Concern) which incorporate considerations from input received through Connect SoCal public outreach, meant to frame and focus the Equity Analysis on populations that have been historically marginalized and are susceptible to inequitable outcomes.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development.

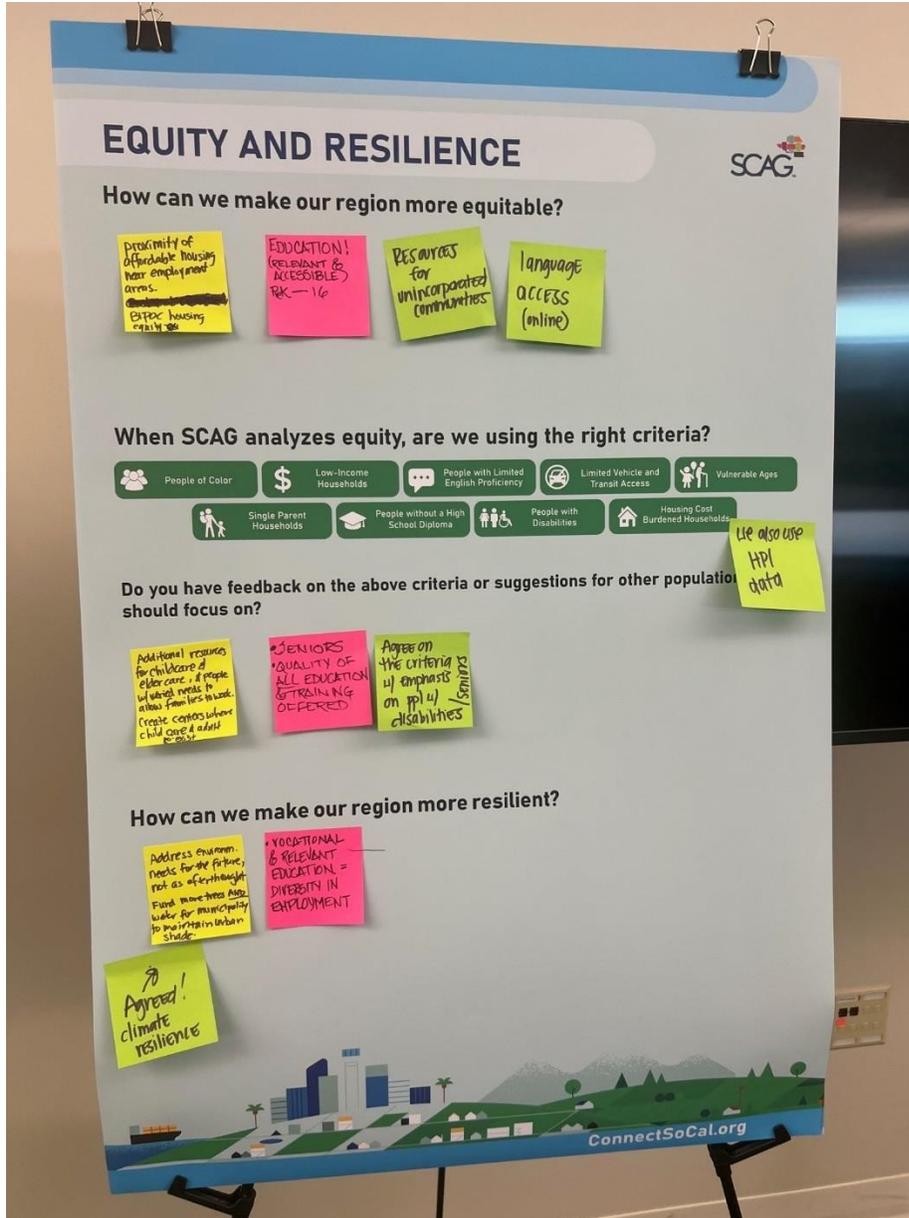
SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. An Equity Analysis is included to comply with statutory requirements and ensure there are no disparate or disproportionate impacts to people of color or low-income populations as a result of implementing Connect SoCal 2024.

On April 7, 2022, staff provided the EEC a preview of the approach for the Connect SoCal 2024 Equity Analysis, including revisiting the populations and communities analyzed in previous EJ analyses, and developing a new equity area definition of Priority Equity Communities. On September 1, 2022, staff provided the EEC with proposed updates to the equity performance measures for Connect SoCal 2024. On March 2, 2023, SCAG's Joint Policy Committee adopted the Racial Equity and Regional Planning Subcommittee White Paper, which included recommendations for Connect SoCal 2024 and suggested preliminary strategies for inclusion in the Plan. On April 6, 2023, staff provided the EEC with revised methods for defining Priority Equity Communities and equity performance measures. Since then, SCAG hosted several Connect SoCal workshops and distributed a survey in which SCAG directly requested input on the priority population criteria for Priority Equity Communities and ideas for ways to make the region more equitable. In response to input received from outreach, staff proposes a final version of Priority Equity Communities to be used in the Connect SoCal 2024 Equity Analysis.

**CONNECT SOCIAL 2024 OUTREACH:**

In April and May 2023, SCAG hosted 21 in-person workshops, seven virtual workshops, and appeared at several pop-up events throughout the region to share to gather input regarding challenges each community faces to establish planning priorities for the next 20 to 30 years. At the workshops, participants learned about the Plan's policy direction and were encouraged to respond to various prompts by placing sticky-notes on a board to indicate priorities. One station included questions related to equity and resilience, as pictured in **Exhibit 1**.

**Exhibit 1 - Equity and Resilience Poster from a Connect SoCal 2024 Workshop in Palm Desert on May 2, 2023**



**Feedback on Making the Region More Equitable**

Based on the feedback received through the first equity question, staff learned what participants thought could contribute to a more equitable region.

*Equitable Outreach Through Proactive Methods:* Participants called on government agencies to conduct more equitable outreach by employing more proactive methods of inclusion, taking actions to convey respect to communities and build diverse relationships with neighbors, focusing engagement with marginal groups (e.g., Spanish-speaking populations), and generally arranging meetings so that they're available to more people.

*Equitable Policies:* Participants recommended local agencies to enact more equitable actions in local planning, including re-examining existing policies and processes for unintended consequences and implicit bias and being intentional in collaboration on planning efforts to reconnect communities.

*Economic Justice:* Participants focused on better and greater choice in jobs, schools, and training opportunities for everyone, particularly for youth and people living in disadvantaged and rural communities, paired with more affordable housing near these opportunities.

*Environmental Justice:* Participants acknowledged that environmental burdens, including air pollution, noise, and degradation of infrastructure, disproportionately impact communities of color and lower income groups and are geographically imbalanced between parts of the region. Several participants shared this through the example of siting new warehouse facilities and logistics activities.

*Better Resources:* Participants envisioned increased resources that improve community connections, particularly for unincorporated communities and small towns, including greater access to childcare and eldercare facilities, libraries, and community centers; improved language access programs; more open space; healthier food options and community gardens; and more indoor spaces to be physically active.

*Affordable and Resilient Housing:* Participants emphasized the need for more affordable housing in the region and shared strategies for more secure housing, including rent control, combatting racial bias in the real estate market, creating more realistic qualifications for housing assistance, and eliminating real estate speculation. Participants also mentioned improving housing resilience and safety measures, like home hardening and evacuation, for vulnerable populations.

*Improved Transit Services and Active Transportation Options:* Participants emphasized greater coverage, frequency, and connection for transit services, particularly fare-free service and safer active transportation options, including secure bicycle storage.

### **Feedback on Identifying Priority Populations**

Based on the responses to the two questions on criteria to analyze equitable outcomes, participants generally supported the list of criteria SCAG provided; some commenters specifically elevated people of color, low-income communities, youth, older adults, and people with disabilities.

Participants elevated additional populations, including people experiencing homelessness, veterans, farm workers, LGBTQIA2S+<sup>1</sup> community members, college students, and children in foster care. Each of these groups experience unique barriers to transportation and are often exacerbated by intersectional identities with race and poverty. In response to this input, SCAG staff will discuss how the Plan caters to the issues that each of these groups in the relevant performance measures of the Equity Analysis and other technical reports in Connect SoCal 2024. Additionally, to capture the focus on youth emphasized by several comments, staff will amend the vulnerable age category to expand from under 5 years old to include people under 18 years old and over 65 years old.

Some participants noted the criteria should include Black and Indigenous communities, with one participant naming the Tongva and Kizh tribes. In the list of criteria, “people of color” is used to describe people who identify as non-white and/or Hispanic (Latino) who are impacted by the effects of racism. Federal guidance refers to racial and ethnic “minority” persons or communities, including Black Americans, Native Americans, Hispanic Americans, and Asian Americans, and is a term that no longer describes the demographic make-up of the SCAG region. SCAG recognizes that people of color is not a perfect term; grouping people into a single category can diminish the unique experiences of individuals, particularly Black and Indigenous people who are disproportionately burdened by the effects of racism. Moreover, the data available falls short of distinguishing people who experience racism, relying on aggregate racial and ethnic groups defined at the federal level. SCAG aims to evaluate the impacts of the Plan in a way that acknowledges this understanding, including by sharing results that are disaggregated by race/ethnicity when feasible.

Overall, SCAG received valuable feedback that helps shape the Equity Analysis. Staff will continue to monitor comments received through SCAG’s outreach efforts and incorporate changes wherever feasible. Any input received that staff is unable to incorporate at this stage of Plan development will be considered for future Equity Analyses.

### **Preliminary Survey Results**

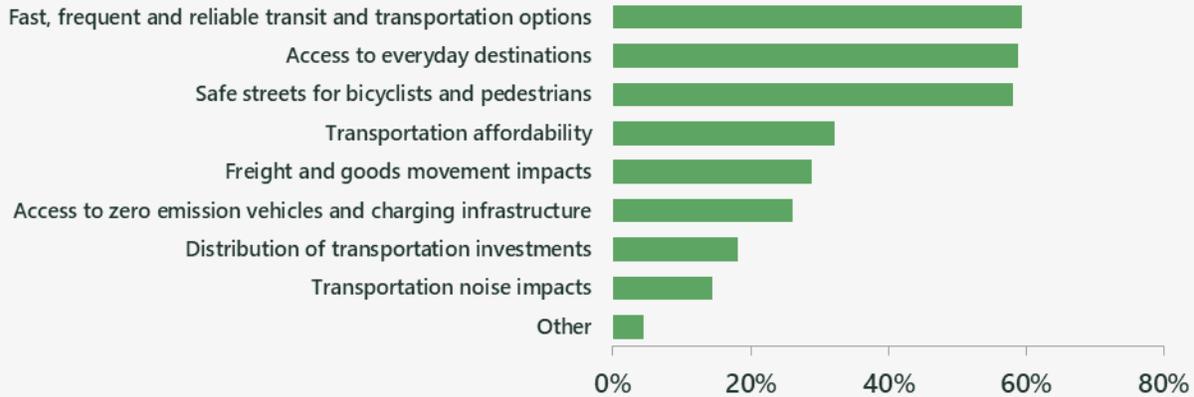
Beginning March 19, 2023, SCAG distributed a 15-question survey hosted online at SurveyMonkey and Survey123 and partnered with 16 community-based organizations to distribute the survey and share at various plan outreach efforts. As of May 8, 2023, SCAG received 731 responses to the Connect SoCal online survey. The survey included two equity-related questions, one focused on transportation issues and another on more general regional issues. The responses for Questions 8 and 9 are summarized in **Exhibit 2** and **Exhibit 3**, respectively.

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<sup>1</sup> LGBTQIA2S+ is an acronym that stands for Lesbian, Gay, Bisexual, Transgender, Queer and/or Questioning, Intersex, Asexual, Two-Spirit, and the plus sign represents the countless affirmative ways in which people choose to self-identify. Two-Spirit is used within some Indigenous communities, encompassing cultural, spiritual, sexual, and gender identity. It means different things in each nation and to each person who holds that identity, and it is culturally specific, meaning that it belongs to Indigenous communities and cannot be used by non-Indigenous folks.

**Exhibit 2 – Initial Results from Question 8 of the Connect SoCal 2024 Survey as of May 8, 2023**

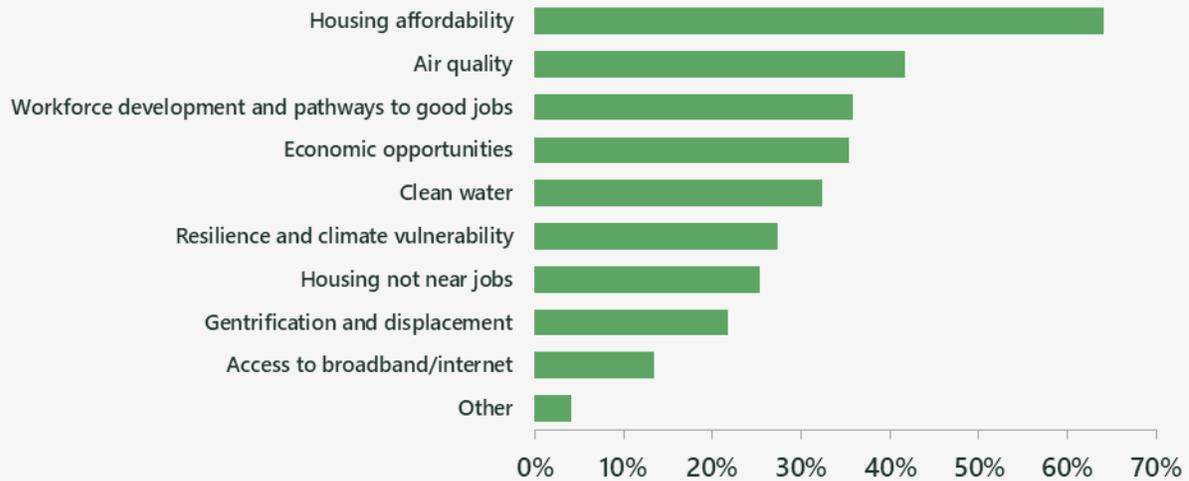
Consider how benefits and burdens of our current transportation system are unevenly distributed to people. What are the top three (3) most important regional transportation equity issues for you and your community?



For Question 8, survey respondents that chose “other” expanded on their answer with the need for walking and biking infrastructure; support of denser communities; traffic; support and opposition for congestion pricing and tolls; support for neighborhood electric vehicles; and personal safety on the transit system. According to the survey respondents, the top three most important regional transportation equity issues include (1) fast, frequent and reliable transit and transportation options, (2) Access to everyday destinations (e.g., work, retail, schools, health care and parks), and (3) safe streets for bicyclists and pedestrians.

**Exhibit 3 – Initial Results from Question 9 of the Connect SoCal 2024 Survey as of May 8, 2023**

Consider how environmental hazards, housing quality and economic opportunities are unevenly distributed across the region’s population. What are the top three (3) most important regional equity issues for you and your community?



For Question 9, survey respondents that chose “other” expanded on their answer with the availability of water; access to well-funded, high-quality education; the need for local agriculture; exploitation of workers; concerns about changes to neighborhood aesthetic, specifically blocked views; and poor cycling infrastructure. Exceeding all other responses, housing affordability was one of the most important regional equity issues according to the survey respondents. All of these and the topics covered in Question 8 will be discussed and assessed in the Equity Analysis and other Connect SoCal 2024 technical reports, including the Housing and Economy Technical Reports.

Since the survey remained open past the time this staff report was prepared, staff are closely monitoring additional responses, particularly non-digital responses, received after this report was published. Any major changes to Priority Equity Communities resulting from this additional feedback will be reported through future updates on the Connect SoCal 2024 Equity Analysis.

**PRIORITY EQUITY COMMUNITIES:**

As a result of extensive internal and external engagement on the development of Priority Equity Communities, staff present this final proposed approach for identifying an equity area for the SCAG region for use in the Connect SoCal 2024 Equity Analysis. Staff propose replacing the three equity communities (i.e., Environmental Justice Areas, SB 535 Disadvantaged Communities, and Communities of Concern) with a new, flexible equity area definition, called Priority Equity Communities, to comply with statutory requirements and support SCAG equity efforts beyond the

Plan. Priority Equity Communities are *census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.*

Staff propose determining a census tract as a Priority Equity Community if there is a concentration above the county average of:

1. **BOTH** low-income households<sup>2</sup> and people of color; **OR**
2. **EITHER** low-income households or people of color **AND** of four or more of the following:
  - i. Vulnerable Ages<sup>3</sup>
  - ii. People with Disabilities
  - iii. People with Limited English Proficiency
  - iv. Limited Vehicle and Transit Access<sup>4</sup>
  - v. People without a High School Diploma
  - vi. Single Parent Households
  - vii. Housing Cost Burdened Households

With the proposed approach and using data from the U.S. Census Bureau American Communities Survey five-year estimates (2017-2021), Priority Equity Communities cover approximately 49 percent of the region’s population. **Exhibit 4** shows the percent of population in Priority Equity Communities in each county and in the SCAG region. A geographic shapefile of the Priority Equity Communities will be made available online for the public to view and download.

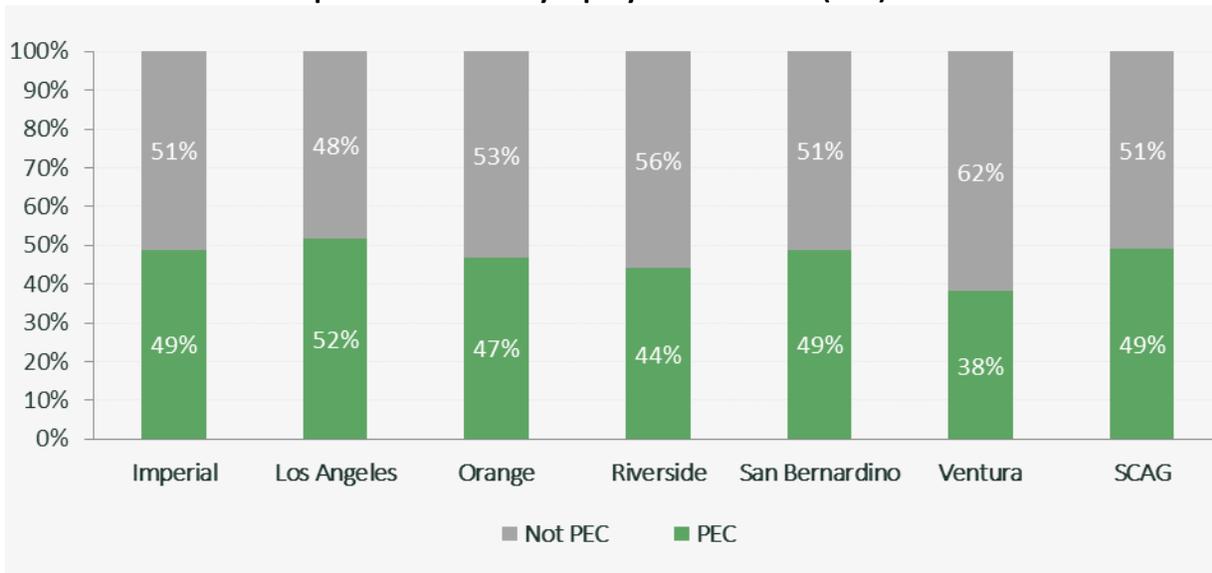
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<sup>2</sup> Households with an income less than or equal to twice the federal “poverty level”

<sup>3</sup> Older adults over 65 years old and youth under 18 years old

<sup>4</sup> Households with more people than vehicles owned not located near a High-Quality Transit Corridor

**Exhibit 4 – Percent of Population in Priority Equity Communities (PEC)**



**NEXT STEPS:**

After confirming that the approach considers all input received through the Connect SoCal outreach process, staff will use the Priority Equity Communities as defined in this staff report to conduct analysis for the Connect SoCal 2024 Equity Analysis. SCAG will continue to explore opportunities to incorporate Priority Equity Communities in planning practices and to advance equity through the policies and strategies in the plan.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (020.0161.06: Environmental Justice Outreach and Policy Coordination).



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Javier Silva, Assistant Regional Planner  
(213) 630-1508, silva@scag.ca.gov

**Subject:** Guiding Principles for Emerging Technology

**RECOMMENDED ACTION FOR TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR CEHD and EEC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*As mobility technology continues to accelerate, local agencies and leaders across the SCAG region will increasingly face the challenge of making informed decisions regarding emerging technologies. The lack of adequate information regarding the impacts of new technologies on communities may pose significant challenges. To assist in this decision-making process, SCAG staff has developed a set of Guiding Principles for Emerging Technology to help staff and local leaders evaluate emerging mobility technologies. The principles incorporate input received from stakeholders and the Emerging Technologies Committee, and can serve as an objective framework to be adapted as needed by local jurisdictions. The principles represent an approach to emerging technology that will be integrated into the Draft 2024 Regional Transportation Plan/Sustainable Communities Strategies (“2024 RTP/SCS,” “Connect SoCal 2024” or “Plan”). Connect SoCal 2024 will serve as a comprehensive blueprint for the region’s transportation needs, including the development and deployment of emerging technologies. Upon final adoption of the Plan, these guiding principles will also serve as a framework for SCAG to guide policy discussion surrounding emerging mobility technologies.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. Guiding Principles for Emerging Technology were recommended during the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategies ("Connect SoCal 2020" or "2020 Plan"). The principles outlined below will be seamlessly integrated into Connect SoCal 2024, serving as guiding principles for technology evaluation, as well as the development of policies and strategies.

### **Connect SoCal 2020**

During the development of Connect SoCal 2020, SCAG staff identified San Francisco's Emerging Mobility Guiding Principles<sup>1</sup> as a reference of guiding principles, and recommended SCAG develop its own set of principles. Additionally, the Connect SoCal 2020 Emerging Technology Technical Report recommended a set of policies organized around land use, street design, pricing, and system management regarding emerging technologies. The policies were designed to enhance current and future Connect SoCal plans and serve as a model for local jurisdictions and agencies to support the implementation of the 2020 Plan.

### **Connect SoCal 2024 Development**

For Connect SoCal 2024, SCAG established three Policy Subcommittees to provide guidance on strategies and priorities. One of these subcommittees, the Next Generation Infrastructure (NGI) Subcommittee, produced recommendations regarding the future of mobility and its policy implications. These recommendations were submitted within a white paper<sup>2</sup> to the Joint Policy Subcommittee on March 2, 2023. The recommendations applicable to the topic of Emerging Technology are:

- Ensure that deployment of new technologies support people's needs and address larger shared goals like advancing equitable access and reducing traffic fatalities and serious injuries.
- Plan and manage the transportation system more like an investor, including asserting a role in the management of the transportation digital realm.

Additionally, within its white paper, the Racial Equity and Regional Planning Subcommittee produced a recommendation with relevance to the collection of data, which is critical for making informed decisions about emerging technologies.

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<sup>1</sup> San Francisco County Transportation Authority Emerging Mobility Guiding Principles: <https://www.sfcta.org/policies/emerging-mobility#panel-guiding-principles>

<sup>2</sup> NGI Subcommittee White Paper: <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=14&ID=2397&Inline=True>

- Incorporate equity centered best practices in data collection to ensure that data assessments reflect community needs, disaggregate data by race/ethnicity and other important demographic factors, ground truth data, widely distribute data to impacted stakeholders, and incorporate community perspective in data-informed decision making.

Where applicable, the recommendations from the Policy Subcommittees for the Connect SoCal 2024 update were incorporated into the guiding principles.

### Process

To develop SCAG's set of guiding principles, Staff evaluated guiding principles and policies from cities and agencies around the Country as a reference. One of the examples used was San Francisco's Mobility Guiding Principles, which were developed by the San Francisco County Transportation Authority (SFCTA) in partnership with the San Francisco Municipal Transportation Agency (SFMTA). The principles focused on collaboration, safety, transit, congestion, sustainability, and equitable access.

Additionally, staff utilized the Shared Mobility Principles for Livable Cities<sup>3</sup> and Pittsburg's Shared + Autonomous Mobility Principles<sup>4</sup> as an example. Both principles place emphasis on the prioritization of equity within the transportation world.

Staff shared with the Emerging Technologies Committee (ETC) a receive and file staff report on February 23, 2023<sup>5</sup> regarding the research and reference materials discussed in this section.

### Draft Guiding Principles for Emerging Technology

1. **Equity:** Technology should eliminate barriers that may exist based on factors such as race, income, gender, age, language barriers, disability, or geography to ensure people can live a healthy and prosperous life<sup>6</sup>.
2. **Accessibility:** Infrastructure and technologies should be designed to provide equal access to mobility, employment and economic opportunity, education, health, and other quality of life opportunities.

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<sup>3</sup> Shared Mobility Principles: <https://www.sharedmobilityprinciples.org/>

<sup>4</sup> Pittsburgh Shared + Autonomous Mobility Principles:

[https://apps.pittsburghpa.gov/redtail/images/5172\\_Pittsburgh\\_Shared\\_and\\_Autonomous\\_Mobility\\_Principles\\_03\\_01\\_19.pdf](https://apps.pittsburghpa.gov/redtail/images/5172_Pittsburgh_Shared_and_Autonomous_Mobility_Principles_03_01_19.pdf)

<sup>5</sup> Staff Report: <https://scag.ca.gov/sites/main/files/file-attachments/etc-022323-fullagn.pdf?1676597450,#page=16>

<sup>6</sup> Based on SCAG's Special Committee on Equity and Social Justice's definition of racial equity.

<https://scag.ca.gov/our-work-inclusion-diversity-equity-and-awareness#:~:text=%E2%80%9CAs%20central%20to%20SCAG's%20work,participate%20fully%20in%20civic%20life.%E2%80%9D>

<https://scag.ca.gov/our-work-inclusion-diversity-equity-and-awareness#:~:text=%E2%80%9CAs%20central%20to%20SCAG's%20work,participate%20fully%20in%20civic%20life.%E2%80%9D>

3. **Safety:** Technology should be developed with safety as a high priority and strive to reduce the number of fatalities and serious injuries occurring on our mobility networks<sup>7</sup>.
4. **Sustainability:** Technology should reduce the environmental impact of the transportation network over its entire life cycle and support the transition to net zero-emission mobility.
5. **Integration:** Technology should connect seamlessly into existing mobility infrastructure, such as roads, bridges, and public transit, to create a cohesive, interoperable network. This includes considering the impacts of proposed technology on modal choices, emergency vehicle response times, and transit performance.
6. **Adaptability:** Technology should be efficient and responsive to ensure that it remains up-to-date and effective to meet the evolving needs of users and stakeholders.
7. **Data privacy and Security:** Technology should ensure the privacy and security of user data while incorporating equity centered best practices during data collection and integrating any requirements from applicable data specifications<sup>8</sup>.
8. **Transparency and Accountability:** Technologies providers should share relevant data with local jurisdictions for the public and local agencies to effectively evaluate the services' benefits and impacts on communities.
9. **Resilience:** Technology should increase the ability of the SCAG region's transportation systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors<sup>9</sup>.
10. **Workforce Development Investments:** Recognizing that technology has the capacity to facilitate economic growth, investments in technology should improve workforce development opportunities, including worker retraining, where these technologies are deployed.

### Previous Presentations and Stakeholder Review

On March 9, 2023, SCAG staff presented to SCAG's Equity Working Group on principles 1 and 2, equity and accessibility. Additionally, the principles underwent internal vetting by SCAG staff and was presented to executive SCAG planning staff. The principles were shared with SCAG's Regional

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<sup>7</sup> Based on SCAG's 2023 Transportation Safety Priorities. <https://scag.ca.gov/sites/main/files/file-attachments/rc020223fullpacket.pdf?1674781193,#page=18>

<sup>8</sup> Based on SCAG's Racial Equity and Regional Planning Subcommittee's recommendation regarding data. <https://scag.ca.gov/sites/main/files/file-attachments/jpc030223fullpacket.pdf?1677214791,#page=34>

<sup>9</sup> Based on SCAG's Resilience and Conservation Subcommittee's definition of Resilience. <https://scag.ca.gov/sites/main/files/file-attachments/jpc030223fullpacket.pdf?1677214791,#page=79>

Transit Technical Advisory Committee (RTTAC)<sup>10</sup> and County Transportation Commission's (CTC) Planning Directors to receive feedback. Additionally, SCAG staff reviewed feedback received on the draft principles with the CTC Planning Directors on April 18, 2023. Most recently, On April 27, 2023, SCAG staff presented to SCAG's Emerging Technologies Committee (ETC). The direction and feedback from the ETC have been incorporated into the Guiding Principles as presented in this report.

### Comments Received and Staff Response

SCAG staff have received several comments during the review process. The principles were edited to meet the needs of received comments, therefore comments may reflect previous iterations of the principles.

1. Equity and Accessibility principles: Consider including gender and age.
  - a. Staff Response: SCAG staff incorporated language into principles.
2. Equity and Accessibility principles: Consider including language referencing and/or acknowledging the digital divide.
  - a. Staff Response: SCAG staff incorporated language into principles.
3. Safety Principle: "Traffic fatalities" seems to focus on vehicular fatalities occurring on roadways, and should consider bus/rail dedicated corridors as well. Consider the removal of the word "traffic" and revise to "fatalities and serious injuries occurring on our mobility networks".
  - a. Staff Response: SCAG staff incorporated suggestion into the language of the principle.
4. Data Privacy and Security principle: Consider providing more detail regarding "equity-centered" best practices.
  - a. Staff Response: SCAG staff provided detail regarding "equity-centered" best practices in this staff report. Principle's footnote also cites SCAG's Racial Equity and Regional Planning Subcommittee's recommendation which contains details about "equity-centered" best practices.
5. Efficiency Principle: Clarify the definition of efficiency. With respect to planning, "efficiency" is associated with improving operations and throughput. However, the intent for this principle is unclear. Consider revising the description to correlate with "Resilience" or "Flexibility", to accommodate the future proofing of technology.
  - a. Staff Response: Upon review, SCAG staff replaced the term "efficiency" with "adaptivity".
6. Resilience: While the intent of this principle is to state that technology would assist with climate change/adaptation issues, it is unclear as to how this would look in practice.
  - a. Staff Response: In practice, the principle seeks to ensure that technologies can aid the transportation system in responding to changing conditions. For example, it's

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<sup>10</sup> RTTAC is made up of representatives from the Region's transit operators.

important that electric vehicle (EV) charging stations can operate under inclement weather conditions.

7. Resilience: Clarify the phrase "Creating multiple opportunities for..." Unclear if this principle is suggesting the system needs redundancies to avoid failures.
  - a. Staff Response: Upon review, SCAG staff removed this portion of language from the principle as it is not intended to prescribe a specific approach.
8. Sustainability: Consider adding "net" to the existing phrase "zero emission mobility"
  - a. Staff Response: SCAG staff incorporated language into principle.
9. Workforce Development Investments: Consider adding "worker retraining"
  - a. Staff Response: SCAG staff incorporated language into principle.

**NEXT STEPS**

Staff will incorporate these principles into the Draft Connect SoCal 2024, which will be formally adopted with the approval of the final Plan by the Regional Council in April 2024.

With Plan adoption, the principles will serve as a guide for policy discussions regarding emerging technologies within SCAG's programs and as a template for SCAG and its partner agencies. However, it is important to note that these principles should be considered as a starting point for agencies and viewed as building blocks that can be adapted to fit the unique needs of each agency.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Guiding Principles for Emerging Technology



# SCAG Transportation Committee: Guiding Principles for Emerging Technology

June 1, 2023

Javier Silva, Associate Regional Planner

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

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## GUIDING PRINCIPLES FOR EMERGING TECHNOLOGY

An Overview and Introduction

# Overview

## What are *Guiding Principles*?

- Guiding principles are a comprehensive set of considerations that leaders and stakeholders should consider when engaging with new technologies

## Why are the *Guiding Principles* important?

- Technology is a major disruptor, SCAG as regional MPO can advocate for best practices and provide resources

## Why is SCAG writing these *Principles*?

- Some cities, counties, and local agencies have a demonstrated need for guidance on how to interact with new technologies and implement accordingly

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# Context

## Connect SoCal 2020

- SCAG staff recommended SCAG develop its own set of guiding principles for emerging technology.

## Connect SoCal 2024

- Next Generation Infrastructure (NGI) Subcommittee produced recommendations regarding the future of mobility and its policy implications.

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# Development

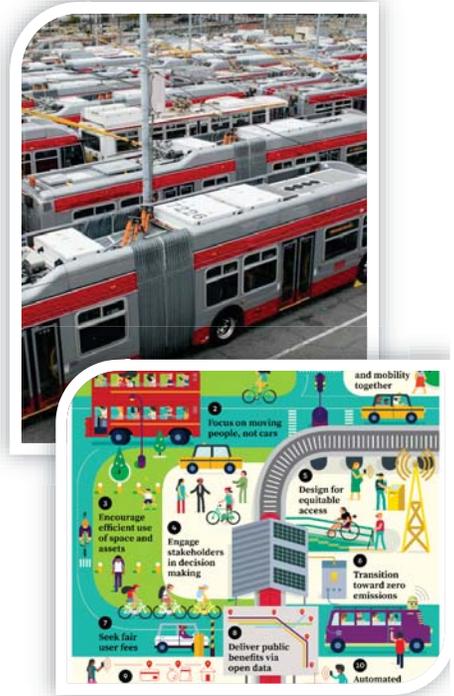
## Examples

- SCAG Staff evaluated guiding principles and policies from cities and agencies around the Country as a reference.

## Review

- SCAG Staff shared principles with internal and external working groups to develop principles.

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# TECHNOLOGY GUIDING PRINCIPLES

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## Draft Principles for Consideration

1. **Equity:** *Technology should eliminate barriers that may exist based on factors such as race, income, gender, age, language barriers, disability, or geography to ensure people can live a healthy and prosperous life.*
2. **Accessibility:** *Infrastructure and technologies should be designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities.*
3. **Safety:** *Technology should be developed with safety as a high priority and strive to reduce the number of fatalities and serious injuries occurring on our mobility networks.*
4. **Sustainability:** *Technology should reduce the environmental impact of the transportation network over its entire life cycle and support the transition to net zero-emission mobility.*

## Draft Principles for Consideration

5. **Integration:** *Technology should connect seamlessly into existing mobility infrastructure, such as roads, bridges, and public transit, to create a cohesive, interoperable network. This includes considering the impacts of proposed technology on modal choices, emergency vehicle response times, and transit performance.*
6. **Adaptability:** *Technology should be efficient and responsive to ensure that it remains up-to-date and effective to meet the evolving needs of users and stakeholders.*
7. **Data Privacy and Security:** *Technology should ensure the privacy and security of user data while incorporating equity centered best practices during data collection and integrating any requirements from applicable data specifications*

## Draft Principles for Consideration

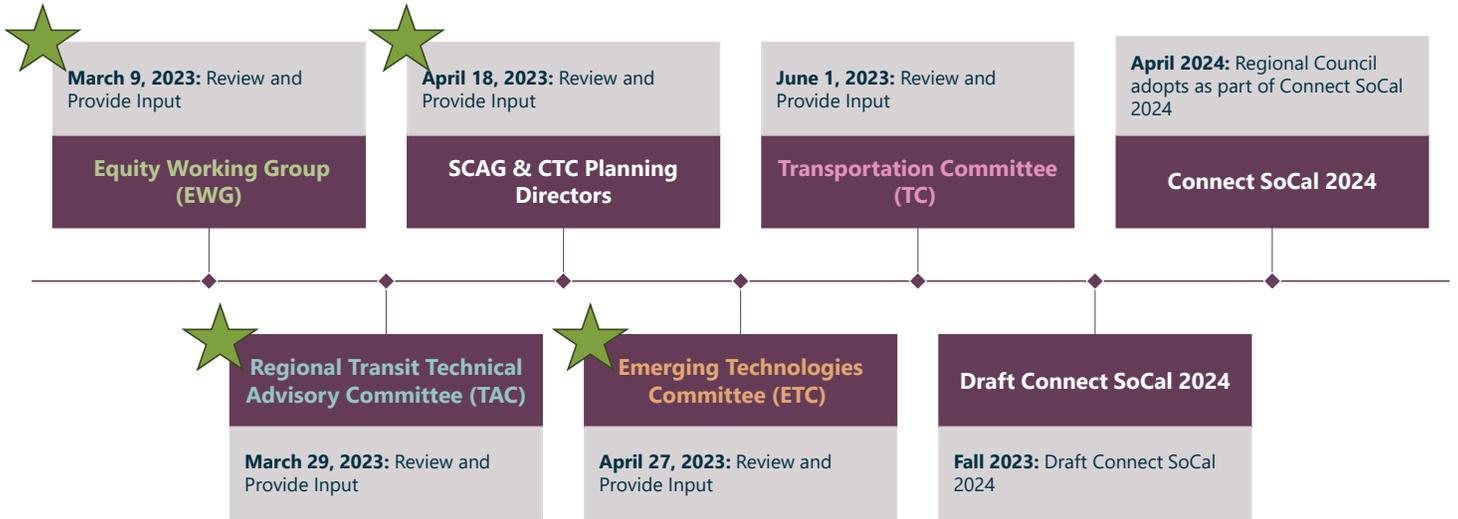
8. **Transparency and Accountability:** *Technologies providers should share relevant data with local jurisdictions in order for the public and local agencies to effectively evaluate the services' benefits and impacts on communities.*
9. **Resilience:** *Technology should increase the ability of the SCAG region's transportation systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors.*
10. **Workforce Development:** *Recognizing that technology has the capacity to facilitate economic growth, investments in technology should improve workforce development opportunities, including worker retraining, where these technologies are deployed.*



## GUIDING PRINCIPLES TIMELINE

Anticipated Next Steps and Critical Milestones

# Next Steps and Critical Milestones



## THANK YOU!

For any questions, please contact Javier Silva at [silva@scag.ca.gov](mailto:silva@scag.ca.gov)



# AGENDA ITEM 6 REPORT

Southern California Association of Governments  
June 1, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Sarah Dominguez, Planning Supervisor  
(213) 236-1918, dominguezs@scag.ca.gov

**Subject:** Connect SoCal 2024: Local Data Exchange (LDX) Survey Results

**RECOMMENDED ACTION FOR CEHD, EEC, TC, AND RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

**EXECUTIVE SUMMARY:**

*In 2022, SCAG conducted a Local Data Exchange (LDX) process to collect input and data from local jurisdictions for the purpose of informing Connect SoCal 2024 development. One component of this process was a survey to local planners to help improve SCAG's understanding of the trends, existing conditions and local planning initiatives as well as the barriers and opportunities for achieving the vision of Connect SoCal. In total, 90 jurisdictions completed all or part of this survey. This staff report provides a summary of these responses.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

On May 23, 2022, SCAG officially launched the Local Data Exchange (LDX) process, which provided local jurisdiction's an opportunity to submit input on land use and future growth of employment and households to help the development of Connect SoCal 2024. Throughout 2022, SCAG's Local Information Services Team (LIST) met with local jurisdictions to provide background on the data,

available tools, and describe the input opportunity. Feedback and data edits were due to SCAG by December 2, 2022. This process included a survey for local planners to help improve SCAG’s understanding of the trends, existing conditions, local planning initiatives, opportunities and challenges to implementing the prior Connect SoCal.

The survey included questions in the following categories:

- Land use and housing (23 questions)
- Transportation (5 questions)
- Environmental (5 questions)
- Public Health and Equity (5 questions)
- Data (1 question)

Out of the 191 total cities and counties in the region, SCAG received responses to part or all of the survey from 90 jurisdictions.

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%
<b>SCAG</b>	<b>197</b>	<b>90</b>	<b>46%</b>

The attached report documents the results of the survey.

Key Findings:

- Land Use and Housing
  - 45 of the 90 jurisdictions were currently or had recently updated their General Plans.
  - The most prevalent SCS strategies included in recently adopted General Plans were **Infill** and **Promoting Diverse Housing Choices**.
  - Across the region, **limited staff capacity** and **budget limitations** were the primary barriers that prevents jurisdictions from updating and implementing General Plan elements, as noted by roughly half of survey respondents.

- 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.
- 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%).
- Transportation
  - The most common **transportation policies and plans adopted** by local jurisdictions included: Bicycle Master Plan (50 jurisdictions), Streetscape Standards and Design Guidelines (49 jurisdictions), Truck Route/Truck Prohibit Route Plan (46 jurisdictions).
  - 38 jurisdictions have a complete streets policy, with most common focus being on active transportation.
  - Over half (55%) of respondents reported **political or community pushback** as barriers to implementing parking reforms.
- Environmental
  - The most common **natural lands conservation strategies** used by local jurisdictions are development impact fees (47 jurisdictions), tree planting or other urban heat mitigation (40 jurisdictions), and hillside/steep slope protection (37 jurisdictions).
  - Only 12 jurisdictions have approved projects utilizing CEQA streamlining.
- Public Health & Equity
  - Only 6 jurisdictions have developed an Equity Action Plan.
  - The most common **plans to address emergencies caused by natural disasters** are Hazard Mitigation Plans (56 jurisdictions), Emergency Response Plan (48 jurisdictions) and Emergency Evacuation Plan (45 jurisdictions)
- Data
  - For the one question assessing **data collected by local jurisdictions**, the most common are: Local road pavement management and performance data (52 jurisdictions), Collision data (51 jurisdictions) and Pavement Condition Index (49 jurisdictions).

**Next Steps:**

SCAG staff are currently using the findings from this survey to inform the draft Connect SoCal 2024. Because only 90 jurisdictions had the resources or ability to provide input to SCAG through this survey, we will take this data limitation into account as we work with or extrapolate from these findings. These survey results, particularly the understanding of barriers and opportunities, will also



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help to inform the development of Implementation Strategies to be included in the draft Connect SoCal 2024.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

**ATTACHMENT(S):**

1. Connect SoCal 2024: Local Data Exchange Survey Results

# SCAG Local Data Exchange (LDX) Survey Results

## Background

The Southern California Association of Governments (SCAG) sought input from local jurisdictions across the six-county region to develop Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) through the Local Data Exchange (LDX) process in 2022.

SCAG used a survey to better understand the trends, existing conditions and local planning in the region. The survey was organized into five parts including: Land Use & Housing, Transportation, Environmental, Public Health and Equity and Data. This report summarizes the responses SCAG received through this survey.

### Overall Survey Participation:

In total, out of the 191 cities and counties in the region, 90 jurisdictions completed part or all of the survey, summarized by county in the table below. There were no survey responses received from jurisdictions in Imperial County.

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%
<b>SCAG</b>	<b>197</b>	<b>90</b>	<b>46%</b>

## Part I – Land Use & Housing

### General Plan

3. Please enter the year of your jurisdiction’s most recent general plan element update<sup>1</sup>. (n=90<sup>2</sup>)
  - a. Land Use: 67% have updated since 2010

<sup>1</sup> Numbering starts at Question 3 since first two questions were: Contact Info and SCAG Subregion

<sup>2</sup> Total number of survey responses for the Land Use element, percentages are based on total section respondents and do not represent regional percentages.

- 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

**4. What are barriers and/or opportunities to updating and implementing these elements as part of the General Plan? (n=76)<sup>3</sup>**

The most common barriers cited for updating and implementing the elements of the General Plan were funding (42 jurisdictions) and staffing (36 jurisdictions).

For opportunities, five agencies saw opportunities to use grants, SCAG assistance and Local Early Action Planning (LEAP) funding, and five saw opportunities to modernize their general plans.

**5. Is your jurisdiction currently updating or recently completed its General Plan?<sup>4</sup> (n=90)**

SCAG Total		Los Angeles	Orange	Riverside	San Bernardino	Ventura
Yes	45	17	13	4	6	5
No	45	25	10	6	4	0

**6. When was the zoning code last updated to reflect your most recent General Plan amendments? (n=70)**

44 jurisdictions have updated their zoning code since 2020 or are currently in the process. An additional 19 jurisdictions updated their zoning code between 2010-2019. The remaining 7 jurisdictions last updated in 2009 or earlier.

**7. What are barriers and/or opportunities to updating and implementing the zoning code? (n=78)**

The most common cited barriers for updating or implementing the zoning code were limited staff capacity (47 jurisdictions) and lack of funding/budget (27 jurisdictions). Other barriers included conflicts with state requirements, lack of political support or CEQA and regulatory challenges.

<sup>3</sup> Qualitative questions and open-ended questions have been categorized and these summaries do not articulate every unique response received.

<sup>4</sup> Note: Imperial County is not included in this or subsequent tables because no responses were received from jurisdictions in Imperial County.

For opportunities, jurisdictions noted the ability to meet changing trends (4 jurisdictions) and grant funding or assistance from SCAG (3 jurisdictions).

8. Is your jurisdiction currently in the process of updating its land use designation and zoning code, separate from any General Plan update? (n=90)

SCAG Total		Los Angeles	Orange	Riverside	San Bernardino	Ventura
Yes	40	16	9	5	7	3
No	50	26	14	5	3	2

9. Does your 6th cycle housing element update include any of the following? (n=88)

- Rezone Plan: 46 jurisdictions
- Overlay Zone Plan: 40 jurisdictions

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

	Supports and Includes Strategies	Supports	Does not Support	N/A
Center Focused Placemaking	21	30	3	29
Focus Growth Near Destinations and Mobility options	31	32	3	22
High Quality Transit Areas	19	32	5	33
<b>Infill</b>	<b>44</b>	<b>33</b>	<b>0</b>	<b>11</b>
Job Centers	16	43	1	27
Leverage Technology Innovations	9	33	8	32
Livable Corridors	13	41	4	28
Neighborhood Mobility Areas	11	37	3	33
Priority Development Areas	21	27	3	34
<b>Promote Diverse Housing Choices</b>	<b>42</b>	<b>31</b>	<b>0</b>	<b>13</b>
Promote Green Region	18	28	4	33
Regional Advance Mitigation	3	18	11	50
Support Implementation of Sustainability Policies	23	40	2	19
Transfer of Development Rights	4	13	20	46
Transit Oriented Development (TOD)	18	27	6	35
Transit Priority Areas	9	35	6	35
Urban Greening	13	36	6	29

**What are barriers and/or opportunities to implementing or supporting these strategies? (n=67)**

Of the 67 responses, lack of funding (23 jurisdictions) and limited staff capacity (17 jurisdictions) were the top cited barriers. Other barriers included lack of support, lack of transit opportunities and existing urban form (“city is built-out”).

The opportunities cited for supporting SCS strategies included the development potential (business, residential and transit oriented) and SCAG assistance.

**11. For those strategies above that are reflected in current plans, which have seen the most implementation? The least? What are the local conditions impacting implementation of these strategies? (n=67)**

The strategies with the most implementation were infill (23 jurisdictions) and diverse housing choices (18 jurisdictions). Other implemented strategies, primarily but not exclusively in Los Angeles and Orange County also include high quality transit and TOD, sustainability policies and growth near destinations.

Conversely, several jurisdictions noted those same strategies above as the least implemented in their jurisdiction, namely: high quality transit and TOD. One agency noted that any state related programs were not implemented, and several indicate there was no interest from developers in developing affordable housing. It should be noted that the agencies were silent on many of the strategies and only focused on those relevant to their communities.

**12. What resources, technical assistance or policy action at the regional, state or federal level would be most impactful to support implementation of these strategies? (n=82)**

Resources Needed	LA	Orange	RIV	SB	Ventura	Total
Funding initiatives	16	7	3	2	2	30
Technical support	11	2	1	2		16
Added staff or consultants	7	1	3			11
Grants	9	1		1		11
SCAG, state or local officials to provide policy guidance	2	2	2			6
Added statewide regulation	2		1			3
Legislation for more long term, streamlined processes		3				3
Infrastructure expansion	1		1			2

**13. Does the circulation element of your General Plan have a policy regarding complete streets and if so, what is its scope and applicability? (n=78)**

In total, 38 jurisdictions noted having a policy regarding complete streets. The scope and applicability varied as follows: Active Transportation (18 jurisdictions), Multi-modal transportation (11 jurisdictions), Safety (4 jurisdictions), and Connectivity (1 jurisdiction)<sup>5</sup>.

14. Does your jurisdiction offer any of the following incentives for infill development or transit-oriented development? (n=83, infill; n=76, transit-oriented development)

Incentives for Infill Development	Yes	No
Affordable Housing Catalyst Fund, Trust fund or Revolving Loan Fund	7	65
Affordable Housing Set Aside	20	57
Building Height Waivers	25	51
<b>By Right Approval</b>	<b>37</b>	<b>40</b>
<b>Density Bonus</b>	<b>63</b>	<b>20</b>
Fast Track Permitting	28	48
Fee Waivers	13	67
Increased Floor Area Ratio	25	52
Reduced Open Space Requirements	28	49
Rezoning	19	56
Super Density Bonus	10	64
Tax Increment Financing Districts	6	67
Tax Subsidies or Other Benefits	8	65
Transfer of Development Rights	8	65
<b>Waived or Reduced Minimum Parking Requirement</b>	<b>37</b>	<b>41</b>

Incentives for TOD	Yes	No
Affordable Housing Catalyst Fund, Trust fund or Revolving Loan Fund	3	68
Affordable Housing Set Aside	9	61
Building Height Waivers	17	55
By Right Approval	16	54
<b>Density Bonus</b>	<b>38</b>	<b>35</b>
<b>Fast Track Permitting</b>	<b>19</b>	<b>51</b>
Fee Waivers	7	65
Increased Floor Area Ratio	18	53
Reduced Open Space Requirements	15	56
Rezoning	11	58
Super Density Bonus	4	65
Tax Increment Financing Districts	3	65

<sup>5</sup> Note: not all jurisdictions provided details on the scope and applicability of their complete streets policy.

<b>Incentives for TOD (cont.)</b>	<b>Yes</b>	<b>No</b>
Tax Subsidies or Other Benefits	5	63
Transfer of Development Rights	2	66
<b>Waived or Reduced Minimum Parking Requirement</b>	<b>27</b>	<b>45</b>

**Are there barriers to offering any of the above incentives? If so, are they technical, political, financial or other? If your jurisdiction has offered incentives, which have been the most used or successful?**  
(n=64)

The most notable barriers were financial (22 jurisdictions) and political (19 jurisdictions). Other barriers mentioned included technical, staffing and infrastructure.

The incentives that were noted as the most successful were: density bonuses for affordable housing, and parking reduction in TOD areas.

**15. Which of the following parking strategies are included in any of your existing specific plans, general plans or zoning code? (n=86)**

	<b>Yes</b>	<b>No</b>
<b>Bicycle Parking</b>	<b>70</b>	<b>15</b>
Innovative Parking Design (i.e., Sustainable Features)	32	52
Parking Maximums in Designated Areas	11	72
Parking Pricing	8	75
Park-Once Districts	20	62
Right-Sized Parking	12	71
<b>Shared Parking</b>	<b>67</b>	<b>18</b>
Unbundled Parking	12	71
<b>Waived or Reduced Minimum Parking Requirement</b>	<b>65</b>	<b>21</b>

**Are there barriers to offering any of the above parking strategies? If so, are they technical, political, financial or other? (n=56)**

The top barriers noted were political (21 jurisdictions) and financial, with a lack of both funding and staff resources (14 jurisdictions).

**16. Does your jurisdiction have a development/impact/linkage fee ordinance? (n=84)**

	<b>Yes</b>	<b>No</b>
<b>Development Fee Ordinance</b>	<b>53</b>	<b>29</b>
<b>Impact Fee Ordinance</b>	<b>54</b>	<b>28</b>
Linkage Fee Ordinance	11	66

17. If yes to question 16, which of the following do any of the above fund? (n=65)

	Yes	No
Active Transportation	23	33
Affordable Housing	14	43
<b>Local Streets and Roads</b>	<b>46</b>	14
Natural Lands/Open Space Preservation	20	35
<b>Parks</b>	<b>53</b>	10
Traffic and/or Vehicle Miles Traveled (VMT) Reduction	19	36
Transit Improvements/Amenities	23	29

## Housing

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

	Yes	Considering	No
Affordable Housing Preservation Ordinance	23	16	44
<b>Fair Housing Policy</b>	<b>57</b>	12	15
Housing Trust Fund	20	19	42
Inclusionary Zoning Ordinance	25	20	35
In-lieu Fee Component	21	21	34
Owner Program	15	21	39
Rental Program	17	22	36
<b>Incentives for Affordable Housing</b>	<b>50</b>	14	9
Building Height Waivers	35	16	27
<b>Density Bonus</b>	<b>60</b>	17	5
Fast Track Permitting	33	25	23
Fee Waivers	25	21	36
Increased Floor Area Ratio	32	15	34
Reduced Open Space Requirements	32	21	27
Tax Subsidies or Other Benefits	16	18	44
Waived or Reduced Minimum Parking Requirements	44	19	19
Other Relaxed Requirements for Affordable Housing	33	29	18
Low-Income Housing Tax Credit (LITHC)	20	17	42
Mortgage Down Payment Assistance Program	33	12	35
Rent Stabilization Ordinance	12	10	61

(cont.)	Yes	Considering	No
Special financing district (Tax Increment Financing District, Community Revitalization and Investment Authority, Enhanced Infrastructure Finance District, Others?)	7	15	54

**Are there other strategies not identified above your jurisdiction is considering? What are barriers to include these strategies in your housing element? (n=39)**

Many jurisdictions shared specific strategies including:

- Specific Plans and CEQA Streamlining (Monrovia);
- Safe at Home grants, lead and asbestos as well as environmental funding (Huntington Park);
- Land acquisition for low- and moderate-income housing (Laguna Beach);
- Conditionally allowing residential development on public land (Brea);
- Lot Consolidation Program (Rolling Hills Estates);
- Affordable Housing Overlay Ordinance (Garden Grove); and
- Creative development standards to encourage neighborhood-sensitive density (Yucaipa)

Top barriers included funding and staff time as well as developer interest.

**19. What are the most critical barriers to your city/county in realizing the housing production goals in your RHNA and housing element? (n=76)**

The critical barriers cited by jurisdictions included lack of land (32 jurisdictions), limited developer interest/submittals (19 jurisdictions) and lack of funding for affordable housing (19 jurisdictions).

**20. What are some housing policies or broader strategic actions that would most help you achieve your RHNA housing production goals? (n=68)**

The top cited opportunities included: funding to subsidize affordable housing (15 jurisdictions), waivers for fees (10 jurisdictions) and accessory dwelling units (ADU)s (8 jurisdictions).

**21. How does your city or county balance the need to deliver more housing with the need to consider growth in areas of environmental resources, high habitat values, and areas at risk of climate change impacts (high fire severity zones, sea level rise, sensitive habitat areas, farmland, etc.)? (n=66)**

Top responses included: Environmental conditions limit development (22 jurisdictions), locating development outside of environmental hazard zones (18 jurisdictions) and reliance on CEQA (7 jurisdictions).

22. **Connect SoCal seeks to advance land use strategies that focus on housing affordability, production and preservation. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are. (n=66)**

Implemented Policies	LA	Orange	RIV	SB	Ventura	Total
Permit streamlining for Accessory Dwelling Units (ADUs)	33	11	6	7	2	59
Permit Streamlining and/or Zoning for Multi-Family Developments	25	10	7	3	2	47
Affordability of Housing	24	11	2	6	2	45
Preservation of Affordable Housing	23	11	6	3	2	45

Few jurisdictions provided details on barriers, those that did cited lack of funding, challenges with staffing levels and lack of community support.

23. **Connect SoCal seeks to advance land use strategies that focus on infrastructure improvements and financing. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.**

Implemented	LA	Orange	RIV	SB	Ventura	Total
Tax-Increment Financing Districts (e.g. Enhanced Infrastructure Finance Districts)	4	3				7
Infrastructure Improvement Plans for Future Development or Redevelopment	15	5	4	2	1	27
Housing-Supportive Infrastructure (Including Broadband)	11	2	1	1	1	16

Other infrastructure issues noted by survey respondents include:

- Aging infrastructure that needs costly upgrades
- Costs incurred by tourists and visitors
- Controversy associated with placement of radios (for municipal use 5G network)

Barriers to implementing the above policies include: lack of staff, cost/funding, and changing political priorities.

24. Connect SoCal seeks to advance land use strategies that focus on infill development and redevelopment. These strategies encourage development in walkable neighborhood centers, arterial corridors, transit rich areas, and job centers. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

Land Use Strategies focused on Infill and Redevelopment	LA	Orange	RIV	SB	Ventura	Total
Walkable Mixed-Use Neighborhood Centers?	34	13	6	6	3	62
Transit-Oriented Development (TOD)	26	8	4	1	2	41
Job Center Creation/Expansion	17	10	5	5	3	40
Arterial/Blvd. Redevelopment? Other Infrastructure Issues	35	8	4	5	3	55

25. Connect SoCal is a long-term regional plan that seeks to advance a **number of land use and transportation strategies that focus on a future several decades out**. These strategies encourage near-term actions that will lead to desirable future outcomes in communities throughout the region. Please indicate and briefly describe whether your jurisdiction is implementing policies that will result in positive future outcomes or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

***How will your community change over the next 20-30 years? (n=71)***

	LA	Orange	RIV	SB	Ventura	Total
Growth in Res/Comm/Industrial Areas	6	4	4	4	1	19
Increased Diverse Housing Available near Transit	11	3	1		1	16
Community will be Built-Out, Very Little Change except ADUs	6	1	1	1		9
Focus on Growth in Urban Infill Areas	4	4			1	9
More Development, Increased Density	1	2	3	1		7
More Walkable Pedestrian Friendly	5	2				7
Aging Population, Diversity Changes, Rising Population	5			1		6

(cont.)	LA	Orange	RIV	SB	Ventura	Total
Increased Electric Vehicles	1					1
Resort Focus for Future of Community				1		1

**What strategies is your community interested in to retain vibrant neighborhoods and business districts? (n=69)**

	LA	Orange	RIV	SB	Ventura	Total
Specific Plans, Strategic Plans, Development Standards, Master Plans	8	2	3		1	14
Housing near Commercial	1	1		2		4
Funding, Financing, Grant Options	4	1	2	2		9
No Strategies	4	3			1	8
Economic Development Strategies	7					7
Streamline the Development Process	3	2		2		7
Downtown Revitalization or Redevelopment Strategies	3	2				5
Sustainable Initiatives (i.e., Air Quality, Recycling)	4	1				5
Housing Element or General Plans	2	1	1			4
Code Enforcement	1					1
Seek Tenants		1				1

**What current trends are impacting your community's future? (n=64)**

	LA	Orange	RIV	SB	Ventura	Total
Land: Housing/Building/Land Prices, Rent Prices (Some due to Vacation Rentals)	16	6	1	3	1	27
Lack of Local Control Expanding	8	3		1		12
Climate Change, Sea Level Rise, Wildfires	5	4				9
Land Use and Transportation Progress	3	2		1	1	7
Aging Infrastructure: Energy, Water needs	1	1	1	1		4
Safety, Crime, Homelessness	2		1	1		4

(cont.)	LA	Orange	RIV	SB	Ventura	Total
Change Commercial/Office to Residential Uses	3					3
Residential Economic Downturn	2		1			3
Sustainability/Green Technology	2			1		3
Residential/Industrial Growth			1	1		2

The answers to these questions were diverse across the region. In addition to the responses below, the following trends were noted:

- Increased medical facility needs,
- more outdoor uses,
- increased large warehouse development,
- increased logistics,
- increased cannabis land needs,
- decreased big box development,
- increased social media pressure,
- reducing sales tax due to ecommerce and reducing property tax due to rezoning,
- disinvestment in downtown,
- industrial/retail expansion.

**Other future issues? (n=32)**

Responses to this question varied, with the top response being “economic downturn” (5 jurisdictions). Other responses shared by 1 or more jurisdictions include: aging infrastructure, climate change, reduced parking demand, declining size of residential units, job/housing balance, and overabundance of commercial property.

## PART II – Transportation

26. Has your jurisdiction adopted or plans to adopt any of the following policies, plans and strategies. And if so, please indicate when it was adopted, or intends to be adopted: (n=80)

	Yes	In Development	No
Active Transportation Plan	28	10	32
<b>Bicycle Master Plan</b>	<b>50</b>	7	19
Broadband Adoption Plan/Strategy	7	13	50
Complete Streets Policy	37	11	25
Does it include provisions for delivery vehicles or truck access?	12	5	35
Curb Space Management or Inventory	5	6	54
Electric Vehicle Station Plan	5	11	53
First/Last Mile Strategies	7	10	52
Industrial Land Use Ordinance	26	4	37

(cont.)	Yes	In Development	No
Intelligent Transportation Systems Plan/Program	12	1	52
Intermodal Facility Plan	3	1	61
Local Road Safety Plan or Equivalent (Vision Zero Action Plan)	22	7	40
Does it include a High Injury Network (or equivalent)?	15	1	41
Multimodal Performance Measures/Targets	9	3	55
Parking Management Plan/Ordinance	19	5	45
Provisions for commercial vehicle?	11	2	41
Provisions for truck parking?	11	2	42
Pavement Management Plan	43	7	19
Pedestrian Masterplan	22	10	38
Safe Routes to School Education/Encouragement Program	35	5	28
Safe Routes To School Program or Plan	43	6	20
Safety Plan/Safety Targets	28	5	35
Scenic Roadway Plan	14	0	54
<b>Streetscape Standards and Design Guidelines</b>	<b>49</b>	<b>4</b>	<b>17</b>
Technology or Broadband Equity Plan/Strategy	6	6	55
Technology Plan (Preparing for or implementing technology upgrades incl. 5G, connected/automated vehicle readiness, etc.)	9	8	49
Traffic Calming Measures	40	6	24
Transit Overlay District	8	1	59
Transportation Demand Management Ordinance	33	0	35
Transportation Demand Management Program	22	2	43
<b>Truck Route/Truck Prohibit Route Plan</b>	<b>46</b>	<b>4</b>	<b>21</b>

27. Has your jurisdiction adopted or implemented any of the following Transportation Demand Management (TDM) Strategies and, to your knowledge, have any major employers or other entities implemented any such strategies? (n=76)

Jurisdiction Strategies	Yes	No
Bike share system	13	58
Car share program	11	60
Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)	13	60
Dynamic pricing for parking	3	68
Employee training programs on multimodal travel options	9	61

Jurisdiction Strategies (cont.)	Yes	No
Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)	0	68
Guaranteed ride home programs	10	62
Incentives for telecommuting or hybrid work	14	56
Integrated mobility hubs	6	63
Intelligent parking programs	7	64
Micromobility program (bike share, scooter share, etc.)	7	63
Parking cash-out policies	7	64
Parking Pricing	4	67
Preferential parking or parking subsidies for carpoolers	5	64
<b>Private employer shuttles or other transportation providers</b>	<b>19</b>	<b>52</b>
Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)	12	59
Ridesharing incentives and rideshare matching	11	61
<b>Transportation Network Company (TNC) partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)</b>	<b>18</b>	<b>52</b>
<b>Transit pass benefits</b>	<b>21</b>	<b>47</b>
Transportation management areas	8	61
Vanpool programs	11	57

Major Employer Strategies	Yes	No
Bike share system	6	29
Car share program	7	26
Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)	10	23
Dynamic pricing for parking	4	28
Employee training programs on multimodal travel options	6	26
Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)	3	28
Guaranteed ride home programs	6	26
Incentives for telecommuting or hybrid work	11	23
Integrated mobility hubs	1	30
Intelligent parking programs	4	29
Micromobility program (bike share, scooter share, etc.)	1	31
Parking cash-out policies	2	28
Parking Pricing	4	26
<b>Preferential parking or parking subsidies for carpoolers</b>	<b>16</b>	<b>19</b>
<b>Private employer shuttles or other transportation providers</b>	<b>15</b>	<b>19</b>

<b>Major Employer Strategies (cont.)</b>	<b>Yes</b>	<b>No</b>
Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)	8	24
Ridesharing incentives and rideshare matching	12	24
Transportation Network Company (TNC) partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)	6	27
<b>Transit pass benefits</b>	<b>13</b>	20
Transportation management areas	4	27
<b>Vanpool programs</b>	<b>13</b>	16

**Any other TDM Strategies your jurisdiction is considering? What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances? (n=35)**

Other TDM strategies under consideration include: satellite parking, flex and modified work schedules, on demand micro transit, incentivized bike parking and informational programs.

The key barriers cited included: funding (6 jurisdictions), limited transit options (3 jurisdictions), limited staffing (2 jurisdictions), and stakeholder education (2 jurisdictions). In addition, one jurisdiction cited potential theft as a barrier to implementing a bike share program.

**28. Does your jurisdiction currently have strategies for mitigating vehicle miles travelled (VMT) related development impacts? (n=71)**

31 jurisdictions have strategies for mitigating VMT.

For jurisdictions that specified applicable projects or measures taken to mitigate VMT impacts, most noted their adopted VMT thresholds (11 jurisdictions) while others noted TDM measures (3 jurisdictions).

**29. Does your jurisdiction use local return (from a county transportation tax measure) and/or general fund revenue to support any of the following: (n=72)**

	<b>Local Return</b>		<b>General Fund</b>	
	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
<b>Bike Lanes</b>	<b>41</b>	19	<b>36</b>	20
Complete Streets	32	26	30	25
Dial-a-ride or other demand response service	27	33	13	40
Fixed route transit service	24	34	16	36
<b>Pedestrian improvements</b>	<b>51</b>	9	<b>38</b>	13
<b>Repair (pavement, potholes)</b>	<b>49</b>	12	<b>42</b>	11
Taxi scrip	4	52	2	41

If yes, please describe how your jurisdiction prioritizes spending of these funds.

The largest response was received regarding short-term and long-term needs being prioritized for spending funds (12 jurisdictions). Additional responses related to the Capital Improvement Program (CIP) prioritizing, Safety and Security and Bike Lane priorities.

30. Has your jurisdiction implemented any of the following efforts to support zero emission fueling infrastructure in your city? (n=73)

	Yes	No
<b>Electric Vehicle Infrastructure</b>	<b>40</b>	32
Electric Vehicle Incentives	13	58
<b>Electrical Vehicle Station</b>	<b>37</b>	33
Heavy Duty Vehicles	7	61
Passenger/Light Duty Vehicles	34	34
Alternative Fuel Fleet	32	35
Heavy Duty Vehicles	18	48
Passenger/Light Duty Vehicles	33	33
<b>Permit Streamlining</b>	<b>35</b>	36
Workplace Charging Program	29	38

Any other Electric Vehicle Strategies your jurisdiction is considering? What are barriers and/or opportunities to include electric vehicle strategies in your jurisdiction? (n=23)

The top strategies for EVs being considered by local jurisdictions include increasing charging stations (4 jurisdictions), expanding public-private partnerships (3 jurisdictions) and increasing the alternative fuel vehicles in the city’s fleet (3 jurisdictions).

The top barrier cited was funding availability for which several jurisdictions are in the process of seeking grant resources.

## PART III – Environmental

31. Does your jurisdiction use any of the following natural lands conservation strategies? (n=77)

	Yes	No
Conservation easement	28	48
<b>Development impact fee</b>	<b>47</b>	29
<b>Hillside/steep slope protection ordinance</b>	<b>37</b>	40
Mitigation bank	7	68
Multiple species habitat conservation program (MSHCP)	12	61
Natural community conservation plan (NCCP)	10	61

(cont.)	Yes	No
Transfer of development rights	12	63
<b>Tree planting or other urban heat mitigation</b>	<b>40</b>	<b>34</b>

**Any other natural lands conservation strategies not mentioned above? What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances? (n=35)**

Other strategies noted by jurisdictions include but are not limited to:

- Conservation easements
- Urban Forestry Management Plan
- Tax Default Property Acquisition Program
- Wildlife Management Plan

Barriers cited include: Cost/funding limitations, complexity (layers of approvals required), limited staff resources.

**32. Does your jurisdiction have a climate action plan or related policies in place to implement a “local version” of the State’s climate goal of reducing greenhouse gases by 40% below 1990 levels by 2030? (n=72)**

<b>Yes</b>	31
<b>In Development</b>	3
<b>No</b>	38

**33. Has your jurisdiction approved projects utilizing CEQA streamlining? (e.g. SB 743, SB 375, SB 35, or SB 226) (n=70)**

<b>Yes</b>	12
<b>No</b>	58

Of the jurisdictions that have utilized CEQA streamlining: 8 in Los Angeles, 1 in Riverside, 2 in San Bernardino, 1 in Ventura.

**34. What CEQA streamlining vehicles may be missing that would facilitate implementing projects? (n=36)**

<b>CEQA Streamlining Vehicles</b>	<b>LA</b>	<b>Orange</b>	<b>RIV</b>	<b>SB</b>	<b>Ventura</b>	<b>Total</b>
Exemptions or Streamlining for Housing that Meets City Goals	2			1		3

CEQA Streamlining Vehicles (cont.)	LA	Orange	RIV	SB	Ventura	Total
Streamlining for Affordable or Farm Worker Housing	1				2	3
City Follows Current State CEQA Regulations		2				2
Exemptions for Clean Tech				1		1
Exemptions in Urban Zones near Transit		1				1
Local CEQA Guidelines				1		1
Streamlining in Coastal Zone	1					1
Streamlining for Developments to Achieve Meeting Code with Parking Requirement Changes	1					1
VMT Mitigation Banking	1					1
Zone Changes Exempt in Infill Areas	1					1

35. Connect SoCal seeks to advance land use strategies which enhance the capacity of the SCAG region’s built, social, economic, and natural systems to anticipate and respond to changing conditions, acute shocks, and chronic stressors. Land use strategies may include a focus on climate resilience and conservation of natural and working lands. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are. (n=58)

Policies	LA	Orange	RIV	SB	Ventura	Total
Development Standards or Limits on Development in Climate Change Risk Areas	11	3	1	4	2	21
Resilience Plans, Actions or Metrics	8	5			1	14
Agricultural and/or Natural Land Preservation	1	3	2	3	2	11

Other climate resilience issues mentioned include water supply, sea level rise, blufftop erosion, droughts and extreme heat.

No barriers noted.

## PART IV – Public Health and Equity

36. Has your jurisdiction developed/adopted any of the following equity documents/efforts? (n=76)

	Yes	No
Equity Action Plan or Framework	6	70
Equity Baseline Conditions Analysis	5	71
Equity Definition	6	69
Equity Resolution	6	67

37. Pursuant to SB 1000, jurisdictions with disadvantaged communities are required to adopt an Environmental Justice (EJ) Element or incorporated EJ goals, policies, and objectives in the General Plan Update. If your jurisdiction is required to comply with SB 1000 requirements, did you utilize the [EJ Toolbox](#) or include any recommended practices and approaches from the EJ Toolbox? (n=56)

Of the 56 responding jurisdictions, only 13 jurisdictions used the EJ Toolbox or recommended practices.

38. Does your jurisdiction use any unique outreach strategies to engage low-income residents, people of color and Tribal Governments? Typical engagement strategies include community workshops, events, activities, advertisement through media outlets, and partnerships with local community groups. (n=70)

25 jurisdictions answered yes to using unique outreach strategies. These include but are not limited to the following:

- partnership with local community groups
- direct outreach to low-income and special needs groups
- providing input opportunities at varied days, times and locations
- maintaining non-digital options for aging community members
- network of neighborhood associations

39. Has your jurisdiction incorporated any of the following planning practices to support health outcomes? (n=74)

	Yes	No
Equity Action Plan or Framework	11	63
Equity Baseline Conditions Analysis	12	62
Equity Definition	10	63
Equity Resolution	13	58

40. Does your jurisdiction have any of the following plans to address emergencies caused by natural disasters? (n=69)

	Yes	No
<b>Emergency evacuation plan</b>	<b>45</b>	22
<b>Emergency response plan</b>	<b>48</b>	20
Extreme Heat plan	17	45
Fire protection plan	29	32
<b>Hazard mitigation plan</b>	<b>56</b>	13
SB 379 Compliant Safety Element	38	22
Seismic safety plan	27	33
Wildfire Emergency plan	20	39

In what ways do the aforementioned plans, programs, or ordinances support built, social, and/or natural systems resilience in anticipation of changing conditions (e.g., increasing extreme heat days, wildfires), acute shocks (e.g., earthquakes), and chronic stressors (e.g., housing affordability, health and wellness disparities)? What are the barriers and/or opportunities to include these strategies in your plans, programs, or ordinances?

Responses to this question varied greatly, with several jurisdictions referencing their ability to protect residents and noted staffing and funding as barriers.

## PART V - Data

41. Does your jurisdiction have or collect any of the following observed data?: (n=70)

	Yes	No
Allowed parking and restricted parking areas	23	47
Automated traffic counters	25	44
Bicycle or pedestrian volume data	18	50
Bike lane mileage data (bike lane, bike path, Class 3 bike routes, separated bike lanes (cycle tracks). Note please also include bike routes in your LDX submission.	27	38
Bridge condition data	27	38
<b>Collision data (e.g., police or fire department data, hospital data, etc.)</b>	<b>51</b>	<b>18</b>
<b>Local road pavement management and performance data</b>	<b>52</b>	<b>16</b>
Needs Assessment for System Preservation	6	54
New Housing starts data	44	24
Number of manufacturing firms	18	50
Open data portal	19	45
<b>Pavement Condition Index</b>	<b>49</b>	<b>20</b>
Pavement condition index (PCI) or International roughness index (IRI) data for local roads.	38	26
Public health data	6	54
Sidewalk data	40	26
Traffic counts	45	22
Transit Ridership by Line/Route	22	42
Truck traffic counts	13	51
Warehousing/distribution centers	17	45



**AGENDA ITEM 7**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Community, Economic and Human Development Committee (CEHD)  
**From:** Sarah Dominguez, Planning Supervisor  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** Connect SoCal 2024: Policy Development Framework Update

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**

*This fall, SCAG will release the draft of Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In March 2023, staff reported to the Joint Policy Committee on proposed changes to the Connect SoCal Policy Development Framework and introduced the Regional Planning Policies. This staff report provides an update on the proposed draft Regional Planning Policies to be included in the Policy Development Framework and draft Connect SoCal 2024. Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal and serve as a resource for local partners to demonstrate alignment with the RTP/SCS when seeking resources from state or federal programs.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data, enhanced strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020.

**DRAFT REGIONAL PLANNING POLICIES**

Adopted in June 2022 by the Regional Council, the Policy Development Framework for Connect SoCal 2024 documented the policy direction and development of several emerging issues and policy priorities. It also detailed the establishment of the special Connect SoCal 2024 subcommittees.

In March 2023, staff presented proposed updates to this Policy Development Framework to the Joint Policy Committee by introducing a set of Regional Planning Policies. The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multi-modal transportation investments and local development that aligns with the regional growth vision. The policies also incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees, and special subcommittees. The Regional Planning Policies serve as a resource for County Transportation Councils (CTCs) and local jurisdictions to refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy seeking resources from state or federal programs.

Below is a summary list of the Regional Planning Policy categories, organized by Connect SoCal Goals. Asterisks (\*) indicate policy categories that are new for Connect SoCal 2024. The draft attached details specific policies under each category.

- **Mobility**
  - System Preservation and Resilience
  - Complete Streets
  - Transit and Multimodal Integration
  - Transportation Demand Management
  - Transportation System Management
  - Technology Integration\*
  - Safety
  - Funding the System/User Pricing
- **Communities**
  - Priority Development Areas
  - Housing the Region\*
  - 15 Minute Communities\*
  - Equitable Engagement and Decision-Making\*
- **Environment**
  - Sustainable Development
  - Air Quality
  - Clean Transportation
  - Natural and Agricultural Land Preservation
  - Climate Resilience\*
- **Economy**

- Goods Movement
- Broadband
- Universal Basic Mobility\*
- Workforce Development\*
- Tourism

### **STAKEHOLDER ENGAGEMENT**

Throughout the month of April 2023, staff shared the draft Regional Planning Policies and solicited feedback from key stakeholders including but not limited to: County Transportation Council (CTC) Planning Directors, Subregional Executive Directors, SCAG’s Regional Planning Working Groups, Technical Working Group (TWG), Regional Transit Technical Advisory Committee (RTTAC), and the Global Land Use & Economic (GLUE) Council.

Below are common themes that surfaced in the feedback received:

- Clarification desired on terminology used throughout policies.
- Suggestions to incorporate security in policies related to safety.
- Changes to better reflect established policies or recent policy discussions.

The Draft Regional Planning Policies attached incorporates the above feedback.

There were additional comments provided requesting more discussion of key regional issues as well as more details on the Regional Planning Policies. This information will be part of the draft Connect SoCal 2024 to be released in Fall 2023, which will also detail specific Implementation Strategies for each Policy Area.

### **NEXT STEPS**

SCAG staff is seeking feedback from Policy Committee members on these draft Regional Planning Policies. The feedback received at the June 2023 Policy Committee meetings will be used to update and revise the draft Regional Planning Policies before incorporating into an updated Policy Development Framework for Connect SoCal 2024. Staff will then seek approval of the updated Policy Development Framework by the Executive Administrative Committee and the Regional Council in July 2023. At that time, staff would work to incorporate the Regional Planning Policies into the draft Connect SoCal 2024 and develop associated Implementation Strategies to articulate SCAG efforts for plan implementation.

### **FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).



**ATTACHMENT(S):**

1. PowerPoint Presentation - Connect SoCal 2024: Policy Development Framework Update
2. Connect SoCal 2024: Draft Regional Planning Policies

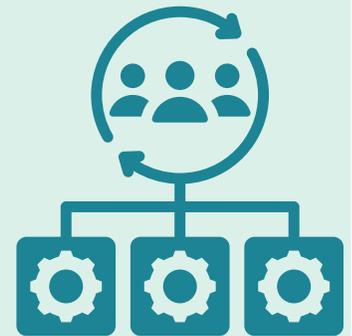


Policy Development Framework Update  
June 1, 2023

## Policy Development Framework Background



- Adopted by the Regional Council on June 2, 2022
- Documented draft vision and goals
- Outlined policy priorities from Connect SoCal 2020, recent Regional Council actions, and emerging issues
- Established the subcommittees
- **Proposed update of Regional Planning Policies introduced at March 2023 Joint Policy Committee**



# Regional Planning Policies

## What is included in the Regional Planning Policies?

- Policy direction from SCAG's Regional Council and Policy Committees refined over several planning cycles.
- Recommendations from Connect SoCal 2024 special subcommittees

## What is the purpose?

- Articulate broad and established regional policies to achieve goals and realize the regional vision of Connect SoCal 2024
- Provide a resource for transportation agencies or local jurisdictions to demonstrate alignment with RTP/SCS when seeking funding from state or federal programs

3

# Vision & Goals

## Draft Vision: A healthy, accessible, and connected region for a more resilient and equitable future.

1. Build and maintain a robust transportation network. (MOBILITY)
2. Develop, connect, and sustain communities that are livable and thriving. (COMMUNITIES)
3. Create a healthy region for the people of today and tomorrow. (ENVIRONMENT)
4. Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all. (ECONOMY)



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# Policy Categories by Goal



## MOBILITY

- System Preservation
- Complete Streets
- Transit & Multimodal Integration
- Transportation Demand Management
- Transportation System Management
- Technology Integration\*
- Safety
- Financing the System

## COMMUNITIES

- Priority Development Areas
- Housing the Region \*
- 15 Minute Communities \*
- Equitable Engagement & Decision-Making\*

\*New policy area for Connect SoCal 2024

## ENVIRONMENT

- Sustainable Development
- Air Quality
- Clean Transportation
- Natural & Agricultural Lands Preservation
- Climate Resilience\*

## ECONOMY

- Goods Movement
- Broadband \*
- Universal Basic Mobility\*
- Workforce Development\*
- Tourism

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# Mobility Examples

Draft Regional Planning Policies



- **Transportation Demand Management:** Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).
- **Transportation System Management:** Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
- **Technology Integration:** Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health and other quality of life opportunities for all residents within the SCAG region.

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## Mobility Examples

Draft Regional Planning Policies



- **System Preservation and Resilience:** Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.
- **Complete Streets:** Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).

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## Mobility Examples

Draft Regional Planning Policies



- **Transit Multimodal Integration:** Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
- **Safety:** Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
- **Funding the System/User Pricing:** Promote stability and sustainability for core state and federal transportation funding sources.

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# Communities Examples

Draft Regional Planning Policies



- **Priority Development Areas:** Foster growth within the Forecasted Regional Development Pattern of Connect SoCal 2024 by prioritizing policies that encourage housing and employment in Priority Development Areas.
- **Housing the Region:** Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.

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# Communities Examples

Draft Regional Planning Policies



- **15 Minute Communities:** Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.
- **Equitable Engagement and Decision-Making:** Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.

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## Environment Examples

Draft Regional Planning Policies



- **Sustainable Development:** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
- **Air Quality:** Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
- **Clean Transportation:** Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.

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## Environment Examples

Draft Regional Planning Policies



- **Natural and Agricultural Land Preservation:** Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.
- **Climate Resilience:** Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.

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## Economy Examples

Draft Regional Planning Policies



- **Goods Movement:** Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
- **Broadband:** Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.
- **Universal Basic Mobility:** Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.

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## Economy Examples

Draft Regional Planning Policies



- **Workforce Development:** Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.
- **Tourism:** Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.

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# Stakeholder Engagement and Feedback



- April 2023: SCAG shared draft Regional Planning Policies and solicited feedback from several stakeholder groups:
  - County Transportation Council (CTC) Planning Directors
  - Subregional Executive Directors
  - SCAG's Regional Planning Working Groups
  - Technical Working Group (TWG)
  - Regional Transit Technical Advisory Committee (RTTAC)
  - Global Land Use & Economic (GLUE) Council

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# Next Steps



Now: Soliciting feedback from Policy Committee members on draft Regional Planning Policies

July 2023: Seeking approval by EAC and RC on updated Policy Development Framework with revised Regional Planning Policies.

Summer 2023: Developing Implementation Strategies to include in Fall draft release of Connect SoCal 2024.

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# Questions? Comments?

FOR MORE INFORMATION, PLEASE VISIT  
[SCAG.CA.GOV/CONNECT-SOCAL](http://SCAG.CA.GOV/CONNECT-SOCAL)



# SCAG Connect SoCal 2024: Draft Regional Planning Policies

MAY 2023 DRAFT

The Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies have been refined over several planning cycles to promote multi-modal transportation investments and local development that aligns with the regional growth vision. The policies also incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees, and special subcommittees. The Regional Planning Policies serve as a resource for County Transportation Councils (CTCs) and local jurisdictions to refer to specific policies to demonstrate alignment with the Regional Transportation Plan/Sustainable Communities Strategy seeking resources from state or federal programs.

Per Government Code §65080(b)(2)(K), SCAG's Sustainable Communities Strategy does not regulate the use of land, nor shall it be interpreted as superseding the exercise of the land use authority of cities and counties in the region. The Regional Planning Policies are meant to support local jurisdictions in implementing the regional vision of Connect SoCal 2024. Carrying forward the below set of policies at the regional and local level will be critical in implementing the vision represented by Connect SoCal 2024.

*\* (asterisk) in policies denotes terms that are defined in the glossary at the end of this document*

## Mobility

### System Preservation and Resilience

1. Prioritize repair, maintenance, and preservation of the SCAG region's existing transportation assets first, following a "Fix-It-First" principle.
2. Promote transportation investments that advance progress toward the achievement of asset management targets, including for National Highway System pavement and bridge condition and transit assets (rolling stock, equipment, facilities, and infrastructure).

### Complete Streets

3. Pursue the development of complete streets that comprise a safe multi-modal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).
4. Ensure the implementation of complete streets that are sensitive to urban, suburban, or rural contexts and improve transportation safety for all, but especially vulnerable road users (e.g., older adults, children, pedestrians, bicyclists, etc.).
5. Facilitate the implementation of complete streets and curb space management strategies that accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit, and last mile delivery.
6. Support implementation of complete streets improvements in Priority Equity Communities\*, and particularly with respect to Transportation Equity Zones\*, to enhance mobility, safety, and access to opportunities.

### Transit and Multimodal Integration

7. Encourage and support the implementation of projects both physical and digital that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.
8. Support connections across the public, private, and nonprofit sectors to develop transportation projects and programs resulting in improved connectivity.
9. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.
10. Support the implementation of transportation projects in Priority Equity Communities, and particularly with respect to Transportation Equity Zones, to enhance mobility, safety, and access to opportunities.
11. Create a resilient transit and rail system by preparing for emergencies and the impacts of extreme weather conditions.

### Transportation Demand Management

12. Encourage the development of transportation projects that provide convenient, cost-effective, and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.).
13. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers, and visitors.
14. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology, and by incorporating employment and residential sites that fall below current regulatory thresholds.

### Transportation System Management

15. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
16. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.

### Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment and economic opportunity, education, health, and other quality of life opportunities for all residents within the SCAG region.
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy.
19. Advocate for technology that is adaptive and responsive to ensure that it remains up to date to meet the evolving needs of users and stakeholders.
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security.
21. Proactively monitor and plan for the development, deployment, and commercialization of new technology as it relates to integration with transportation infrastructure.

## Safety

22. Eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.
24. Support the use of transportation safety and security data in investment decision-making, including consideration of new highway investments that would address safety and security needs.

## Funding the System/User Pricing

25. Promote stability and sustainability for core state and federal transportation funding sources.
26. Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and equitable distribution of costs and benefits.
27. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs.
28. Promote national and state programs that include return-to-source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources.
29. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery.
30. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability, and resilience.

## Communities

### Priority Development Areas

31. Foster growth within the Forecasted Regional Development Pattern of Connect SoCal 2024 by prioritizing policies that encourage housing and employment in Priority Development Areas.
32. Focus future housing, job, destinations, and population growth in areas with existing and planned urban infrastructure including transit and utilities.
33. Promote the growth and vibrancy of activity centers and destinations in areas with existing and/or planned multi-modal options like transit and active transportation, to reduce single occupant vehicle dependency and vehicle miles traveled.
34. Maximize jobs, housing, and destinations in areas across the region which can support multi-modal options, shorter trip distances, combined trips, and reduced vehicle miles traveled.

### Housing the Region

35. Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.
37. Support local, regional, state, and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.

38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities who have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups.
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest need and vulnerabilities.
41. Support efforts to increase housing and services for people experiencing homelessness across the region.

#### 15 Minute Communities

42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region where residents can either access most basic, day-to-day needs within a 15-minute walk, bike ride, or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.
43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability and resilience, and economic vitality.
44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options.

#### Equitable Engagement and Decision-Making

45. Advance community-centered interventions, resources, and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice.
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in processes.

#### Environment

##### Sustainable Development

48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.
49. Support communities across the region to advance innovative sustainable development practices.

##### Air Quality

50. Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
51. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.

52. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve the air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities\*.

### Clean Transportation

53. Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.
54. Promote equitable use of and access to clean transportation technologies\* so that all may benefit from them.
55. Consider the full environmental life-cycle of clean transportation technologies including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity.
56. Maintain a technology neutral approach in the study of, advancement of, and, where applicable, investment in clean transportation technology.

### Natural and Agricultural Lands Preservation

57. Prioritize the climate mitigation, adaptation, resilience, and economic benefits of natural and agricultural lands in the region.
58. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.
59. Support regional conservation planning and collaboration across the region.
60. Encourage the protection and restoration of natural habitat and wildlife corridors.
61. Encourage conservation of agricultural lands to protect the regional and local food supply and agricultural economy.
62. Encourage policy development of the link between natural and agricultural conservation with public health.

### Climate Resilience

63. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.
64. Support local and regional climate and hazard planning and implementation efforts.
65. Support nature-based solutions\* to increase regional resilience of the natural and built environment.
66. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.
67. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.

### Economy

#### Goods Movement

68. Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.

69. Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
70. Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.
71. Advance comprehensive systems-level planning of corridor/supply chain operational strategies, integrated with road and rail infrastructure, and inland port concepts.
72. Ensure continued, significant investment in a safe, secure, clean, and efficient transportation system, including both highways and rail, to support the intermodal movement of goods across the region.

#### Broadband

73. Support ubiquitous regional broadband deployment and access, to provide the necessary infrastructure and capability for Smart Cities strategies and to ensure that the benefits of these strategies improve safety and are distributed equitably.
74. Develop networks that are efficient, scalable, resilient, and sustainable, to support transportation systems management and operations services and “tele-everything” strategies that reduce vehicle miles traveled, optimize efficiency, and accommodate future growth of regional economies.
75. Encourage investments to provide access towards digital activities that support upwards educational, financial, and economic growth.
76. Advocate for current, accurate data to identify opportunity zones and solutions to support the development of broadband services to community anchor institutions and local businesses.
77. Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically agnostic.
78. Use a bottom-up approach to identify and support a community’s broadband needs.

#### Universal Basic Mobility\*

79. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services to improve connections to jobs, education, and basic services.
80. Promote increased payment credentials for disadvantaged community members and transition of cash users to digital payment technologies to address payment barriers.

#### Workforce Development

81. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions, and employers.
82. Encourage inclusive workforce development that promotes upward economic mobility.
83. Support entrepreneurial growth with a focus on underrepresented communities.
84. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (market dynamics, technological advances, and climate change).
85. Inform and facilitate data-driven decision-making about the region’s workforce.

#### Tourism

86. Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.

87. Encourage the reduced use of cars by visitors to the region by working with state, county, and city agencies to highlight and increase access to alternative options, including transit, passenger rail, and active transportation.

## GLOSSARY

**AB 617 Communities:** In response to Assembly Bill (AB) 617, the California Air Resources Board (CARB) established the Community Air Protection Program. The Program’s focus is to reduce exposure in communities most impacted by air pollution. CARB, community members, local air districts, and other stakeholders are working together to identify community concerns and air quality priorities and develop actions to measure and reduce air pollution and health impacts. AB 617 Communities are communities affected by a high cumulative exposure burden around the State that have been selected by CARB annually since 2018 to develop and implement community air monitoring plans, community emission reduction programs, or both in order to improve air quality in their community. As of 2022, 17 communities have been selected as the designated AB 617 communities where air pollution reduction actions are underway. For more information on the AB 617 communities, please visit <https://ww2.arb.ca.gov/capp-communities>.

**Clean Transportation Technologies:** Zero- and near zero-emission vehicles, their supporting infrastructure, and other facilitating products that reduce environmental impacts over their full life cycle including upstream production and end of life.

**Nature-based solutions:** Actions that work with and enhance nature to help address societal challenges. This term describes a range of approaches that protect, sustainably manage, and restore nature to deliver multiple outcomes, including addressing climate change, improving public health, increasing equity, and protecting biodiversity<sup>1</sup>

**Priority Equity Communities:** Census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

**Technology Neutrality:** A stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets.

**Transportation Equity Zones:** Communities across the SCAG region most impacted by transportation-related inequities

**Universal Basic Mobility:** Programs that provide qualified residents subsidies for transit and other mobility services.

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<sup>1</sup> California Natural Resources Agency. Natural and Working Lands Climate Smart Strategy. Accessed May 10, 2023: [https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/CNRA-Report-2022---Final\\_Accessible.pdf](https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/CNRA-Report-2022---Final_Accessible.pdf)



# AGENDA ITEM 8 REPORT

Southern California Association of Governments  
June 1, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Kevin Kane, Principal Planner  
(213) 236-1828, kane@scag.ca.gov

**Subject:** Connect SoCal Regional Growth Vision & Local Data Exchange Evaluation

**RECOMMENDED ACTION FOR CEHD AND EEC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR TC AND RC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*The regional growth vision is developed in collaboration with the region's 197 local jurisdictions to identify a pathway for accommodating future growth that is rooted in local plans, steered by regional policies, and aligned with state and federal policy. The regional growth vision aims to meet state requirements that SCAG prepare a forecasted regional development pattern for the region to achieve a greenhouse gas (GHG) emissions reduction target. This is accomplished by preparing a preliminary regional development pattern which uses local data and builds on Connect SoCal 2020 sustainability strategies and conducting a comprehensive outreach effort to the region's 197 local jurisdictions called Local Data Exchange (LDX).*

*Previously, staff presented the assessment of the locally-reviewed Connect SoCal 2024 county and regional growth projections, which between 2019 and 2050 projects 10.9 percent population growth, 25.9 percent household growth, and 14.2 percent employment growth regionwide. Staff has now completed its evaluation of the jurisdictional and Transportation Analysis Zone (TAZ)-level growth projections which were reviewed and refined during the LDX between February and December 2022. While ultimately the development pattern is defined by regional policies, strategies, and process, SCAG uses these four spatial scales to assist in its development.*

***This evaluation, which was previously shared with SCAG’s Technical Working Group, uses simple sketch-planning measures to compare aspects of the growth vision as it evolved from the 2020 plan into the preliminary 2024 plan and the locally-reviewed 2024 plan. For the draft Plan release, anticipated in October 2023, SCAG will formally assess GHG reduction using SCAG’s Activity-Based Travel Demand Model (ABM).***

**BACKGROUND:**

Pursuant to Government Code 65080(b)(2)(B) et seq., Connect SoCal 2024 is required to:

*“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).”*

With the help of an expert panel and consultants, staff developed a methodology and forecasted high, medium, and low regional growth ranges in Fall 2021.

The Demographic Panel of Experts, which met twice in the Fall of 2021, stressed that the overwhelming impediment to increased employment growth in the region was housing supply and affordability. If this could not be addressed, the region’s growth trajectory might more closely resemble the low scenario. However, if a combination of market and policy factors could yield increases in household formation, the region’s strong economic fundamentals would be realized in strong job growth and a higher projection would be plausible.

Following the panel’s recommendations, staff moved forward with a modified version of the medium growth scenario, titled *Slower Growth, Steady Improvement*. County-level projections were shared with SCAG’s Joint Policy Committee in February 2022.

Beginning in May 2022, staff rolled out both parts of the growth vision – the preliminary allocation/FRDP and the Local Data Exchange, which build on past regional plans to link local plans with state targets.

1. SCAG’s preliminary forecasted regional development pattern

This step-by-step formula begins by estimating remaining general plan capacity for new housing (i.e. supply) and aligning it with the growth projection (i.e. demand). Sites identified in local jurisdictions’ 6<sup>th</sup> cycle housing element updates and existing entitlement agreements were added to

the extent that available data indicated higher housing capacity than the general plan. Demand and supply were matched using a growth prioritization scale which allocates growth to available sites based their alignment with regional objectives, SB 375 requirements, and state GHG targets<sup>1</sup>. Specifically, this step used Priority Development Areas (PDAs) and Green Region Resource Areas (GRRAs).

2. Local Data Exchange (LDX) process

Between May and December 2022, SCAG met one-on-one with local jurisdictions to discuss several Connect SoCal data layers including the preliminary development pattern. Jurisdictions were given the opportunity to review and refine their preliminary projections based on updated plans and local knowledge in order to assist SCAG staff in linking this local knowledge with regional policies and state targets. After a comprehensive outreach effort conducted by SCAG’s Local Information Services Team, SCAG received input from 148 jurisdictions during LDX and growth forecast information from 132 jurisdictions. Additional detail can be found in the January 2023 CEHD presentation.

**Evaluating the Forecasted Regional Development Pattern**

The development pattern is the result of regional policies, strategies, and the process described above. SCAG uses four main spatial scales to help generate the regional development pattern (see Table 1); however, statute does not specify any specific level, or spatial scale, for the development pattern. Projecting growth at multiple scales plans necessitates a variety of inputs, expertise, and techniques and the data outputs vary accordingly. The purpose of evaluating the development pattern at this time is to provide an additional step prior to travel demand modeling and the release of the draft Plan that brings local, regional, and state plans closer together.

Table 1: Spatial Scales Associated with Preparing the Forecasted Regional Development Pattern

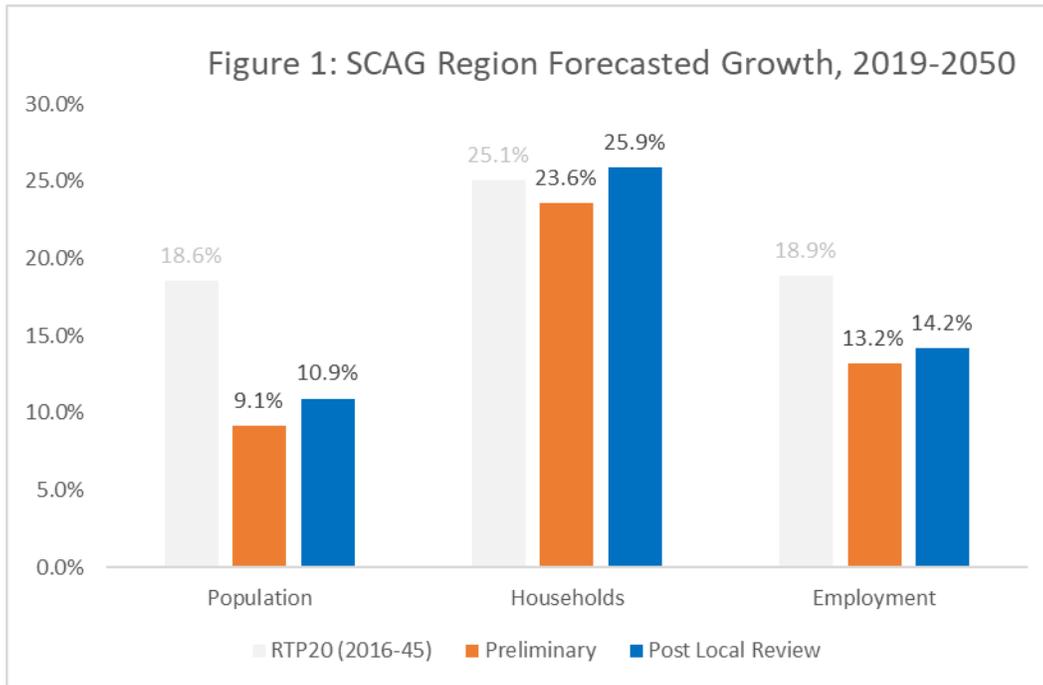
Spatial Scale	Count	Principal Data Outputs	Review by	Description and purpose
Region	1	<ul style="list-style-type: none"> <li>- Total population, households, and employment</li> <li>- 5-year intervals from 2019-2050</li> <li>- Demographic detail</li> <li>- Industries by 2-digit NAICS code</li> </ul>	Demographic Panel of Experts	<ul style="list-style-type: none"> <li>- Use demographic and economic data and insights to provide the most accurate possible balanced projection and growth range</li> </ul>
County	6	<ul style="list-style-type: none"> <li>- Total population,</li> </ul>	Demographic	<ul style="list-style-type: none"> <li>- Same as region, with</li> </ul>

<sup>1</sup> This scale is based on Connect SoCal 2020 strategies, updated in some instances to reflect updates available to 3<sup>rd</sup> party data. See [www.scag.ca.gov/technical-working-group](http://www.scag.ca.gov/technical-working-group) and [www.scag.ca.gov/local-data-exchange](http://www.scag.ca.gov/local-data-exchange) for details.

		<ul style="list-style-type: none"> <li>households, and employment</li> <li>- 5-year intervals from 2019-2050.</li> </ul>	Panel of Experts	consideration for economic and demographic differences across counties
Jurisdiction	197	<ul style="list-style-type: none"> <li>- Total households and total employment</li> <li>- 2019, 2035, and 2050 only</li> </ul>	Jurisdictions, through LDX	<ul style="list-style-type: none"> <li>- Level at which land use policies and strategies are implemented.</li> <li>- Population and intermediate year data derived by SCAG staff for required modeling.</li> </ul>
City/Split Tier2 TAZ	13,062	<ul style="list-style-type: none"> <li>- Total households and total employment</li> <li>- 2019, 2035, and 2050 only</li> </ul>	Jurisdictions, through LDX	<ul style="list-style-type: none"> <li>- Understand and communicate how regional strategies <b>may</b> be reflected in neighborhoods.</li> <li>- Enables modeling which is required to evaluate plan performance.</li> <li>- Advisory and nonbinding.</li> </ul>

**County and Regional Growth Evaluation**

The evaluation of region and county level growth was shared with CEHD in April 2023. SCAG demographic and economic staff, with assistance from the Population Reference Bureau, conducted a series of robustness checks on the revisions to the county and regional totals made following LDX and found them to be technically sound based on the input data used and the panel’s guidance.



Especially noteworthy is the increase in household projection following local review, which is a significant departure from prior regional plan cycles wherein local review usually yields a lower household total. Put differently, the aggregate view of the region’s local jurisdictions is that 1,605,000 additional households will form by 2050, which is higher than the expert panel’s already optimistic medium scenario of 1,460,000 additional households.

Staff followed up with several jurisdictions to request clarifications or additional documentation regarding changes significant enough contribute to this overall observed increase. Broadly speaking, increases were made in places where there was identified capacity to accommodate them. Specifically, efforts by Los Angeles County jurisdictions to promote infill or Accessory Dwelling Unit development have shown encouraging increases in recent years and are supported by local housing elements<sup>2</sup>. San Bernardino County growth rates have historically lagged behind neighboring Riverside County; however, they nearly achieve parity in the locally-reviewed projection and suggest the county’s land use planning may be able to foster relatively higher growth rates going forward.

<sup>2</sup> For example, in 2021 the City of Los Angeles alone represented 22 percent of the entire state’s increase in multifamily housing, see [https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1\\_2022PressRelease.pdf](https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-1_2022PressRelease.pdf). According to the California Department of Housing and Community Development’s Annual Progress Report data for 2021, 45 percent of the state’s permitted ADUs were in Los Angeles County.

Another notable difference between this locally-reviewed household projection and past plans is timing of growth. The product of SCAG’s expert panel and local jurisdiction review yields a much higher level of housing growth in the mid-term—particularly during the 6<sup>th</sup> cycle housing element period. This level of new housing would accommodate expected growth in people and jobs but also alleviate many of the effects of past housing undersupply over by the mid-2030s (i.e. existing housing need). However, increases in age and mortality in the region (and globally) would result in much lower new housing to support population growth during the late 2030s and 2040s.

*Table 2: Annual Household Growth*

Time period	Locally-reviewed Connect SoCal 2024	Final Connect SoCal 2020
2020-2025	73,400	57,000
2025-2030	74,800	57,000
2030-2035	60,800	53,400
2035-2040	45,400	46,300
2040-2045	32,200	46,300
2045-2050	20,600	--

Total employment growth was projected using a technical approach relying on updated data from the CA Employment Development Department (EDD), Infogroup, and past growth shares by industrial sector in jurisdictions and TAZs. Input from local jurisdictions provided additional detail and in aggregate the increased employment projection is consistent with the expected increase in the region’s ability to house future workers.

**Growth Vision, Jurisdiction and TAZ-level Evaluation**

In prior plan cycles, SCAG had linked state targets with local plans by conducting a purely technical preliminary projection (to the extent that is possible), soliciting local feedback, then making modifications based on sustainability-oriented growth principles such as PDAs and GRRAs.

The process to develop Connect SoCal 2024 differed. Its objective is instead to embed sustainability strategies into the preliminary projections reviewed by jurisdictions, solicit edits and refinements, then use these refined values provided that they advance regional policies and strategies and put the plan on a strong footing to achieve the GHG target.

To the extent it is possible to do so prior to running a complete travel demand model, the purpose of this evaluation is to compare the development pattern of the final Connect SoCal 2020, the preliminary Connect SoCal 2024, and the locally-reviewed Connect SoCal 2024. This is done using the growth prioritization scale which was used by SCAG staff to develop the preliminary development pattern reviewed by local jurisdictions. Using four kinds of PDAs and 13 kinds of GRRAs rooted in Connect SoCal 2020 (see attached slides), this scale provides a rough guide to help

compare areas, across a very diverse region, based on their consistency with regional strategies, SB 375 environmental requirements, and achieving state GHG targets. The scale’s most consistent areas are shown in dark green and the least consistent areas are in dark pink.

<b>Number of Priority Development Areas</b>	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
<b>Number of Green Region Resources Areas</b>	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
<b>Growth Prioritization Scale</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

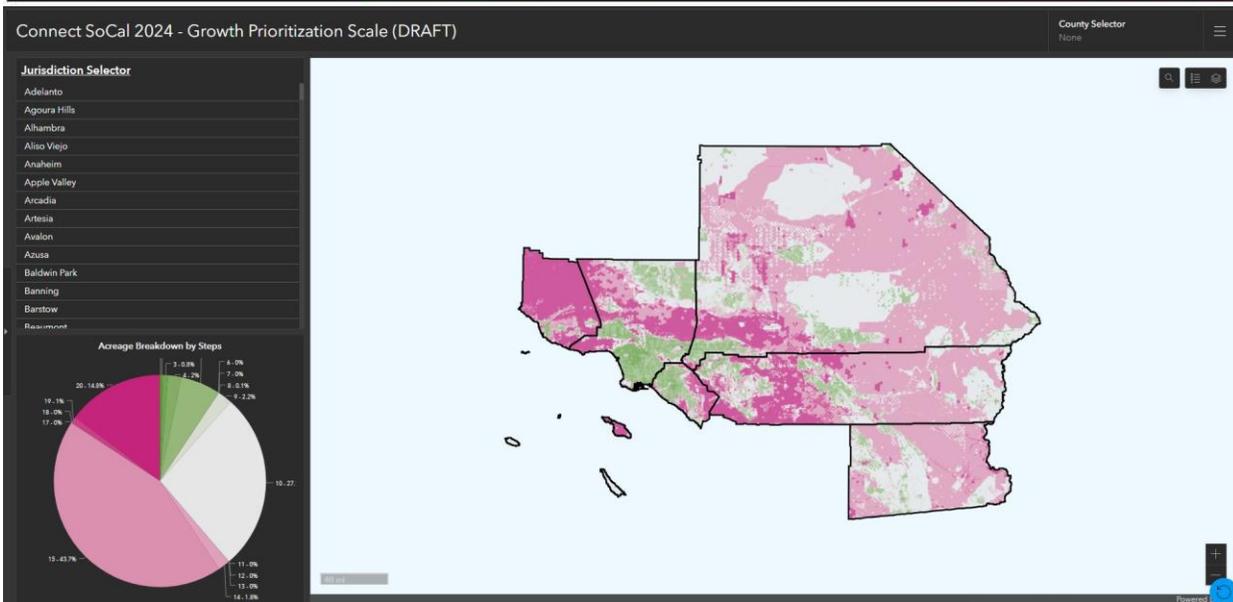


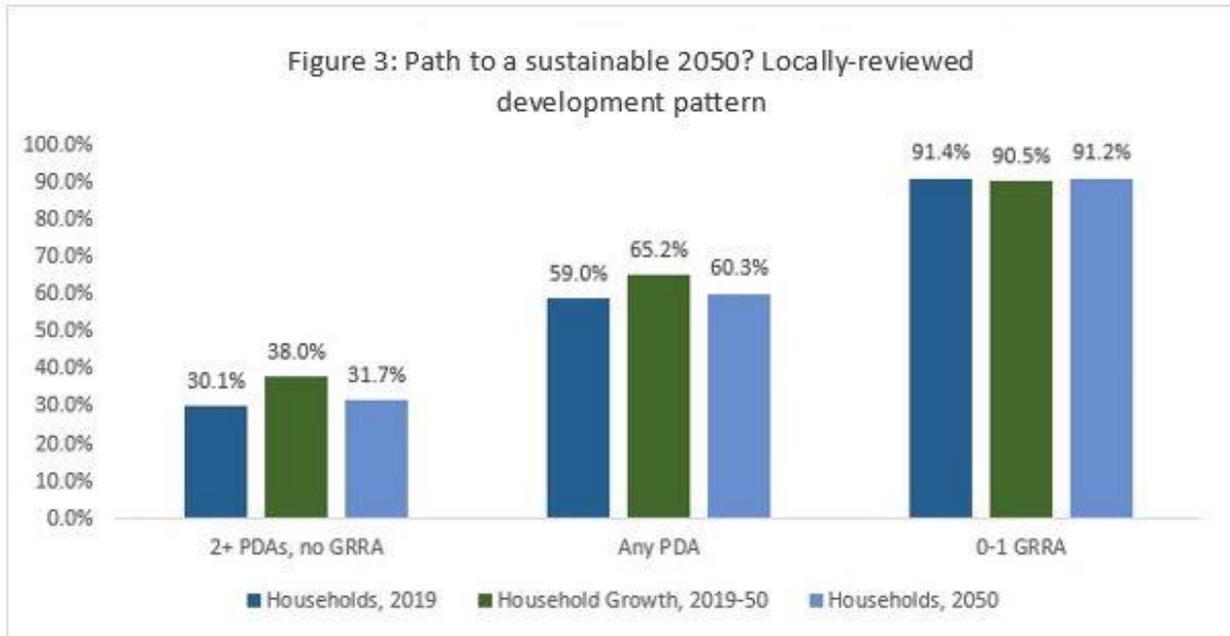
Figure 2: Growth Prioritization Scale and Map by Land Area

The preliminary regional development pattern can be seen as a *maximization* of Connect SoCal 2020 strategies given local plans and data as understood by SCAG staff. As such, evaluating local edits against it can provide a measure of confidence that the locally-reviewed development pattern continues to advance regional objectives.

The attached Data Review and Verification Form outlines how LDX invited local jurisdictions to modify PDA boundaries, provide entitlement data, housing element update data, and also indicate whether local programs or requirements are in place to mitigate potential environmental impacts from growth in GRRAs. Its intent was to help bridge the two parts of the growth vision: the preliminary development pattern and local input.

**Evaluating SoCal’s Path toward Sustainable and Resilient Development**

This exercise supports plan development by asking how the location of future growth helps move the region toward plan goals by combining and collapsing the steps along the growth prioritization scale.



For instance, the middle cluster in Figure 3 indicates that 59.0 percent of the region’s households in 2019 were in a PDA, but 65.2 percent of new households will be in one. The result is that by 2050 a slightly higher share of all households – 60.3 percent – will be in a PDA.

Conversely, the share of new growth within no or just one GRRAs (90.5 percent) is slightly lower than the level existing today (91.4 percent), indicating that most growth to accommodate housing need can be in areas without such impediments and risks.

**Evaluating plan-over-plan: Is the SCS process improving?**

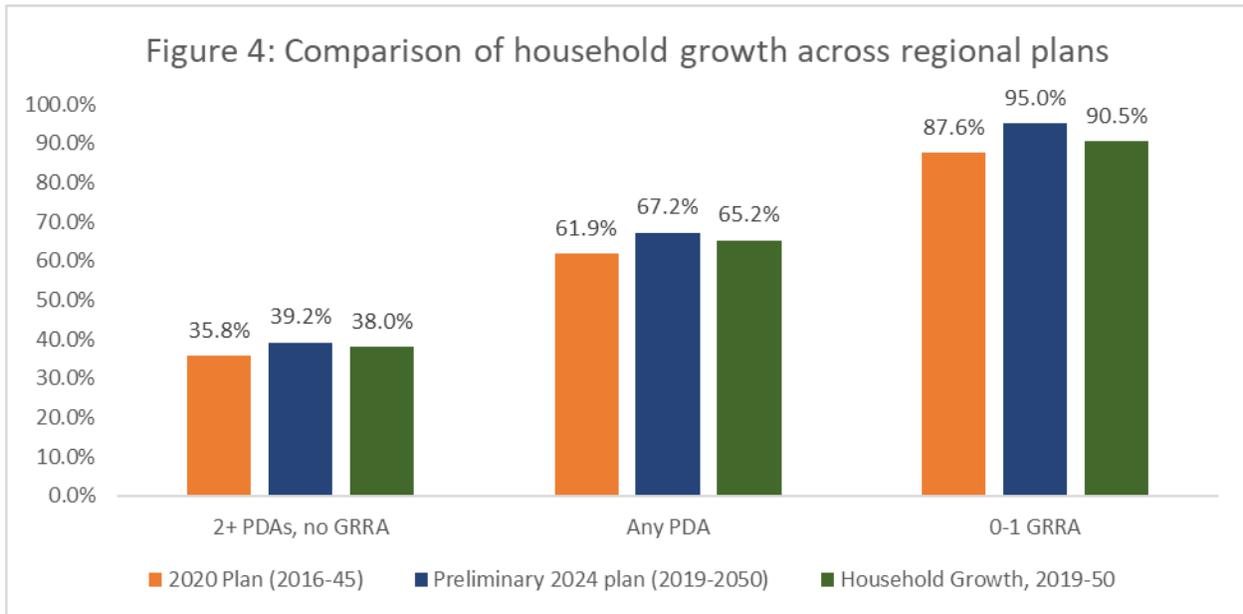


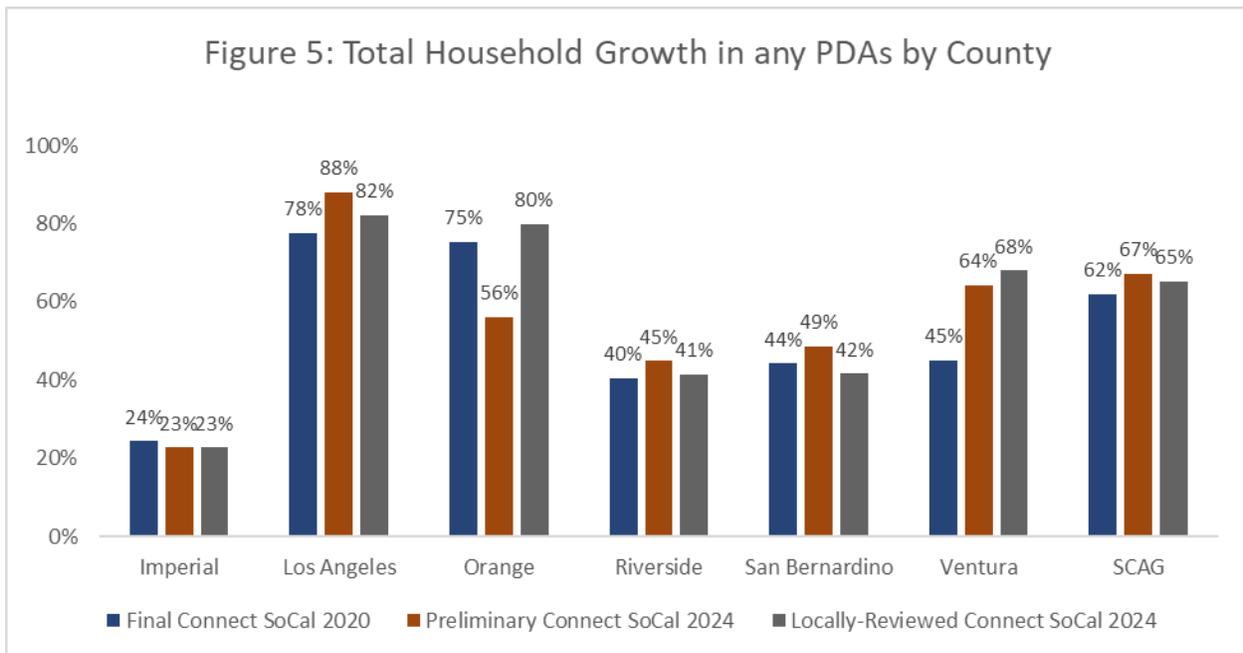
Figure 4 compares the final Connect SoCal 2020 development pattern, the preliminary Connect SoCal 2024 development pattern, and the locally-reviewed Connect SoCal 2024 development pattern. Across the three outcome measures displayed, the preliminary plan’s approach toward *maximizing* the effect of Connect SoCal strategies appears generally effective in that long-range growth is much more represented in PDA and non-GRRRA areas. For example, the share of future household growth in multiple PDAs and no GRRAs (steps 1-3) increased from 35.8 percent to 39.2 percent.

However, the preliminary figures reflected only one portion of the regional growth vision and do not have the benefit of coordination with local land use authorities and updated plans. This local coordination occurred through the LDX, during which roughly ¾ of local jurisdictions took the opportunity to refine the location of growth as well as the boundaries of certain PDAs. Following local review, 38.0 percent of the region’s household growth was in these highly-prioritized areas. While this is lower than the *theoretical maximum*, it is still 2.2 percent higher than in the final, adopted Connect SoCal 2020.

This general pattern of better performing indicators than Connect SoCal 2020, and slightly lower than the theoretical maximum established by the preliminary Connect SoCal 2024 development pattern, was seen across most indicators<sup>3</sup> and nearly all counties (see Figure 4)<sup>3</sup>.

<sup>3</sup> See the April 2023 Technical Working Group materials for more detail at [www.scag.ca.gov/technical-working-group](http://www.scag.ca.gov/technical-working-group)

In addition to providing input to SCAG on the refinement of growth, 90 jurisdictions provided input to SCAG via a survey. This survey provided additional information of the trends, existing conditions, planning initiatives as well as challenges to meeting growth and sustainability objectives. These results can be found in the “Connect SoCal 2024: Local Data Exchange (LDX) Survey Results” Receive and File staff report in this June 2023 Agenda Packet. The findings from this survey can inform how to keep improving the plan-over-plan process and identify barriers and opportunities for plan implementation.



**Conclusion**

The forecasted regional development pattern is a key element in advancing the joint housing and sustainability objectives of Connect SoCal 2024. The growth vision, consisting of regional policies and strategies plus local review, provides a bridge between local plans and state targets such that the region’s development pattern can satisfy its statutory requirement and have a meaningful path toward implementation.

Additional detail on the above evaluation can be found in staff’s April 20, 2023 report to the Technical Working Group (TWG). This report also includes a preliminary comparison using the Scenario Planning Model’s new Transportation Module which allows for rudimentary comparison of per-capita Vehicle Miles Traveled (VMT) of different land use patterns. SCAG will formally assess the plan’s per-capita VMT reduction using the Activity-Based Travel Demand Model (ABM) during

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Summer 2023 as part of fulfilling the Sustainable Communities Strategy's per-capita Greenhouse Gas (GHG) emission reduction target.

Since policies, strategies, and process are the keys to understanding local growth in the context of the SCS, this review and evaluation serves to educate in advance of the release of the draft plan in Fall 2023. Especially noteworthy is the increase in households *proposed by local jurisdictions* which will help the region address the issue of undersupply for the existing population, particularly in the near-to-medium term. Using a sketch planning measure, the locally-reviewed Connect SoCal 2024 development pattern performs better than Connect SoCal 2020 and is slightly below a theoretical performance maximum established by the preliminary Connect SoCal 2024 developed by SCAG staff. While we await detailed model results, indications so far are positive that the plan's development pattern can contribute to achieving the plan's per-capita GHG-based targets in conjunction with the land use authority of local jurisdictions.

**FISCAL IMPACT:**

This work is included in OWP Item 055-4856-01, Regional Growth and Policy Analysis.

**ATTACHMENT(S):**

1. PowerPoint Presentation - Connect SoCal Regional Growth Vision and Local Data Exchange Evaluation
2. SCAG\_DataReviewVerificationForm2024\_p1



# Connect SoCal Regional Growth Vision

*and Local Data Exchange Evaluation*

Kevin Kane, PhD

Program Manager – Demographics and Growth Vision

SCAG CEHD Committee, June 1, 2023

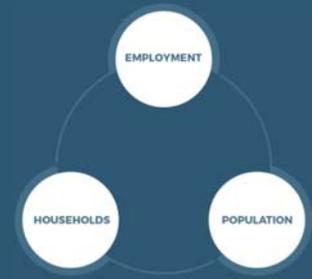
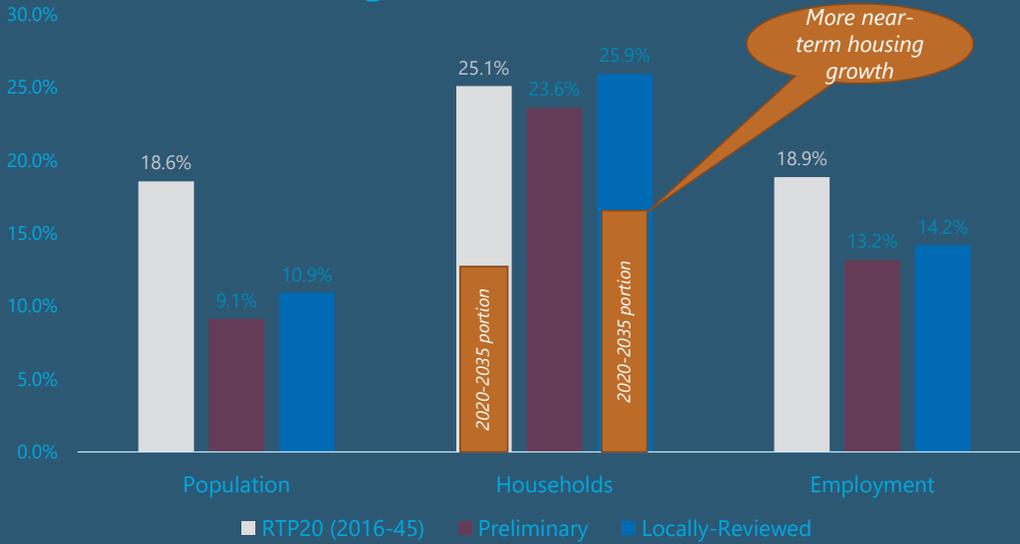
[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Presentation Outline

- Recap Connect SoCal 2024 Growth Forecast (*Slower Growth, Steady Improvement*)
- Forecasted Regional Development Pattern
- Growth Vision, Growth Prioritization Scale
- Evaluating SoCal's Path toward Sustainable and Resilient Development

# Region and County-Level Forecast

## SCAG Region Forecasted Growth, 2019-2050



- Within initial low and high ranges
- Employment and households changed in the same direction
- County and regional P:E ratios stable

Note: Local jurisdictions reviewed total households and employment. Population generated by SCAG staff using household figures provided.

3

## Connect SoCal 2024 – Four scales help inform development pattern



# 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)*



## Preliminary small area household allocation methodology

1. Estimate remaining general plan capacity and control to county/regional projection
2. Add RHNA/housing element rezone sites if needed
3. Growth prioritization scale
  - Increase in Priority Development Areas (PDAs)
  - Minimize in Green Region Resource Areas (GRRAs)

**PDAS**

- Neighborhood Mobility Areas (NMAs)
- Livable Corridors
- Transit Priority Areas (TPAs)
- Spheres of Influence

**GRRAs**

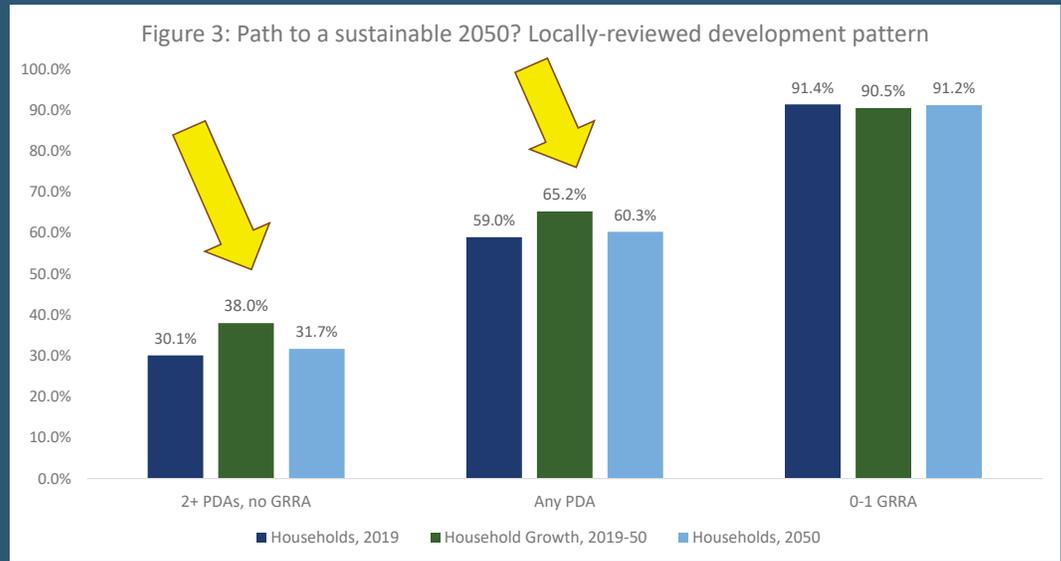
- 100-year floodplains
- Wildfire risk within high and very high risk areas
- Wildland-urban interface and intermix areas
- 3-ft sea level rise
- Wetlands
- Areas providing habitat connectivity
- Areas of conservation emphasis
- Open space and parks – SOAR (Ventura County only)
- Open space and parks – CA Protected Areas Database
- Open space and parks – CA Conservation Easement Database
- Tribal Nations
- Military Installations
- Farmlands

**Matching supply and demand**



# A path toward sustainable land use in 2050

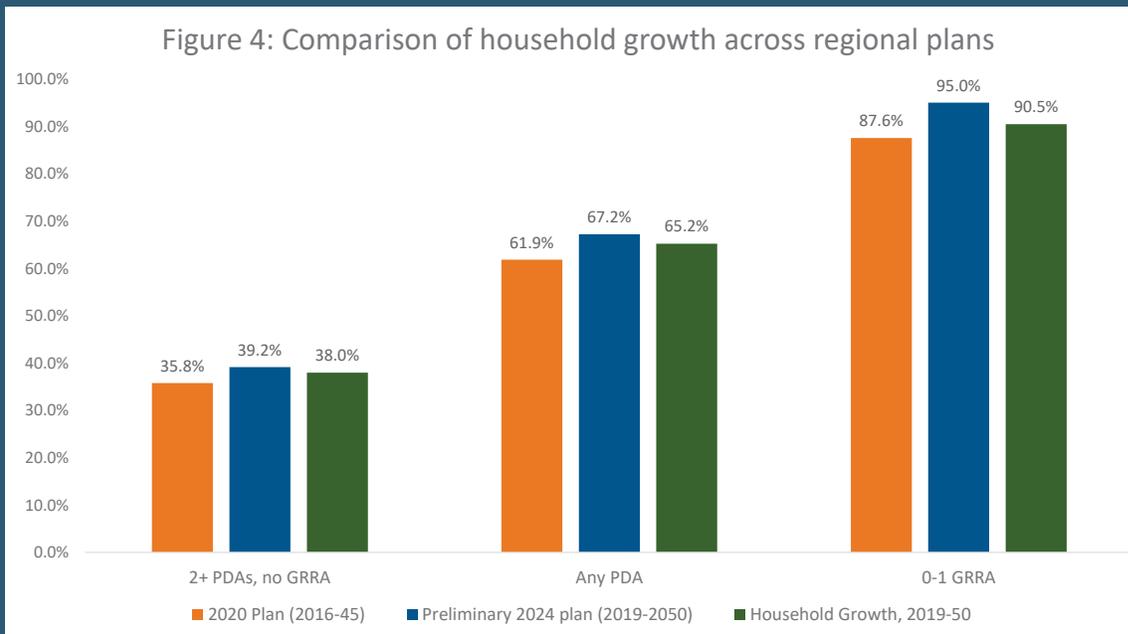
- Any Priority Development Area
- No or only one Green Region area
- Multiple Priority Development Areas and no Green Region areas



Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

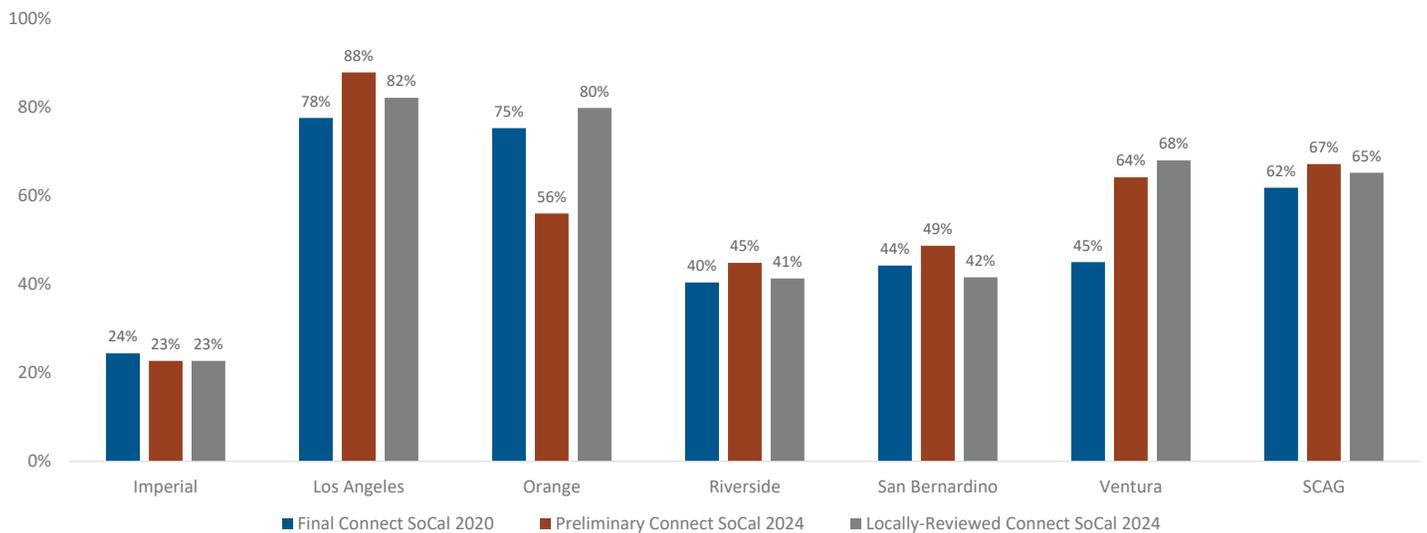
## Developing the plan: How does Household Growth Compare?

- Final Connect SoCal 2020 (2016-2045)
- Preliminary Connect SoCal 2024 (2019-2050)
  - SCAG *maximization* approach
  - Basis: Local plan data circa early 2022
- Locally-Reviewed Connect SoCal 2024 (2019-2050)



# Household Growth Comparison by County

Figure 5: Total Household Growth in any PDAs by County



*This general pattern of better performing indicators than Connect SoCal 2020, and slightly lower than the theoretical maximum established by the preliminary Connect SoCal 2024 development pattern, was seen across most indicators and nearly all counties.*

## LDX Survey Results

90 jurisdictions completed all or part of the LDX Survey

Key Findings:

### Land Use and Housing

- 45 of the 90 jurisdictions were currently or had recently updated their General Plans.
- The most prevalent SCS strategies included in recently adopted General Plans were Infill and Promoting Diverse Housing Choices.
- Across the region, **limited staff capacity and budget limitations** were the primary barriers that prevents jurisdictions from updating and implementing General Plan elements.
- 45 respondents reported that **additional grant or budget funding** would most positively impact their capacity to add Sustainable Community Strategies to their General Plans.
- 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%).

## Overall assessment



- Especially strong in housing
- Near-universal county & region-level improvements over Final Connect SoCal 2020
- Proceed with using LDX input for draft Connect SoCal 2024 analysis
- Transparent process: TAZ-level data accompanied this analysis

## Next Steps

- Draft plan release, October 2023
- Process-based *Forecasted Regional Development Pattern* to support streamlining opportunities
  - Regional Growth Vision
  - Local Data Exchange & Evaluation



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# THANK YOU!

For more information, please visit:

[www.scag.ca.gov/technical-working-group](http://www.scag.ca.gov/technical-working-group)

[www.scag.ca.gov/local-data-exchange](http://www.scag.ca.gov/local-data-exchange)

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

[kane@scag.ca.gov](mailto:kane@scag.ca.gov)

## Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process

Date: \_\_\_\_\_ Jurisdiction: \_\_\_\_\_  
 Name: \_\_\_\_\_ Position/Title: \_\_\_\_\_  
 Email: \_\_\_\_\_ Phone: \_\_\_\_\_

*Please use this form to formally indicate that you have reviewed of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via the Local Information Services Team (LIST) email to [list@scag.ca.gov](mailto:list@scag.ca.gov).*

Category	Layer	Review Type	Sent by:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Specific Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Key Entitlements	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Priority Development	Neighborhood Mobility Areas	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Livable corridors	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Housing trajectory	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Transportation	Regional bikeways	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Regional truck routes	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

*Please indicate whether you have completed a review of the preliminary growth forecast / socioeconomic data (SED). Please also indicate whether you made revisions at the jurisdiction or transportation analysis zone (TAZ) level, and the method of delivery. Note that changes will be integrated by SCAG and do not guarantee inclusion in the Final Connect SoCal 2024 due to state-mandated targets.*

Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

*If growth/SED were revised, please select a reason and describe:*

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 <sup>th</sup> cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

Check if you have also submitted the LDX Survey via <https://www.surveymonkey.com/r/LDX24>

Name: \_\_\_\_\_ Title: \_\_\_\_\_ Signature: \_\_\_\_\_

*Signature should be from city manager or planning director to be considered complete. Please email to [list@scag.ca.gov](mailto:list@scag.ca.gov).*



**AGENDA ITEM 9**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Community, Economic and Human Development Committee (CEHD)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Anna Van, Associate Regional Planner  
2132361814, van@scag.ca.gov

**Subject:** Inclusive Economic Recovery Strategy (IERS) Grant Update

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

**EXECUTIVE SUMMARY:**

*In July 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) to implement SCAG Resolution No. 20-623-2 (regarding racial and social equity). The IERS sets forth strategies for SCAG’s role in advancing equitable regional economic recovery and growth. With support from Senator Susan Rubio, SCAG received one-time grant funding from the State to implement several core recommendations developed in the IERS. This report provides an overview of those projects: (1) Family-Supporting Jobs Plans; (2) Human Capital Needs Assessment; (3) Inclusive Contracting Toolkits; and (4) regional economic analyses.*

**BACKGROUND:**

In July 2021, the Regional Council adopted the Inclusive Economic Recovery Strategy (IERS) to implement SCAG Resolution No. 20-623-2 (regarding racial and social equity). The IERS sets forth strategies for SCAG’s role in advancing equitable regional economic recovery and growth. With support from Senator Susan Rubio, SCAG received a one-time grant funding from the State to implement several core recommendations developed in the IERS. This report provides an overview of those projects: (1) Family-Supporting Jobs Plans; (2) Human Capital Needs Assessment; (3) Inclusive Contracting Toolkits; and (4) regional economic analyses.

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### **Family-Supporting Job Plans**

The COVID-19 Pandemic presented an unexpected shock to the region's labor market, resulting in inequitable impacts to workers in low-wage jobs. To ensure the region's workforce remains resilient in the face of future disruptions, SCAG is developing subregional implementation plans for expanding access to stable, family-supporting jobs. SCAG is partnering with the California Community College Centers of Excellence for Labor Market Research (COEs) in the region to conduct labor market research and analysis on good and family-supporting jobs in each county. SCAG will engage with community stakeholders to prioritize jobs for development of educational and career pathways.

This work will build on a study completed by the Orange County COE in March 2023 that identified occupations which were resilient during the Great Recession as well as the COVID-19 Pandemic ("*Orange County Resilient Jobs & Jobs for Recovery*"). The SCAG effort will expand on this research by introducing the concept of family-supporting jobs to the COE's analysis. Since family composition may vary across counties, the COEs will use Census data to determine the average household size in each county. Family-supporting jobs are then defined as jobs that meet the entry-level hourly earnings identified by the MIT Living Wage calculator for each county's respective household composition. For example, analysis of Census data shows that the average household in Orange County is comprised of two adults and one child. Therefore, family-supporting jobs would have entry-level earnings at or above the MIT Living Wage of \$25.57 for a family with two working adults and one child. This work is expected to be completed in Fall 2023.

### **Human Capital Needs Assessment**

In addition to identifying stable, family-supporting jobs and expanding pathways to these jobs, we must also support the workforce by addressing common intersectional barriers to economic opportunity. For instance, an inaccessible transportation system may limit the opportunities for lower-income communities to reach high-growth job centers, while the rising costs of childcare may serve as another barrier preventing parents from returning to work. With the understanding that workers in the SCAG region face unique challenges in job access, SCAG will produce a report with recommendations and best practices around core intersectional issues (such as childcare and transportation) that are key to increasing access to both training and direct employment opportunities. The report will have particular emphasis on lower-income communities and communities of colors.

Working with a consultant, SCAG will collaborate with community-based organizations to produce the report, ensuring that the key issues to be addressed are determined through a community-driven process. SCAG will also convene working groups of subject matter experts to develop best practices for addressing each issue area and identify existing funding opportunities and additional resources to support implementation of report recommendations. SCAG anticipates releasing an RFP for consultant help in Summer 2023. The report is expected to be completed in Spring 2024.

### **Inclusive Contracting Toolkits**

Following recommendations from the IERS to support the region's small businesses, SCAG is developing two action-oriented toolkits around inclusive contracting practices for member agencies and anchor institutions to diversify their supply chains and increase access to contracting opportunities for businesses owned by women, people of color, and veterans. These toolkits will provide a roadmap that contains best practices and implementable actions to support and strengthen our region's diverse, local businesses.

SCAG contracted with consultant firm HR&A Advisors to assist in developing the toolkits. As part of the toolkit development, SCAG will form a technical advisory committee and convene a series of stakeholders, including small business organizations and contracting professionals from local government agencies and anchor institutions (such as universities and hospitals), to provide recommendations that are relevant and applicable to the local economy. The final toolkits are expected to be completed in October 2023.

### **Tribal Data Needs Assessment**

As sovereign nations, Tribal Governments require accurate and relevant data to accomplish economic and workforce development initiatives. However, Native American and indigenous communities are often underrepresented in traditional federal and state data collection methods. Through the IERS grant funding, SCAG will engage with Tribal Governments and other Native-serving organizations in the region to explore their unique data needs and develop strategies to improve data collection to serve tribal communities' economic development needs. Though SCAG will be providing resources to produce the preliminary data needs assessment, input and feedback from Tribal partners will be the main drivers of the final deliverable. Engagement with Tribal leaders and key stakeholders will be at the forefront of the project's exploratory phase. This report is expected to be completed in Spring 2024.

### **Economic Impacts of Equitable and Inclusive Economic Development in Southern California**

The region faces large inequities in the labor force. On average, women earned 81 percent of men's wage income in the SCAG region in 2021. Black workers earned 72 percent, and Hispanic workers earned 56 percent of white workers' wages in the SCAG region in 2021 [2]. These observed wage inequities impact the economy in several ways. Persistent wage gaps discourage workers and reduce labor force participation [3]. This decreases the labor supply and increases the cost of labor. A smaller pool of workers reduces innovation and economic growth [4]. Another impact of racial and gender wage gaps is reduced consumption. Workers who are paid less have less disposable income and spend less on goods and services, reducing economic growth. Lower earnings and spending result in lower tax revenues for local jurisdictions. Finally, persistent inequity can contribute to social unrest, which negatively impacts the quality of life and perceptions of a region.

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In this deliverable, SCAG staff quantifies the impacts of inequity in the SCAG region by applying the shift-share methods proposed by Buckman, et al (2022) [1], which compares the observed wage income to counterfactual wage income where wage gaps by race and gender have been eliminated. Drawing on the American Community Survey microdata disseminated by IPUMS,<sup>1</sup> we first show that the SCAG region and the U.S. confront different forms of inequity in the labor force. Most notably, Asian American workers earned lower wages than white workers, especially in high-skilled occupations in the SCAG region. In contrast, the average Asian American worker in the U.S. does not face a wage gap. We next estimate gains in the region's gross domestic product (GDP) had inequity in the labor force been eliminated.

Preliminary findings show that in 2021 SCAG region GDP would be 15 percent higher if the racial and gender wage gap were eliminated. The potential gains from equity and inclusion in the SCAG region are higher than in the rest of California and the U.S. Specifically, we find that the potential incremental income in the SCAG region from eliminating the race and gender wage gap is nearly \$200 billion annually or approximately 15 percent of the SCAG-region GDP in 2021. We find that the potential gain for the U.S. as a whole is a 10 percent increase in GDP.

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<sup>1</sup> IPUMS originally stood for Integrated Public Use Microdata Series but is no longer treated as an acronym. IPUMS provides census and survey data from around the world integrated across time and space.

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**Preliminary Analysis: Impact of Eliminating Race/Sex Wage Gap in the SCAG Region in 2021**

Group	Actual in SCAG Region, 2021		Counterfactual: Full Equity			
	Group Average Annual Labor Income	Total Earnings Contribution to GDP	Group Average Annual Labor Income	Total Earnings Contribution to GDP	Potential Incremental Gains from Equity	Equity Gains as a Percent of GDP
	Billions			Billions	Billions	
White Men	87,744	91.71	87,744	91.71		
White Women	65,760	58.66	87,744	78.27		
Black Men	57,437	11.11	87,744	16.97		
Black Women	54,065	11.61	87,744	18.84		
Hispanic Men	47,702	85.06	87,744	156.47		
Hispanic Women	38,910	56.36	87,744	127.09		
Native Am Men	51,792	0.28	87,744	0.48		
Native Am Women	54,661	0.26	87,744	0.41		
Asian Men	76,089	37.97	87,744	43.79		
Asian Women	61,712	32.05	87,744	45.57		
Other Men	74,941	8.87	87,744	10.39		
Other Women	60,051	7.14	87,744	10.43		
<b>Total</b>		<b>\$401.09</b>		<b>\$600.44</b>	<b>\$199.34</b>	<b>15.4%</b>

Notes: Analysis follows methods in Buckman, Shelby R., Laura Y. Choi, Mary C. Daly, and Lily M. Seitelman. "The economic gains from equity." *Brookings Papers on Economic Activity* 2021, no. 2 (2022): 71-139. Employment data from Steven Ruggles, Sarah Flood, Matthew Sobek, Danika Brockman, Grace Cooper, Stephanie Richards, and Megan Schouweiler. IPUMS USA: Version 13.0 [American Community Survey, 1-year Sample 2009-2021]. Minneapolis, MN: IPUMS, 2023. <https://doi.org/10.18128/D010.V13.0>. GDP data from REMI, Inc.

**References**

- [1] Buckman, Shelby R., Laura Y. Choi, Mary C. Daly, and Lily M. Seitelman. "The economic gains from equity." *Brookings Papers on Economic Activity* 2021, no. 2 (2022): 71-139.
- [2] Steven Ruggles, Sarah Flood, Matthew Sobek, Danika Brockman, Grace Cooper, Stephanie Richards, and Megan Schouweiler. IPUMS USA: Version 13.0 [American Community Survey, 1-year Sample 2009-2021]. Minneapolis, MN: IPUMS, 2023. <https://doi.org/10.18128/D010.V13.0>.
- [3] Dagsvik, John K., Tom Kornstad, and Terje Skjerpen. "Labor force participation and the discouraged worker effect." *Empirical Economics* 45 (2013): 401-433.
- [4] Bell, Alex, Raj Chetty, Xavier Jaravel, Neviana Petkova, and John Van Reenen. "Who becomes an inventor in America? The importance of exposure to innovation." *The Quarterly Journal of Economics* 134, no. 2 (2019): 647-713.



**FISCAL IMPACT:**

Work associated with this item is included in the FY 2022-23 Overall Work Program in 055-1531.01 (So Cal Economic Growth Strategy) and 320-4902.01 (Inclusive Economic Recovery Strategy (IERS) Implementation Grant).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Inclusive Economic Recovery Strategy Grant Update



# Inclusive Economic Recovery Strategy (IERS) Grant Update

Community, Economic and Human Development Committee

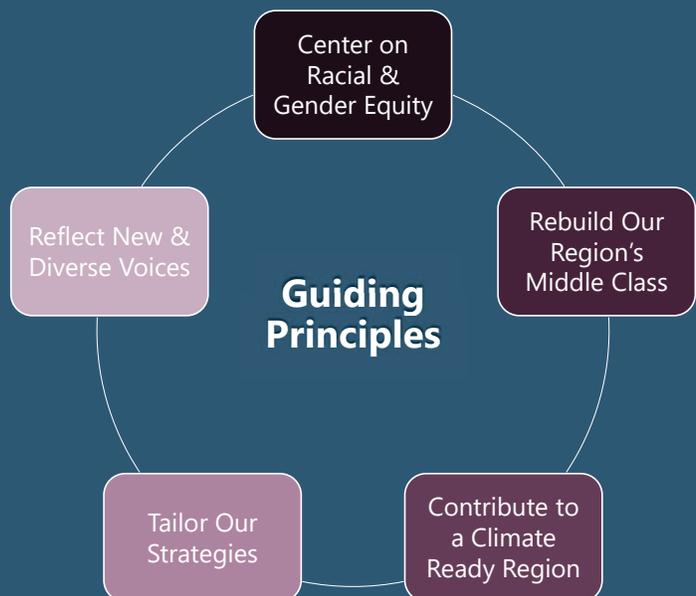
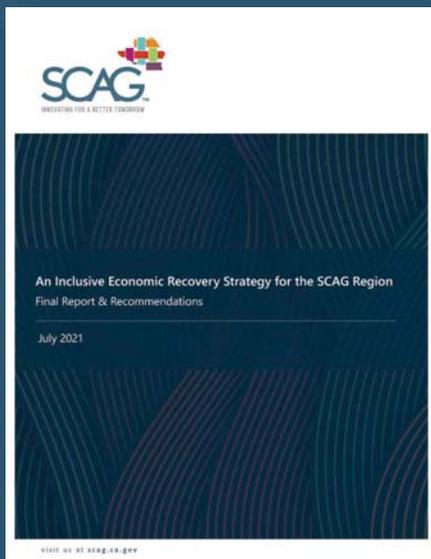
June 1, 2023

Gigi Moreno, PhD, Senior Economist, SCAG

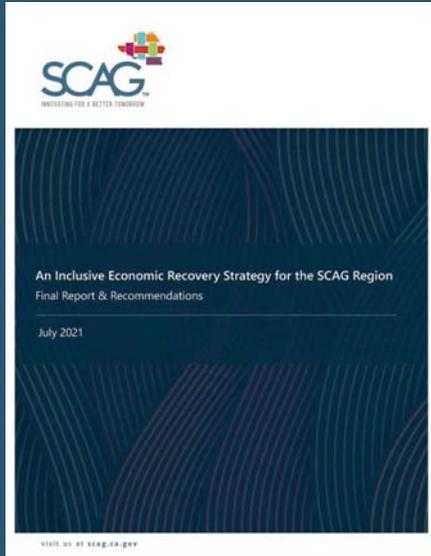
Anna Van, Associate Regional Planner, SCAG

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## IERS Background



# IERS Grant Deliverables



**Family-Supporting Jobs Plans**

**Human Capital Needs Report**

**Inclusive Procurement Toolkits**

**Tribal Data Needs Assessment**

**Economic Impacts of Inequality**

IERS Grant Update

## Family-Supporting Jobs Plans

### Approach

- Partnering with California Community College Centers of Excellence (COEs)
- Ground truth analysis through community engagement

### Expected Outcomes

- Produce 5 subregional reports
- Expected completion Fall 2023



Image Source: IV Press Online, 2016



## Example: COVID-19 Pandemic Recession-Stable Jobs

SOC	Occupation	Typical Entry Level Education	2019 Jobs	2021 Jobs	2019 - 2021 % Employment Change	Annual Openings (2019-2020)	Annual Openings (2020-2021)	Entry-Level Hourly Earnings (25th Percentile)	Median Hourly Earnings	Good Job (MIT Living Wage \$23.66)	Family Supporting Job (MIT Living Wage \$25.57)
11-3071	Transportation, Storage, and Distribution Managers*	High school diploma or equivalent	1,820	2,108	16%	135	474	\$36.39	\$48.76	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15-1241	Computer Network Architects^A	Bachelor's degree	1,695	1,953	15%	194	270	\$37.50	\$52.69	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11-9032	Education Administrators, Kindergarten through Secondary*	Master's degree	1,871	1,884	1%	158	279	\$47.02	\$59.53	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11-9033	Education Administrators, Postsecondary*	Master's degree	1,513	1,726	14%	121	379	\$45.18	\$57.90	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
29-2034	Radiologic Technologists and Technicians	Associate degree	1,485	1,714	15%	108	360	\$29.56	\$38.73	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
49-2098	Security and Fire Alarm Systems Installers*	High school diploma or equivalent	1,236	1,659	34%	141	533	\$24.94	\$31.84	<input checked="" type="checkbox"/>	<input type="checkbox"/>
27-2012	Producers and Directors*	Bachelor's degree	1,385	1,618	17%	138	376	\$33.05	\$54.41	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
29-1171	Nurse Practitioners^A	Master's degree	1,208	1,531	27%	165	290	\$61.33	\$64.11	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
29-1071	Physician Assistants^A	Master's degree	1,064	1,433	35%	188	306	\$53.49	\$59.99	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## Human Capital Needs Assessment



### Approach

- Focus on 3 priority areas based on community feedback
- Hire consultant to assist with report development
- Partner with community-based organizations

### Expected Outcomes

- Produce regionwide report
- Expected completion Spring 2024

# Inclusive Procurement Toolkits

## Approach

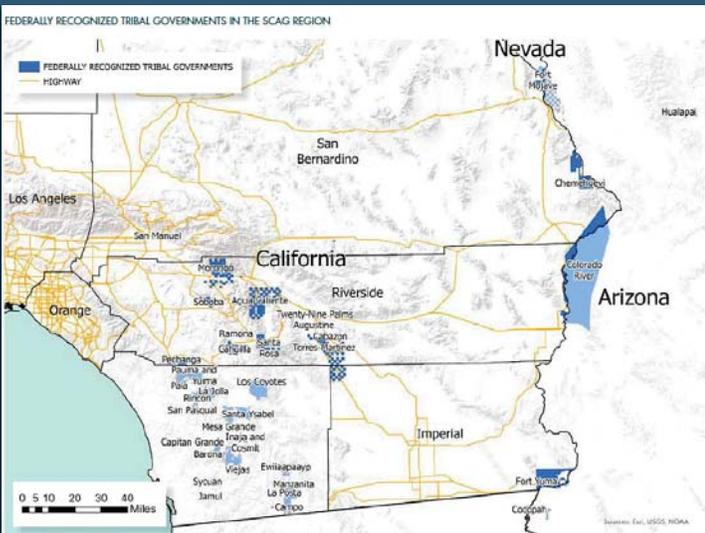
- Contracted with HR&A Advisors to assist with toolkits development
- Forming Technical Advisory Committee

## Expected Outcomes

- Produce 2 toolkits – 1 for public agencies and 1 for private institutions
- Expected completion October 2023



# Tribal Data Needs Assessment



## Approach

- Engage with Tribal Governments and Native-serving organizations

## Expected Outcomes

- Produce report of key findings and strategies
- Expected completion June 2024

# Economic Impacts of Equitable and Inclusive Economic Development in Southern California

## Preliminary Analysis: Impact of Eliminating Race/Gender Wage Gap in the SCAG Region in 2021

Group	Actual in SCAG Region, 2021		Counterfactual: Full Equity			
	Group Average Annual Labor Income	Total Earnings Contribution to GDP	Group Average Annual Labor Income	Total Earnings Contribution to GDP	Potential Incremental Gains from Equity	Equity Gains as a Percent of GDP
		Billions		Billions	Billions	
White Men	87,744	91.71	87,744	91.71		
White Women	65,760	58.66	87,744	78.27		
Black Men	57,437	11.11	87,744	16.97		
Black Women	54,065	11.61	87,744	18.84		
Hispanic Men	47,702	85.06	87,744	156.47		
Hispanic Women	38,910	56.36	87,744	127.09		
Native Am Men	51,792	0.28	87,744	0.48		
Native Am Women	54,661	0.26	87,744	0.41		
Asian Men	76,089	37.97	87,744	43.79		
Asian Women	61,712	32.05	87,744	45.57		
Other Men	74,941	8.87	87,744	10.39		
Other Women	60,051	7.14	87,744	10.43		
<b>Total</b>		<b>\$401.09</b>		<b>\$600.44</b>	<b>\$199.34</b>	<b>15.4%</b>



# THANK YOU!

For more information, please contact:

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**Anna Van**

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**AGENDA ITEM 10**  
**REPORT**

Southern California Association of Governments  
June 1, 2023

**To:** Community Economic & Human Development Committee (CEHD)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Ma'Ayn Johnson, Planning Supervisor  
(213) 236-1975, johnson@scag.ca.gov

**Subject:** RHNA Reform Process Updates

**RECOMMENDED ACTION FOR CEHD:**  
Information Only – No Action Required

**RECOMMENDED ACTION FOR RC:**  
Receive and File

**STRATEGIC PLAN:**  
This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**  
*The California Department of Housing and Community Development (HCD) is undertaking a statewide engagement process to develop recommendations to reform the Regional Housing Needs Assessment (RHNA) process, which they must submit to the State legislature by December 31, 2023. Based on feedback received during its initial outreach in Summer 2022, SCAG has recently developed a set of draft recommendations and brief survey to gather feedback on its draft recommendations. Two public virtual listening sessions will be held to collection additional input in June. Based on input received through June 30, SCAG staff will forward draft recommendations for review by the CEHD Committee for further approval by the Regional Council in August and September, respectively. The approved recommendations will be used to inform a comment letter to HCD on RHNA reform that will be submitted by early to mid-September.*

**BACKGROUND:**  
The Regional Housing Needs Assessment (RHNA) is a process to determine existing and projected housing need for every jurisdiction within the State of California. This housing need, also known as the RHNA allocation, covers an 8-year period and requires each jurisdiction, defined as cities and unincorporated counties, to plan for this need in their housing elements through an analysis of suitable sites and implementing various programs, including rezoning. The California Department of

Housing and Community Development (HCD) provides every council of governments (COG), including SCAG, a regional RHNA determination and each COG is responsible for developing a methodology to distribute this regional need to individual jurisdictions. The 6th cycle RHNA regional determination for the SCAG region is 1,341,827 housing units across four income categories and covers the planning period October 2021 through October 2029.

During and after the 6<sup>th</sup> cycle RHNA process, a number of elected officials and stakeholders requested that SCAG pursue reform to the RHNA and Housing Element process. A gamut of issues was raised, such as the regional determination methodology, the use of land planning factors in the SCAG RHNA methodology, basis for RHNA appeals, the accounting of sites in housing elements, and the timeline for housing element completion.

Assembly Bill (AB) 101 (2019) and SB 197 (2022) require HCD, in collaboration with the Office of Planning and Research, to conduct RHNA reform and make recommendations to the legislature by December 31, 2023. However, its purview is restricted to Government Code Section 65584 through 65584.2, which concerns the RHNA process such as the regional determination, COG methodology, appeals process, and adoption of the final RHNA plan. Housing elements and zoning are in other sections of Government Code and thus not part of this current process.

HCD kicked off its statewide engagement in mid-March 2023 and is planning to end its initial phase by early June. Their efforts have included an online survey that closed on May 12, a dedicated email inbox ([CAHousingFuture2040@hcd.ca.gov](mailto:CAHousingFuture2040@hcd.ca.gov)), and a series of meetings with an invited advisory group of experts to provide feedback on various reform topics, also known as the Sounding Board (see following section). HCD has indicated that all comments must be submitted by mid-September, though at the time of this report a specific date has not been publicized. This information was presented at the April 6, 2023 CEHD Committee meeting.

To complement HCD's efforts, SCAG is conducting its own RHNA reform outreach process, which will ultimately inform a comment letter that the agency will submit to HCD by mid-September. On May 15, SCAG published online its [draft RHNA reform recommendations](#), which includes various input from stakeholders and the public that was collected by staff in Summer 2022. Additionally, a [brief public survey](#) focusing on general concepts for RHNA reform is also available. Written comments may also be submitted to [housing@scag.ca.gov](mailto:housing@scag.ca.gov).

SCAG will also hold two public listening sessions to collect input and feedback on its draft recommendations. One is scheduled for Thursday, June 22 from 1:00 to 3:00 p.m. while staff is in the process of finalizing a second date. More information and a registration link can be found on SCAG's RHNA webpage at [www.scag.ca.gov/rhna](http://www.scag.ca.gov/rhna).



The input and feedback collected through June 30 will be reviewed and considered by staff. Draft recommendations will be reviewed for action at a special CEHD meeting in August (date to be determined) and for approval at the September 7, 2023 Regional Council meeting. The approved recommendations will be used to inform a comment letter from SCAG to HCD on RHNA reform by early September.

Date	Action
May 15, 2023	Kickoff SCAG RHNA reform outreach on draft recommendations
June 22, 2023	Public listening session (1-3pm) <a href="#">Zoom Registration</a>
June TBD, 2023	Public listening session (TBD)
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 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

Sounding Board

As part of its statewide engagement process, HCD has convened a group of approximately 30 invited stakeholders, also known as the “Sounding Board”, to advise and provide direct feedback on various concepts for RHNA reform. Stakeholders include representation from academia, the California Building Industry Association, California YIMBY, various COGs, and other industries and organizations. Ma’Ayn Johnson, Housing Program Manager, represents SCAG on the Sounding Board.

The first two meetings were held on May 3 and May 15, 2023 and the final two will be held on May 31 (after the finalization of this report) and June 5, 2023. While the meetings are not open to the public, agendas have been posted prior to the meetings along with supporting background materials. The full agendas and supporting materials are posted on [HCD’s RHNA reform webpage](#). Below are topics of focus for each meeting:

Meeting	Date	Topic(s)
1	May 3	<ul style="list-style-type: none"> <li>• Regional determination process</li> <li>• Factors used in determining regional housing need               <ul style="list-style-type: none"> <li>○ Cost burden adjustments</li> <li>○ Improving the jobs housing relationship</li> <li>○ Use of comparable region for setting benchmarks</li> <li>○ Accounting for unhoused populations</li> </ul> </li> </ul>
2	May 15	<ul style="list-style-type: none"> <li>• Furthering the 5 statutory objectives of RHNA</li> <li>• Producing better affirmatively furthering fair housing (AFFH) outcomes</li> <li>• Review and use of RHNA methodology opportunity and constraint factors</li> </ul>
3	May 31	<ul style="list-style-type: none"> <li>• Housing and transportation planning alignment</li> <li>• Housing and climate change</li> </ul>
4	June 5	<ul style="list-style-type: none"> <li>• Process improvements</li> <li>• Overflow from previous meetings</li> </ul>

Because the draft recommendations have not been reviewed and approved by the CEHD Committee and Regional Council, comments from the SCAG representative have been focused on simplifying the process, along with increasing transparency and using accurate sources. These concepts will help SCAG conduct a 7<sup>th</sup> cycle RHNA process that maximizes participation and strengthens public trust in the process. SCAG staff will present an overview of the Sounding Board meetings and general feedback provided by the SCAG representative at the June 1, 2023 CEHD Committee meeting.

SCAG will continue to update the CEHD Committee on the progress of both HCD’s and SCAG’s engagement efforts and outreach process on RHNA reform, as needed.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 22-23 Overall Work Program (290.4924.01 – Regional Housing Program).



**ATTACHMENT(S):**

1. PowerPoint Presentation - RHNA Reform Update June 2023



# RHNA REFORM UPDATE

June 1, 2023

Ma'Ayn Johnson, AICP

Housing Program Manager

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## RHNA Reform

- In July and August of 2022, staff conducted a stakeholder engagement process to gather input and feedback on RHNA reform.
- Staff has reviewed the comments received and have prepared draft recommendations for public input through June 30:
  - [Brief survey](#)
  - Two virtual public listening sessions
  - Additional comments to [housing@scag.ca.gov](mailto:housing@scag.ca.gov)
- These draft recommendations will be presented to CEHD and Regional Council for recommendation and approval in August and September 2023.
- The approved recommendations will inform a comment letter to HCD by early-mid-September

# SCAG RHNA Reform Timeline

Date	Action
May 15, 2023	Kickoff SCAG RHNA reform outreach on draft recommendations including <a href="#">RHNA Reform Survey</a>
June 22, 2023	Public listening session #1 (1-3pm) <a href="#">Zoom Registration</a>
June TBD, 2023	Public listening session #2
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 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

## Sounding Board

- As part of their statewide RHNA reform, HCD convened a “Sounding Board” of experts as an advisory group to provide direct feedback
- Comprised of representatives from academia, advocates, COGs, and other housing-related industries
- Agendas are posted prior to the meeting but meetings are not open to the public

## Sounding Board

- Meetings were held on May 3, 15, 31
- Topics included so far:
  - Regional determination process
  - Statutory objectives
  - AFFH
  - Housing connection to transportation and climate change



# THANK YOU!

For more information, please visit:

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