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

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MEETING OF THE

TECHNICAL WORKING GROUP

*Thursday, February 20, 2020
10:00 a.m. – 12:00 p.m.*

SCAG OFFICES

**900 Wilshire Blvd., Ste. 1700
Room Policy B
Los Angeles, CA 90017
(213) 236-1800**

HOW TO PARTICIPATE IN MEETING ON NEXT PAGE

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Technical Working Group

January 16, 2019

Attendees Los Angeles Office

Lori Huddleston (**Vice Chair**)

Deborah Diep

LA Metro

Center for Demographic Research, California State University Fullerton

Attendees Web Meeting/Teleconference

Carlene Saxton

Gail Shiomoto-Lohr

Manuel Alcala

Nate Farnsworth

Marika Poynter

Warren Whiteaker

Greg Nord

Martha Eros

Miles Mitchell

Josh Lee

Marnie Primmer

Jack Tsao

Jillian Guizado

Carlene Saxton

Alexander Fung

Nesamani Kalandiyur

Palmdale

Mission Viejo

Sunline Transit

Yorba Linda

City of Irvine

OCTA

OCTA

Beverly Hills

City of Los Angeles

SBCOG/SBCTA

OCCOG

Los Angeles County

RCTC



Technical Working Group

February 20, 2020

10:00 a.m. – 12:00 p.m.

SCAG Downtown Office – Policy Room B

900 Wilshire Blvd., 17th Floor

Los Angeles 90017

Agenda

Introductions

Discussion Items

- | | | |
|--|----------------|------------|
| 1. Model Update | Hsi Hwa Hu | 15 minutes |
| 2. Growth Vision | Kimberly Clark | 20 minutes |
| 3. Recommended RHNA Final Methodology | Kevin Kane | 20 minutes |
| 4. Recommended RHNA Appeals Procedures | Ma’Ayn Johnson | 20 minutes |
| 5. Connect SoCal Status Update | Naresh Amatya | 20 minutes |

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To return to mute *6



Technical Working Group

Agenda Item 1

SCAG Model Update

Hsi-Hwa Hu
Modeling & Forecasting

Technical Working Group
February 20, 2020



Last Update



- June 20, 2019
- Introduction to SCAG ABM
 - Model Framework
 - Input / Output
 - Software / Hardware
 - Model Validation
 - Peer Review

Main Modeling Tasks for Connect SoCal

- Model Operation
 - Draft RTP
 - Final RTP
 - Model output / Air Quality analysis
- Model Enhancement
 - Comments from Peer Review Panel

Peer Review Short Term Recommendation



- Check mode choice model
- Check base year transit ridership
- More sensitivity tests
- Revisit work location model
 - Intra-county work commuting underestimated

Model Enhancement for Final RTP

- Based on Peer Review short-term recommendation
- The enhanced model is used for Final RTP/SCS analysis
- Model test:
 - Same input, different model
 - 2016 base year, 2045 baseline

Model Enhancement

- Check mode choice model
 - Enhanced Mode Choice Model
- Check base year transit ridership
 - Updated 2016 Transit Boarding
- More sensitivity tests
 - Enhance Land Use Sensitivity to Walking/Biking
- Revisit travel distances for work
 - Improved Work Location Model

Enhanced Mode Choice Model

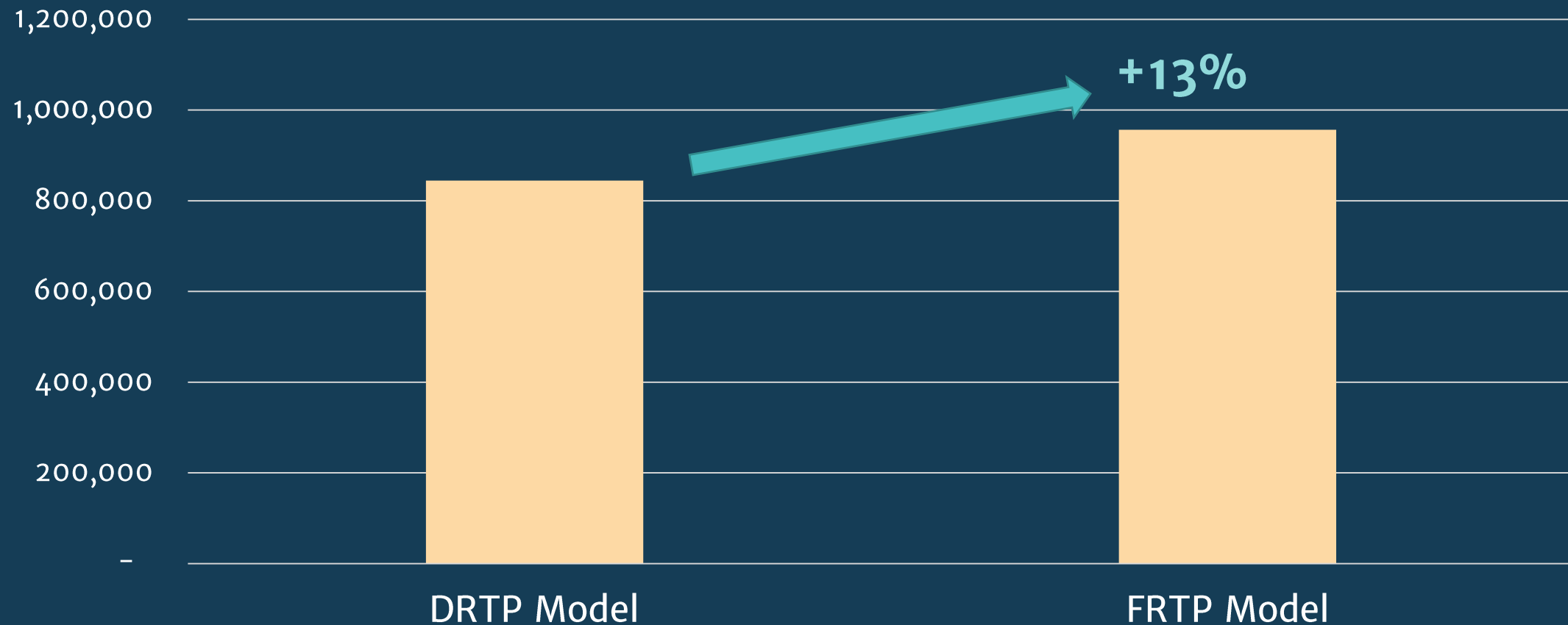
Marginal improvement to Mode Choice Validation

Mode	DRTP Model	Target	F RTP Model
DA	40.9%	42.6%	40.7%
Carpool	48.1%	44.6%	47.8%
Transit	3.2%	3.0%	3.0%
Active Transp	7.8%	9.7%	8.5%

Enhanced Mode Choice Model

Model is More Sensitive to Transit Mode

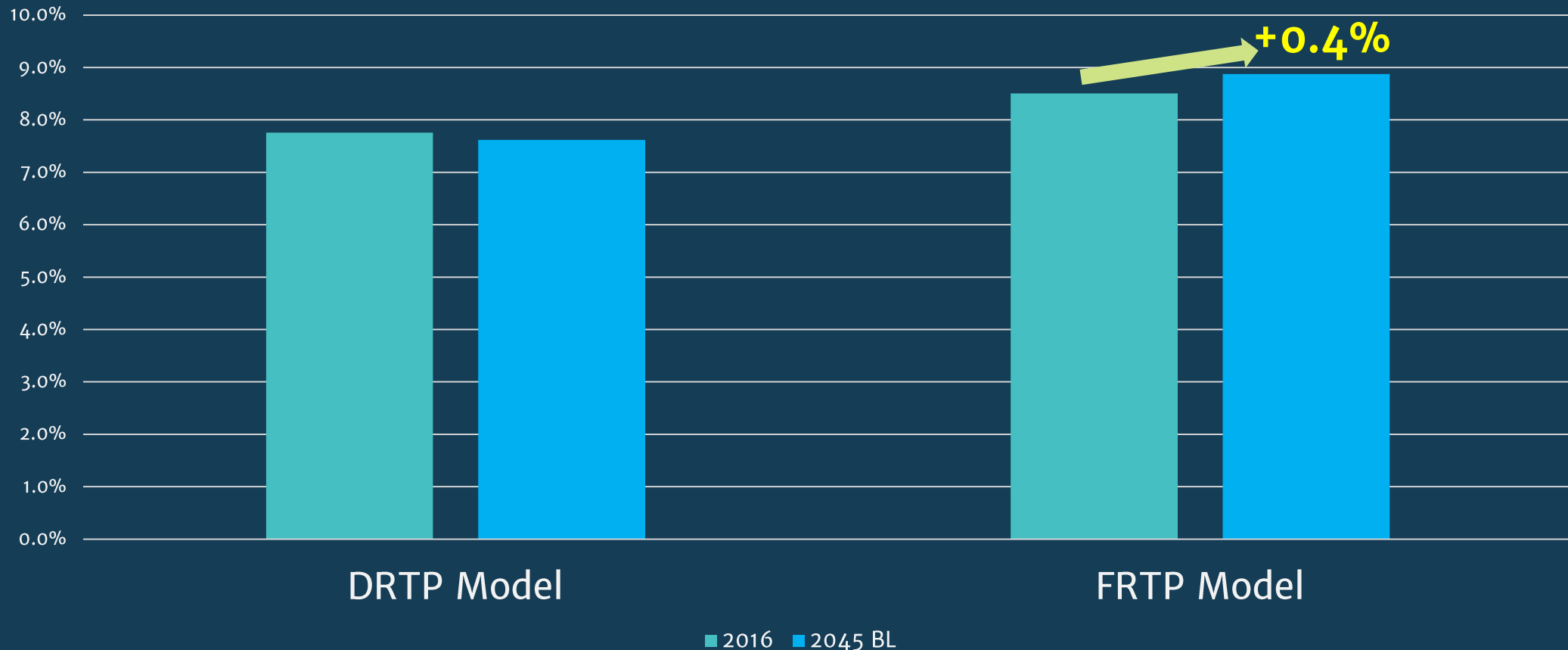
Transit Boarding Increase: 2016-2045 Baseline



Enhanced Mode Choice Model

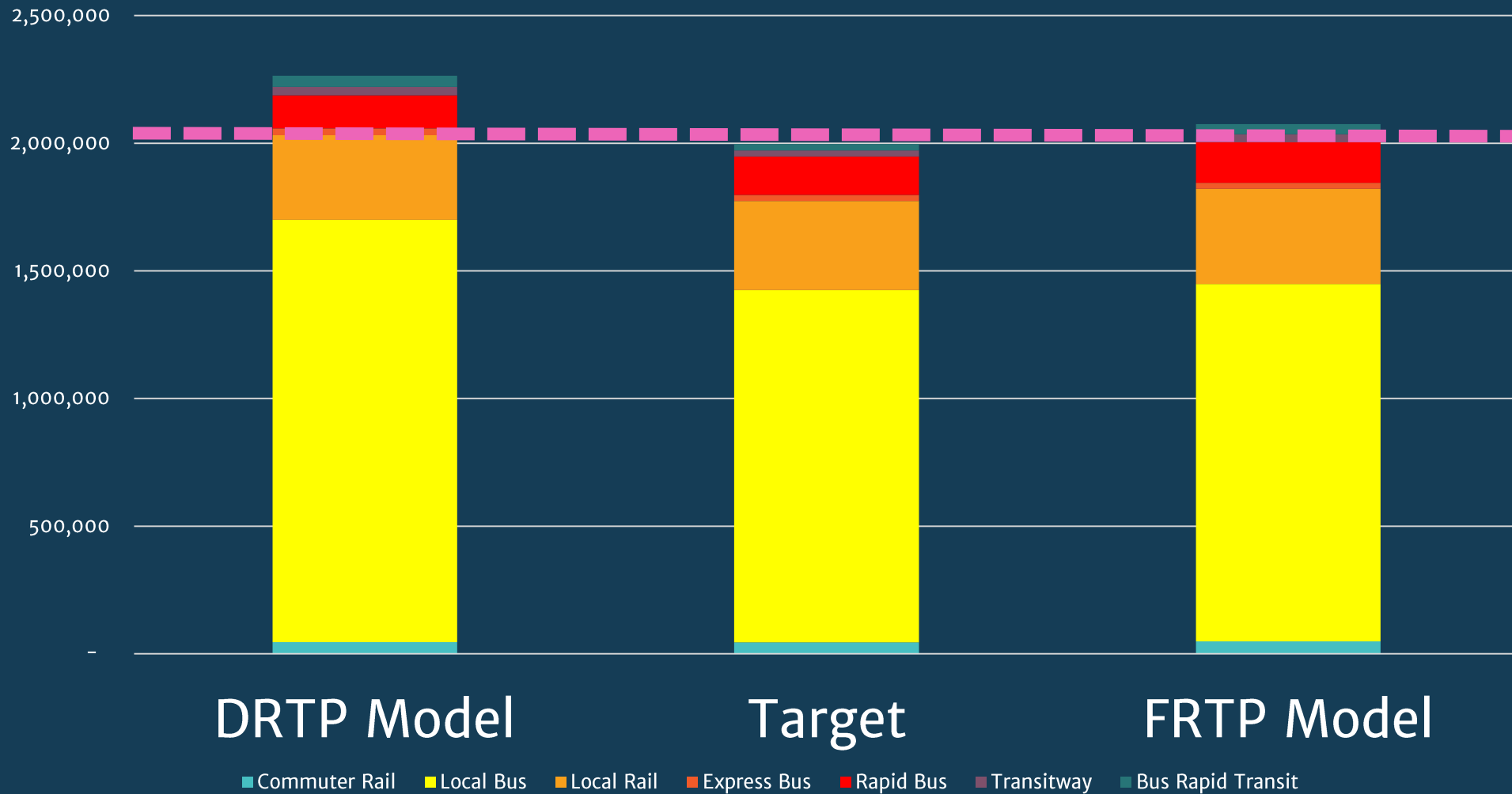
Model is More sensitive to Active Transportation Mode

Active Transportation Mode Share Change: 2016 to 2045 BL



Update Transit Boarding Validation – Base Year

2016 Base Year Transit Boarding



Work Location Model Improvement



More Intra-County Commuting

Peer Review Model

County	IM	LA	OR	RIV	SB	VN	Sum
Imperial	97.9%	0.0%	0.0%	2.1%	0.0%	0.0%	100%
Los Angeles	0.0%	85.4%	6.0%	2.2%	4.0%	2.5%	100%
Orange	0.0%	19.3%	72.2%	5.0%	3.3%	0.2%	100%
Riverside	0.1%	10.4%	14.6%	61.0%	13.9%	0.1%	100%
San Bernardino	0.0%	19.4%	9.0%	14.6%	56.8%	0.2%	100%
Ventura	0.0%	30.3%	0.0%	0.4%	0.5%	68.7%	100%

F RTP Model

County	IM	LA	OR	RIV	SB	VN	Sum
Imperial	97.8%	0.0%	0.0%	2.2%	0.0%	0.0%	100%
Los Angeles	0.0%	86.9%	4.8%	2.3%	3.6%	2.4%	100%
Orange	0.0%	16.6%	75.6%	4.5%	3.0%	0.2%	100%
Riverside	0.1%	10.3%	14.3%	63.1%	12.1%	0.1%	100%
San Bernardino	0.0%	17.2%	8.6%	12.7%	61.4%	0.2%	100%
Ventura	0.0%	28.8%	0.1%	0.4%	0.6%	70.0%	100%

2045 Connect SoCal Model Output – Total VMT



- Total VMT is 6.15 million, 1.2%, lower than Draft RTP
 1. About 2.2 million, 0.42%, from model enhancement
 2. About 2.3 million, 0.44%, from network input
 - Reduce external vehicle trips by taking HSR
 - Highway network lane miles increase 162 miles, + 0.2% from DRTP
 - Transit network revenue miles increase 10,514 miles, + 1.3% DRTP
 3. About 1.7 million, 0.33%, from socioeconomic input

Thank you

Hsi-Hwa Hu
hu@scag.ca.gov





Technical Working Group

Agenda Item 2

Attachment 1 (DRAFT FINAL) Connect SoCal Growth Vision Methodology

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

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

In developing this vision, SCAG engaged with all 197 towns, cities, and counties in the region one-on-one to seek feedback on local growth between 2016 and 2045. SCAG also sought feedback on potential sustainable growth strategies from a broad range of stakeholder groups – including local jurisdictions, county transportation commissions, other partner agencies, industry groups, community-based organizations, and the general public. Connect SoCal utilizes a bottom-up approach in that total projected growth for each jurisdiction reflects feedback received from jurisdiction staff, including city managers, community development/planning directors, and local staff. Growth at the neighborhood level (i.e. transportation analysis zone (TAZ)) reflects entitled projects and adheres to current general and specific plan maximum densities as conveyed by jurisdictions (except in cases where entitled projects and development agreements exceed these capacities as calculated by SCAG). Neighborhood level growth projections also feature strategies and local best practices that help to reduce greenhouse gas emissions (GHG) from automobiles and light trucks to achieve Southern California's GHG reduction target, approved by the California Air Resources Board (CARB) in accordance with Senate Bill 375.

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

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

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

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

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

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

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

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

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

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

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

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

Section 3 - Sustainable Communities Strategy for Connect SoCal

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

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

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

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

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

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

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

Section 4 - Land Use Tools to Support Growth

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

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

Priority Growth Areas:

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

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

Absolute Constrained Areas:

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

Variable Constrained Areas:

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

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

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

Section 5 – Technical Refinements to the Draft Growth Vision

To provide for local review of neighborhood level data used in the Draft Growth Vision prior to the November 2019 release of the Draft Connect SoCal plan, SCAG sought feedback from local jurisdictions on our collective regional vision of distributing population, household and employment growth through 2045. Jurisdictions were provided six weeks to review the Draft Connect SoCal plan’s preliminary Growth Vision and were required to substantiate any requests for revisions. This review, which culminated several years of iterative research and communication on local policies and plans, was requested to ensure that (1) entitled projects are properly incorporated in the Connect SoCal’s Final Growth Vision, and that (2) projected development in the Growth Vision does not exceed the maximum densities of current local general or specific plans, as conveyed by jurisdictions. In providing instructions to local jurisdictions for this effort, SCAG made it clear that revisions would be given consideration if they were related to these criteria (entitlements or maximum planned densities), and that requests for revisions to overall jurisdictional growth would not be accepted.

After this opportunity for review, 55 jurisdictions provided feedback to SCAG (28 percent of the region’s towns, cities, and counties). Of these 55, the majority advised that “locally envisioned growth” was inclusive of entitlements and reflective of maximum planned densities. In 27 jurisdictions where SCAG confirmed that the allocated growth was inconsistent with the Growth Forecast Principles, SCAG worked with the jurisdiction to develop an alternative approach that better balanced the principles with regional planning policies. These jurisdictions include:

#	County	Jurisdiction	#	County	Jurisdiction	#	County	Jurisdiction
1	Los Angeles	Long Beach	10	Orange	Garden Grove	19	Orange	Placentia
2	Los Angeles	Los Angeles	11	Orange	Huntington Beach	20	Orange	Rancho Santa Margarita
3	Orange	Aliso Viejo	12	Orange	Laguna Hills	21	Orange	San Juan Capistrano
4	Orange	Anaheim	13	Orange	Laguna Niguel	22	Orange	Stanton
5	Orange	Brea	14	Orange	La Habra	23	Orange	Tustin
6	Orange	Cypress	15	Orange	La Palma	24	Orange	Villa Park
7	Orange	Dana Point	16	Orange	Mission Viejo	25	Orange	Westminster
8	Orange	Fountain Valley	17	Orange	Newport Beach	26	Riverside	La Quinta
9	Orange	Fullerton	18	Orange	Orange	27	Ventura	Santa Paula

In addition to seeking feedback from local jurisdictions, SCAG’s technical staff engaged in a robust review of the neighborhood level data in the Draft Connect SoCal to confirm Connect SoCal’s Draft Growth Vision not only strengthened sustainability outcomes at the regional level, but also resulted in superior performance at the jurisdictional level when compared with the “locally envisioned growth” provided by jurisdictions. Applying a regional set of growth allocation principles, as is done when preparing the Draft Connect SoCal Growth Vision, is complex and imperfect exercise in a region that is the size and diversity of the SCAG region. Thus, this final comparison of the Draft Growth Vision (inclusive of modifications from jurisdictions for entitlements and maximum planned capacities) with a jurisdiction’s “locally envisioned growth” provided a means to make refinements to the Growth Vision in situations where “locally envisioned growth” performed better at both a local and regional scale than the Draft Growth Vision. Through this review, SCAG staff determined quantitatively that, collectively, the “locally envisioned growth” did not perform as well as the Draft Connect SoCal Growth Vision at both the subregional and regional scales. However, focusing on jurisdictions individually, many had a vision for growth that were a better match with Connect SoCal’s regional strategies and goals. In some cases, SCAG determined that both the principles and regional planning policies were better achieved through use of a jurisdiction’s “locally envisioned growth”. Accordingly, SCAG directly reflected “locally envisioned growth” in the Connect SoCal Final Growth Vision when:

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

With this technical revision and/or to ensure alignment with Connect SoCal’s Growth Forecast Principles, “locally envisioned growth” from 62 jurisdictions was directly reflected in the Final Growth Vision. These jurisdictions include:

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

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

- **Principle #1** - Connect SoCal will be adopted at the jurisdictional level, and directly reflects the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions through SCAG’s Bottom-Up Local Input and Envisioning Process. The growth forecast maintains these locally-informed projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another;
- **Principle #2** - Connect SoCal’s growth forecast at the Transportation Analysis Zone (TAZ) level is controlled to not exceed the maximum density of local general plans as conveyed by local jurisdictions, except in the case of existing entitlements and development agreements;
- **Principle #3** - For the purpose of determining consistency with Connect SoCal for California Environmental Quality Act (CEQA), grants or other opportunities, lead agencies such as local jurisdictions have the sole discretion in determining a local project’s consistency; SCAG may also evaluate consistency for grants and other resource opportunities; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated Program Environmental Impact Report (PEIR);
- **Principle #4** - TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ level data may be used by jurisdictions in local planning as they deem appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal; and
- **Principle #5** - SCAG will maintain communication with agencies that use SCAG’s sub-jurisdictional level data to ensure that the “advisory and non-binding” nature of the data is appropriately maintained.

Section 7 – Accessing the Connect SoCal plan’s Final Growth Vision (to be provided for each jurisdiction):

To view the Connect SoCal plan’s Final Growth Vision, please access SCAG’s Scenario Planning Model Data Management Site at <http://spm.scag.ca.gov>. A training on how to utilize the site is available at <https://vimeo.com/253483147>

	SPM Log In Username	SPM Log In Password
Planning Manager	USERNAME 1	PASSWORD 1
Log In 1	USERNAME 2	PASSWORD 2
Log In 2	USERNAME 3	PASSWORD 3



Technical Working Group

Agenda Item 3

Staff-Recommended Final RHNA Methodology FAQs

1. How does SCAG's RHNA methodology become finalized?

The draft RHNA methodology, which was approved by the Regional Council on November 7, 2019, is a plan for how SCAG would like to distribute the state-mandated 1,341,827 regional housing unit determination to the region's 197 local jurisdictions. Per state statute, the draft RHNA methodology gets sent to the Department of Housing and Community Development (HCD) for a 60-day review period, during which HCD determines whether the draft methodology furthers the five statutory objectives of RHNA.

If HCD finds that the draft methodology *does not* further the statutory objectives of RHNA, SCAG must revise the methodology so that it does further the statutory objectives in response to HCD's comments, or adopt the draft methodology as the final methodology with substantial additional evidence as to why it furthers the statutory objectives nonetheless.

On January 13, 2020, HCD found that the draft methodology *does* further the statutory objectives of RHNA. As such, SCAG may now adopt a resolution finalizing the draft RHNA methodology. Since HCD found the draft methodology to be in compliance, statute does not provide for an additional opportunity for SCAG to make changes to the methodology.

It is possible for an individual jurisdiction's RHNA allocation can be changed during the appeals process. Appeals have their own set of statutory guidelines (described separately), and are at discretion of the RHNA Subcommittee (AKA the Appeals Board). Importantly, appeals can only be granted if they further statutory objectives of RHNA, and are not to the detriment of other statutory objectives of RHNA.

2. How are Connect SoCal and the Final Growth Vision used in RHNA?

The RC-approved draft RHNA methodology, which was developed concurrently with Connect SoCal, relies on data elements of the Final Growth Vision and modeling outputs from the Plan.

The household growth total over the RHNA planning period (2021-2029), which is a data input in the RHNA allocation methodology, is derived from Connect SoCal's jurisdiction-level Growth Vision. These jurisdiction-level figures reflect "locally anticipated growth" as included in Connect SoCal's Growth Vision (and as conveyed to SCAG following one-on-one meetings with all 197 jurisdictions between October 2017 and fall 2018).

Two other major data inputs for RHNA – measures of job accessibility and transit accessibility – are derived from the Connect SoCal Final Growth Vision at the small-area level and associated modeling outputs.

Job access is a modeled output from the Plan that relies on Final Growth Vision data including the location of employment in 2045 at the sub-jurisdictional level. The transit access measure is calculated using a local jurisdiction's 2045 population within Connect SoCal's High Quality Transit Areas (HQTAs) based on the Final Growth Vision's distribution of residential population

in these areas and the modeling which allows us to best estimate the most likely future location of these residents.

3. *Why did the estimate of my RHNA number change between the adoption of the draft methodology on 11/7/2019 and the staff-recommended final methodology?*

SCAG's draft RHNA methodology—now the staff-recommended final RHNA methodology—uses the same technique for allocating housing units to jurisdictions. At the time of the approval of the draft methodology, SCAG had just completed its Draft Connect SoCal plan, so the estimator tool accompanying the draft methodology used these data.

In order to develop a final RTP/SCS (Connect SoCal), SCAG makes updates and modifications to data and modeling in response to public comments, statutory needs, updated information on future transportation investments from transportation operators and other stakeholders, and available modeling enhancements which better enable SCAG to envision future land use and transportation. Two components of the RHNA methodology use data inputs from Connect SoCal which may have changed between draft and final versions for some jurisdictions: job access and transit access.

Across the region, these changes resulted in some jurisdictions with slightly higher total estimated RHNA allocations, and some jurisdictions which were lower. In total, changes between draft and final versions represented no more than 1.69% of the total regional determination of 1,341,827 units. The methodology has **not** changed, and SCAG is confident in providing a sustainable vision of 2045 conditions based on local and stakeholder input and available information.

Changes to Residential Population in HQTAs (transit access measure)

If SCAG received information from jurisdictions which altered its small-area growth distribution (described above) since the November 2019 release of the draft version of Connect SoCal, this may have changed the number of residents living in an HQTA. Second, a small number of HQTA boundaries themselves changed between the draft RHNA methodology and the final RHNA methodology due to revised information from transit operators or stakeholders—measured in terms of land area, roughly 0.6% of HQTAs changed between the approval of the draft RHNA methodology and the staff-recommended final methodology. Note that a number of changes to HQTA boundaries had already been included in the draft methodology's RHNA allocation estimate. Finally, note that population in HQTAs is based on a spatially precise estimate at the SPZ (scenario planning zone) scale, which is smaller than a Transportation Analysis Zone (TAZ) and better captures parcel-level information provided by local jurisdictions. Model enhancements may also have resulted in some changes to a jurisdiction's HQTA population – please see the technical documentation for more details at <http://www.scag.ca.gov/rhna>

Changes to a jurisdiction's level of job accessibility

For each jurisdiction, the RHNA methodology evaluates how many of the region's jobs in 2045 are accessible within 30 minutes by automobile. Any changes to the location of population or jobs—for example due to local jurisdictions' requests for modifications to the location of employment in 2045 following the November 2019 draft Connect SoCal release, can have impacts on a jurisdiction's level of job accessibility. Changes to jobs in nearby jurisdictions can also have an impact, as those jobs may be more or less accessible too. In addition, updates to the future 2045 transportation network and model refinements may have also had slight impacts on this measure.

4. *When will I get my jurisdiction's draft RHNA allocation – i.e., the numbers themselves?*

SCAG has provided a data appendix and an Excel-based estimator tool to assist in better understanding proposed draft and the staff-recommended final versions of the RHNA methodology (<http://www.scag.ca.gov/rhna>). These data and tools provide estimates of the RHNA methodology which are subject to refinements and corrections. Following adoption of the final RHNA methodology, SCAG plans to issue a draft RHNA allocation to each local jurisdiction following at the April 2nd, 2020 Regional Council meeting.

DRAFT

Staff-Recommended Final RHNA Methodology

Kevin Kane, PhD

SCAG Staff

February 24, 2020

www.scag.ca.gov



- RHNA timeline
- HCD and RC-approved draft RHNA methodology and data inputs
- Methodology's performance vs. statutory objectives

The RHNA Methodology Process

Aug-Sept
2019

- **Proposed RHNA Methodology**
- Released for public comment August 1
- Four public hearings and one public information session
- Multiple options and components for review and comment

Sept-Nov
2019

- **Draft RHNA Methodology**
- One methodology based on state housing law and regional goals while considering public comments
- October 7: RHNA Subcommittee
- October 21: CEHD Committee
- November 7: Regional Council approval

Nov 2019-
Jan 2020

- **HCD Comment Period**
- 60 day review of draft RHNA methodology
- January 13: HCD concluded that SCAG draft methodology furthers RHNA objectives—statute does not provide for further changes to methodology

Feb-Apr
2020

- **Final RHNA Methodology**
- Following HCD finding, staff recommends RC-approved Draft Methodology as Final Methodology
- February 24: RHNA Subcommittee
- March 5: CEHD Committee
- March 5: Regional Council adopts final methodology by resolution
- April 2: Regional Council releases draft RHNA allocations to each jurisdiction

RHNA Timeline Continued

Apr
2020

- **Draft RHNA Allocations issued**
- *See detailed appeal timeline.*

Oct
2020

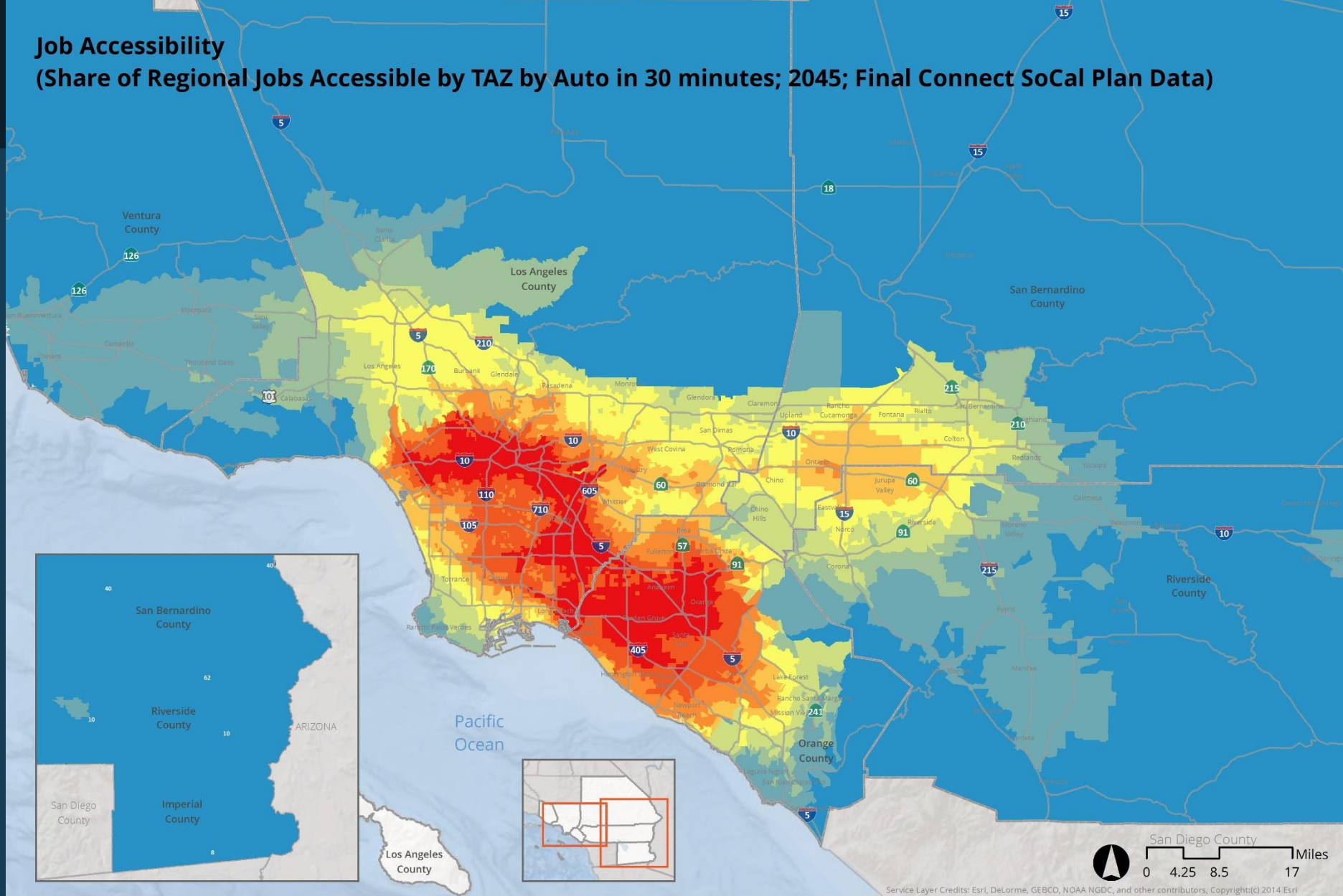
- **Final RHNA Allocation**

Oct
2021

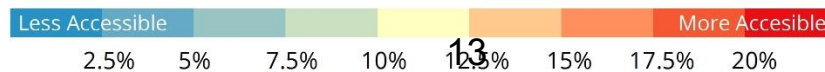
- **Local Housing Element Updates Due**

**Job Accessibility
(Share of Regional Jobs Accessible by TAZ by Auto in 30 minutes; 2045; Final Connect SoCal Plan Data)**

**Job
Accessibility
using Final
Connect SoCal
Data**



Job Accessibility (Share of Regional Jobs Accessible by TAZ by Auto in 30 minutes; 2045; Final Connect SoCal Plan Data)



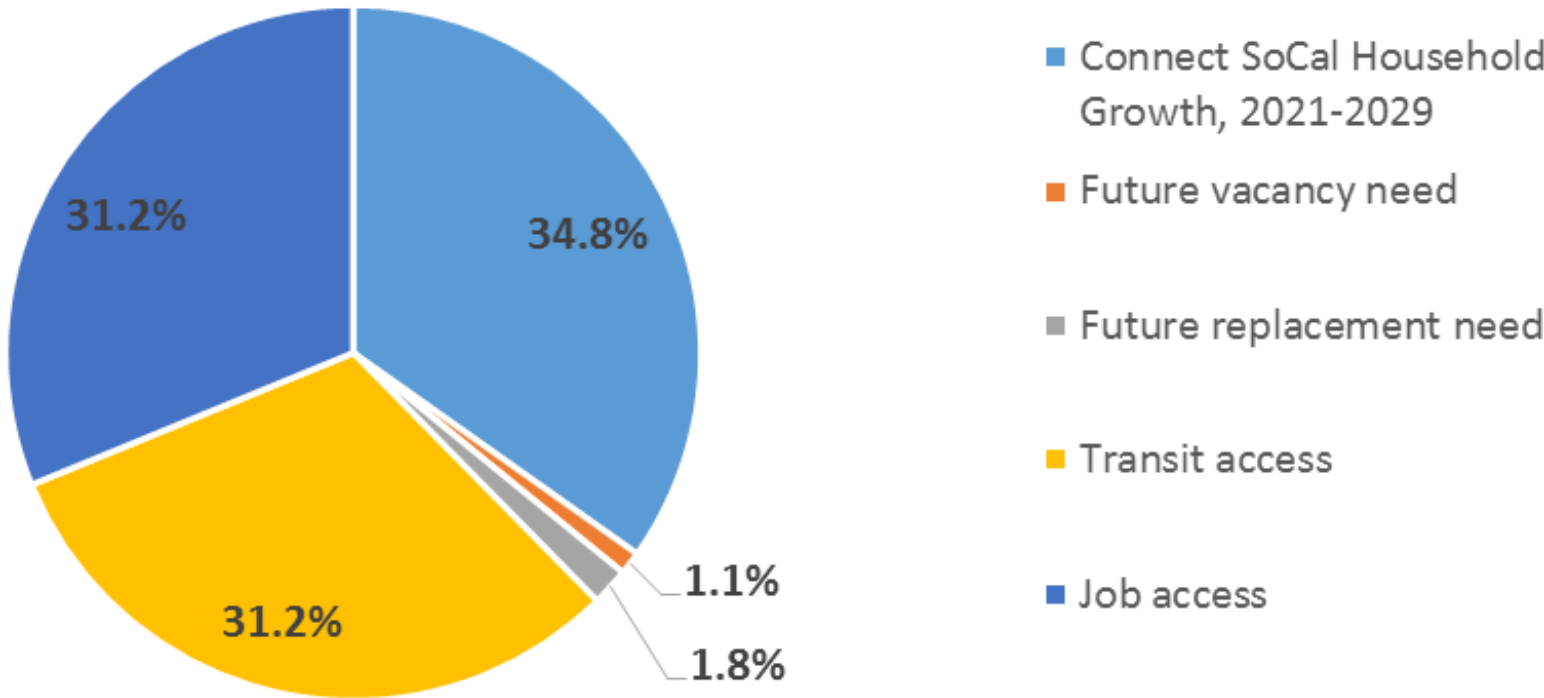
Source: SCAG, 2020

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The RHNA Methodology: A plan to allocate 1,341,827 units to 197 jurisdictions

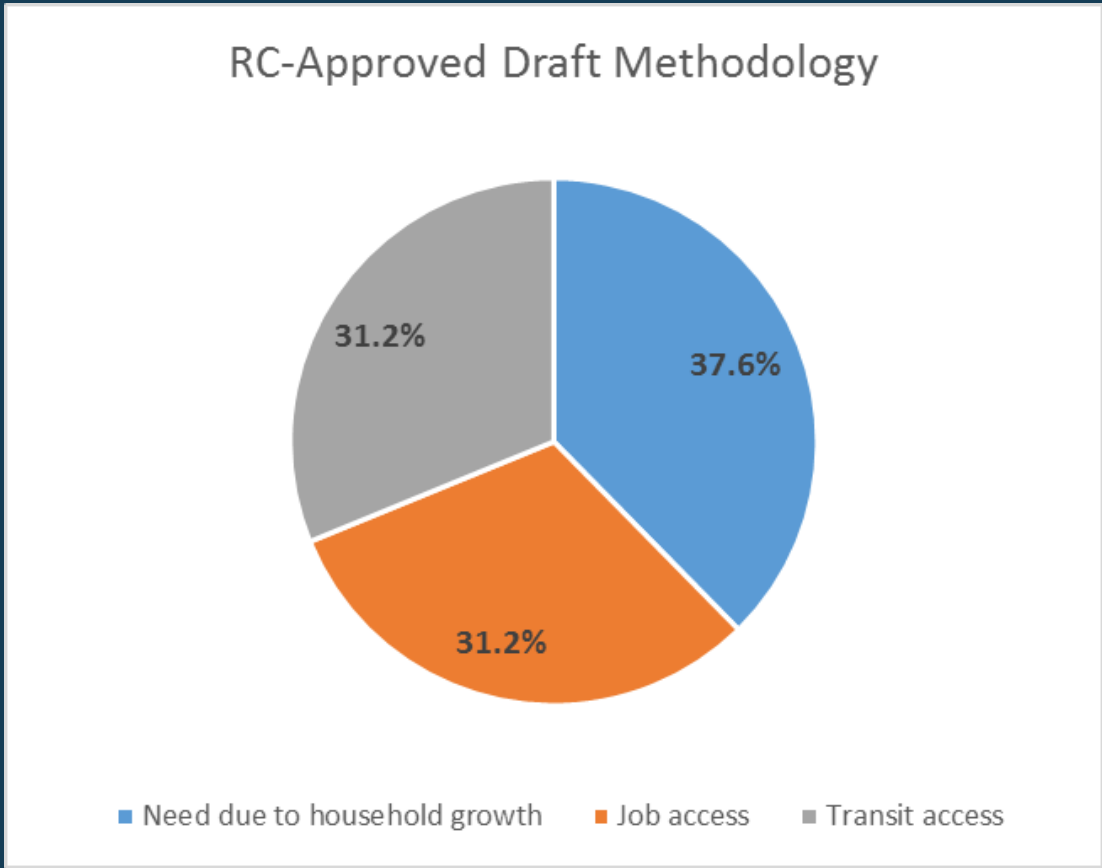
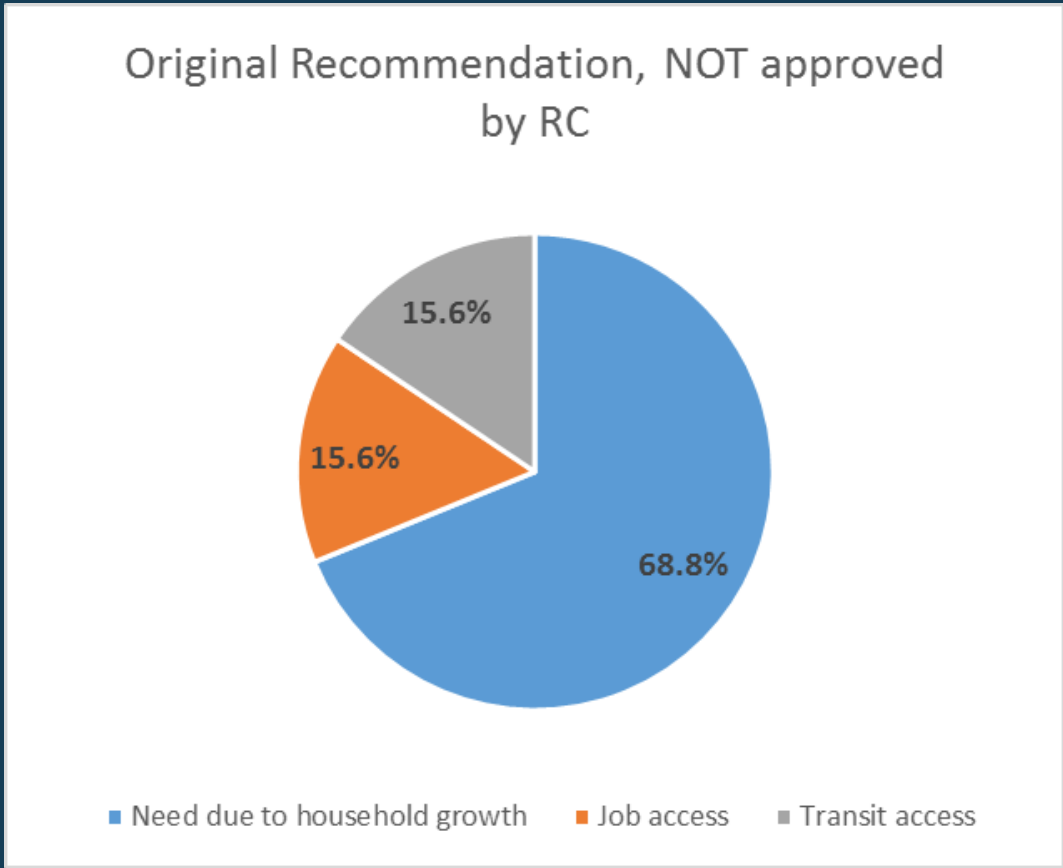


Staff Recommended Final RHNA Methodology - Regional Breakdown



Note: The draft RHNA methodology uses jurisdiction-level Connect SoCal 2020-2030 household growth multiplied by 8.25 to match the duration of the RHNA planning period. At the jurisdictional level, Connect SoCal household growth is identical to local input, and over this time period is perfectly equivalent to the regional RHNA share depicted above.

Comparison vs. Previous Version



Note: RC-approved draft methodology included changes to proportional shares of allocation factors, caps, and the redistribution of residual need (i.e. within counties) as compared to the original staff recommendation. These changes results in the differences shown above. See methodology document for details.

Note: In both charts, need due to household growth includes 38,012 units due to future vacancy and replacement need (2.8% of total).

- Comparisons previously presented by SCAG staff
- Comparisons relied upon by HCD in their review

“HCD has completed its review of the methodology and finds that the draft SCAG RHNA methodology furthers the five statutory objectives of RHNA. HCD acknowledges the complex task of developing a methodology to allocate RHNA to 197 diverse jurisdictions while furthering the five statutory objectives of RHNA. This methodology generally distributes more RHNA, particularly lower income RHNA, near jobs, transit, and resources linked to long term improvements of life outcomes. In particular, HCD applauds the use of objective factors specifically linked the statutory objectives in the existing need methodology.”

Review: Statutory Objectives of RHNA

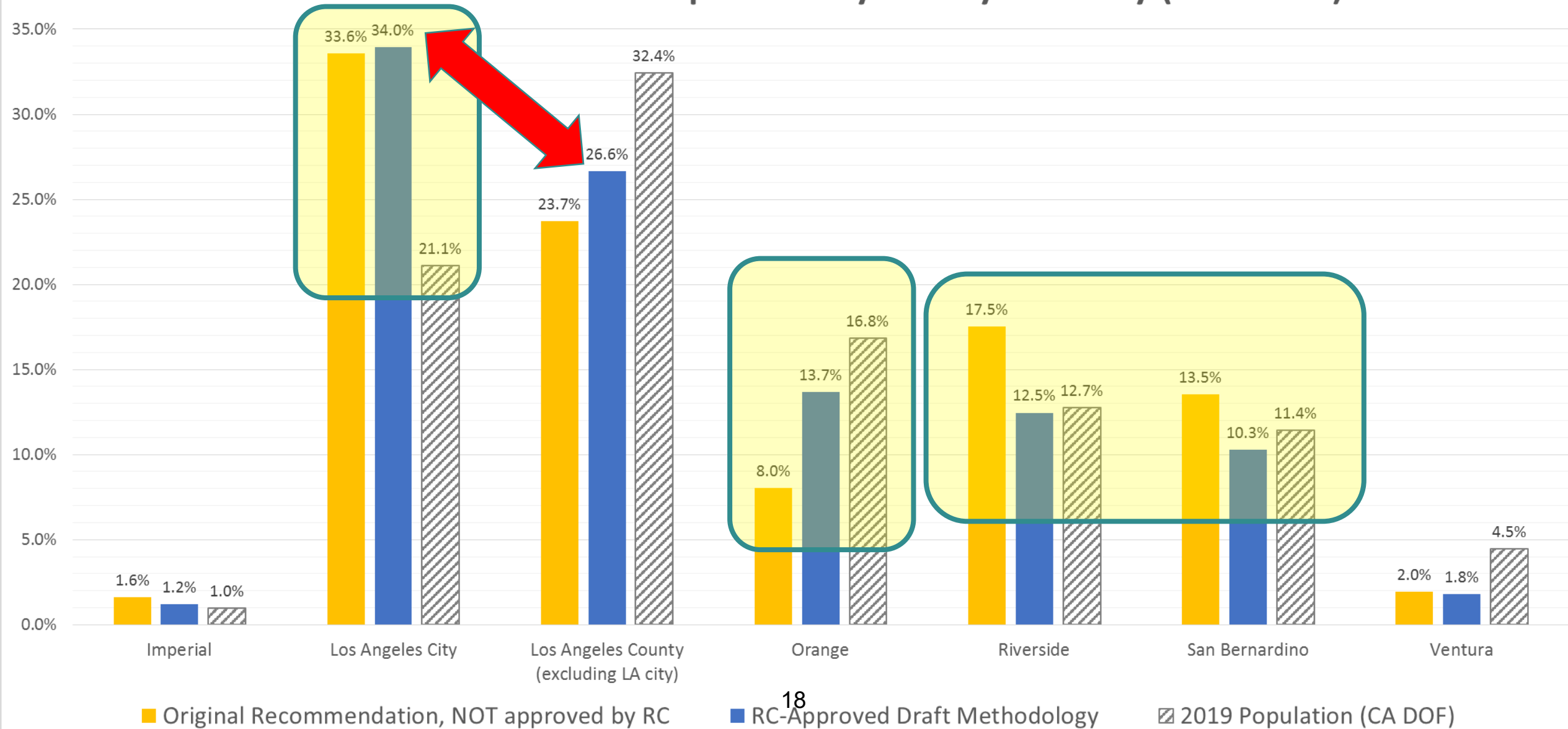
- 1) To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns
- 3) Promoting an improved intraregional relationship between jobs and housing
- 4) Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5) Affirmatively furthering fair housing (AFFH)



Re: RHNA objective 1, Equitable Geographic Distribution



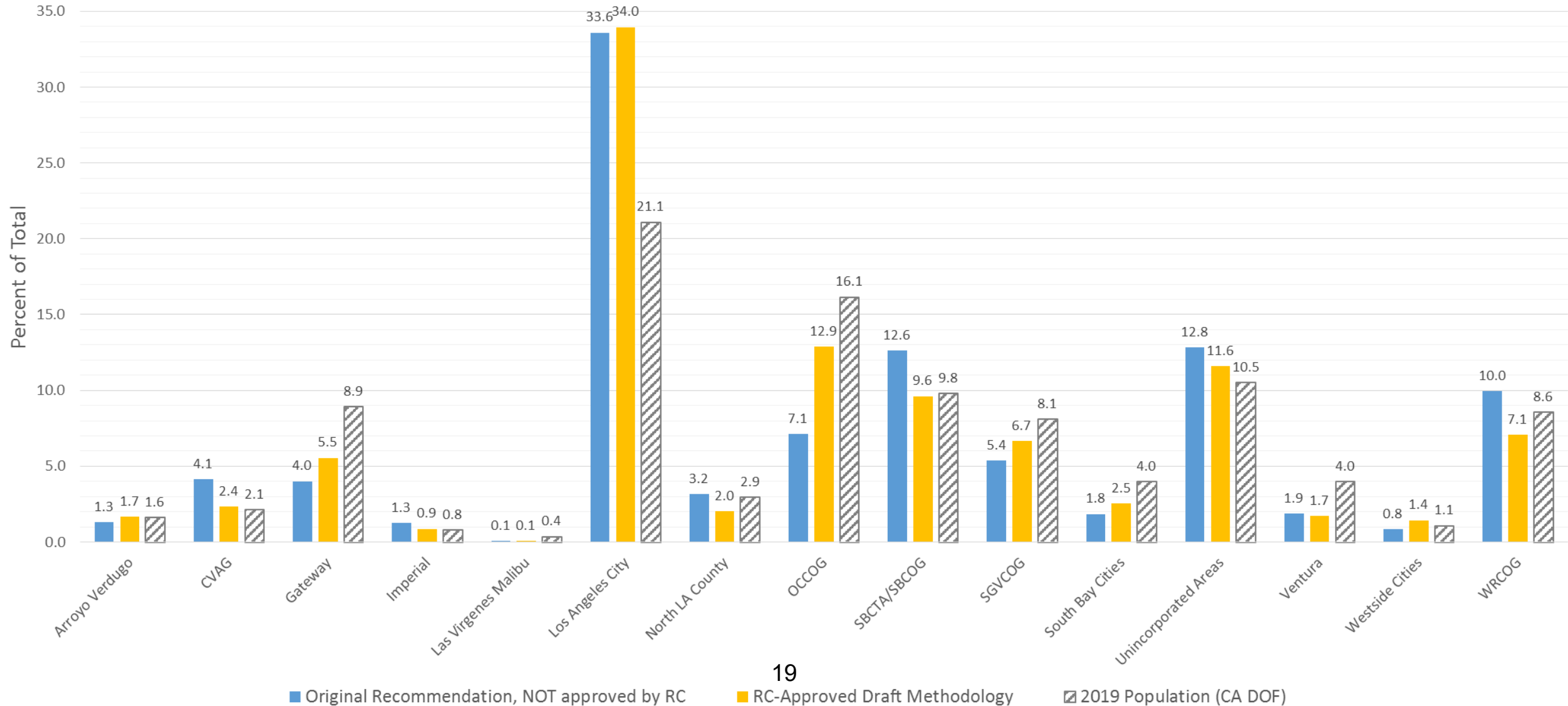
Share of Total RHNA and Population by County & LA City (% of Total)



Re: RHNA objective 1, Equitable Geographic Distribution

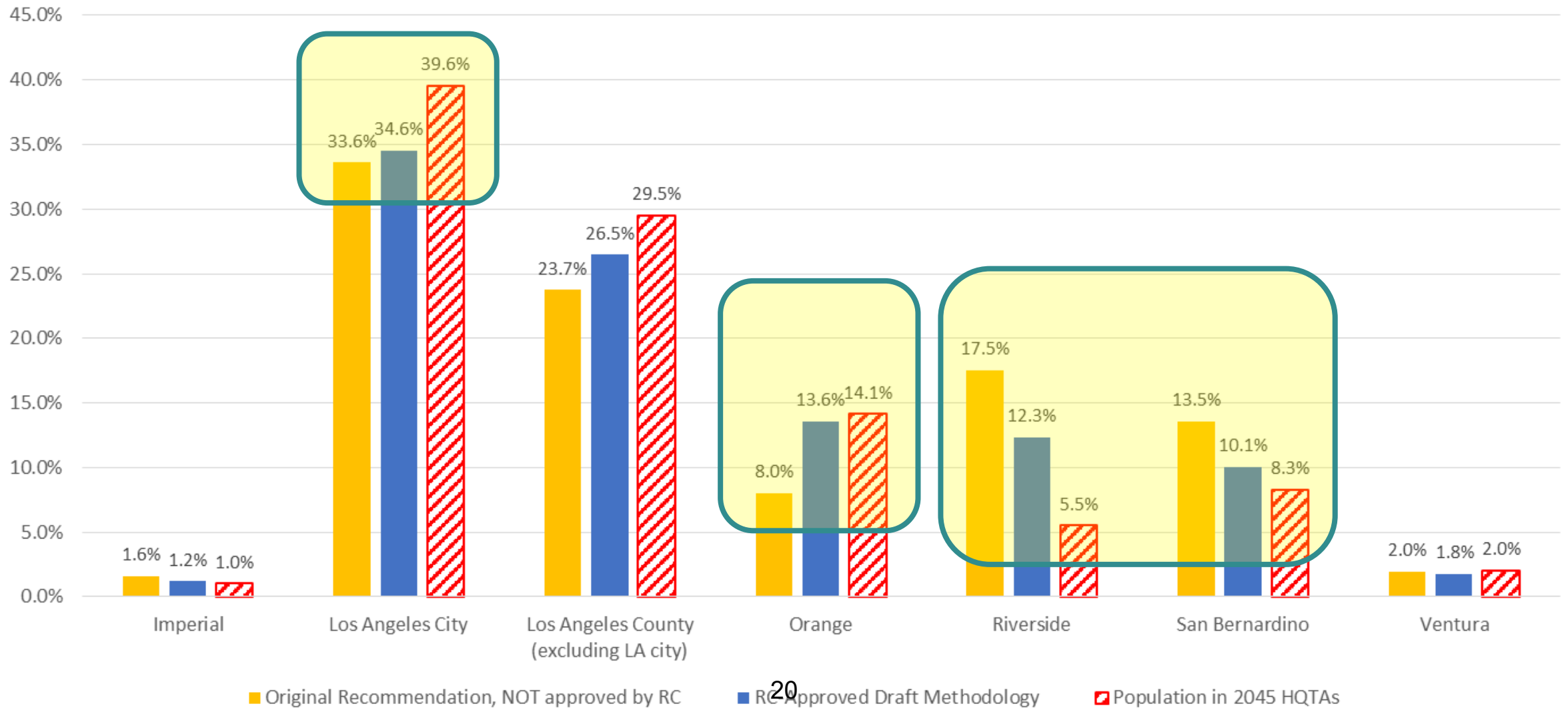


Share of Total RHNA and Population by Subregion (% of Total)



Re: RHNA Objective 2 – Infill and efficient development

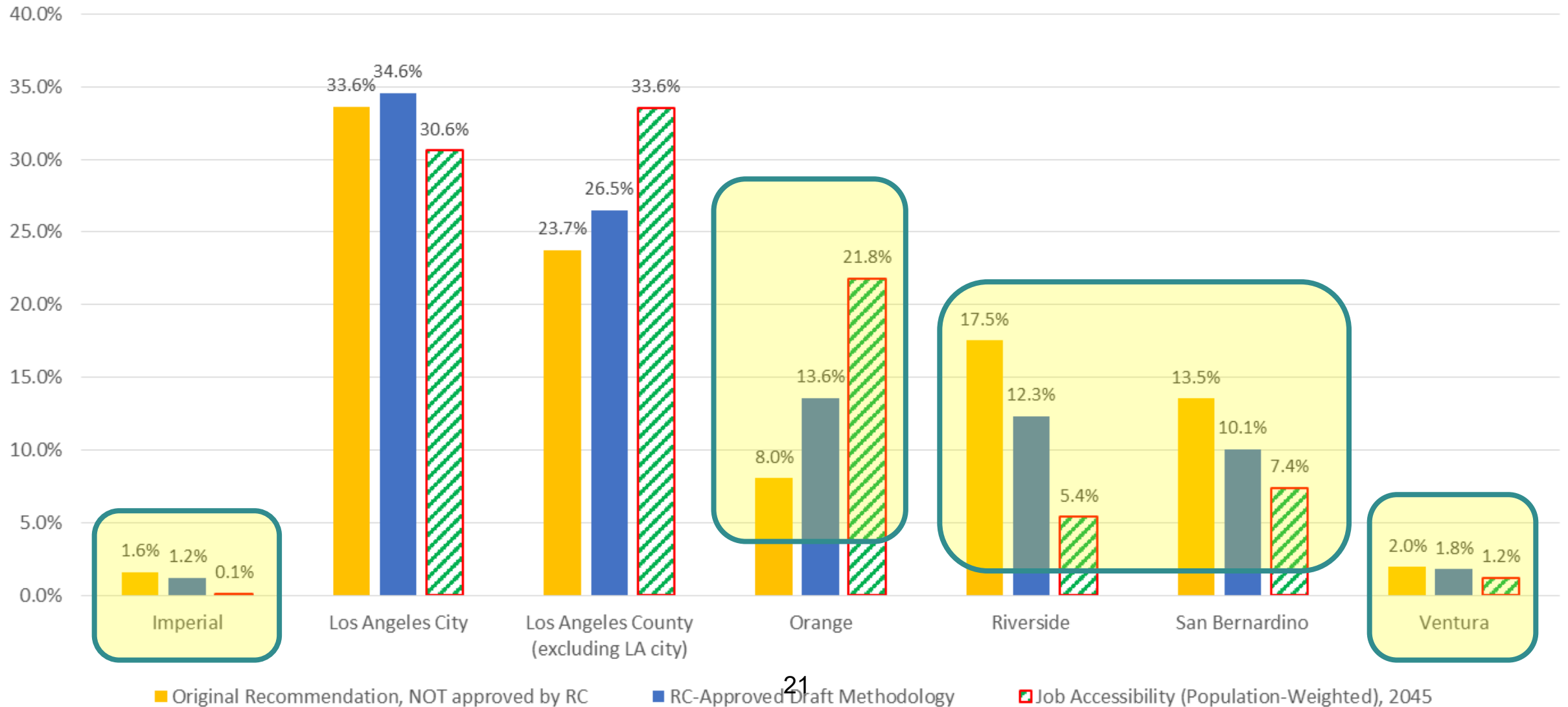
Comparison of total RHNA with transit access measure used in draft methodology



Re: RHNA Objective 2 – Infill and efficient development and RHNA Objective 3 – Improved intraregional jobs-housing relationships



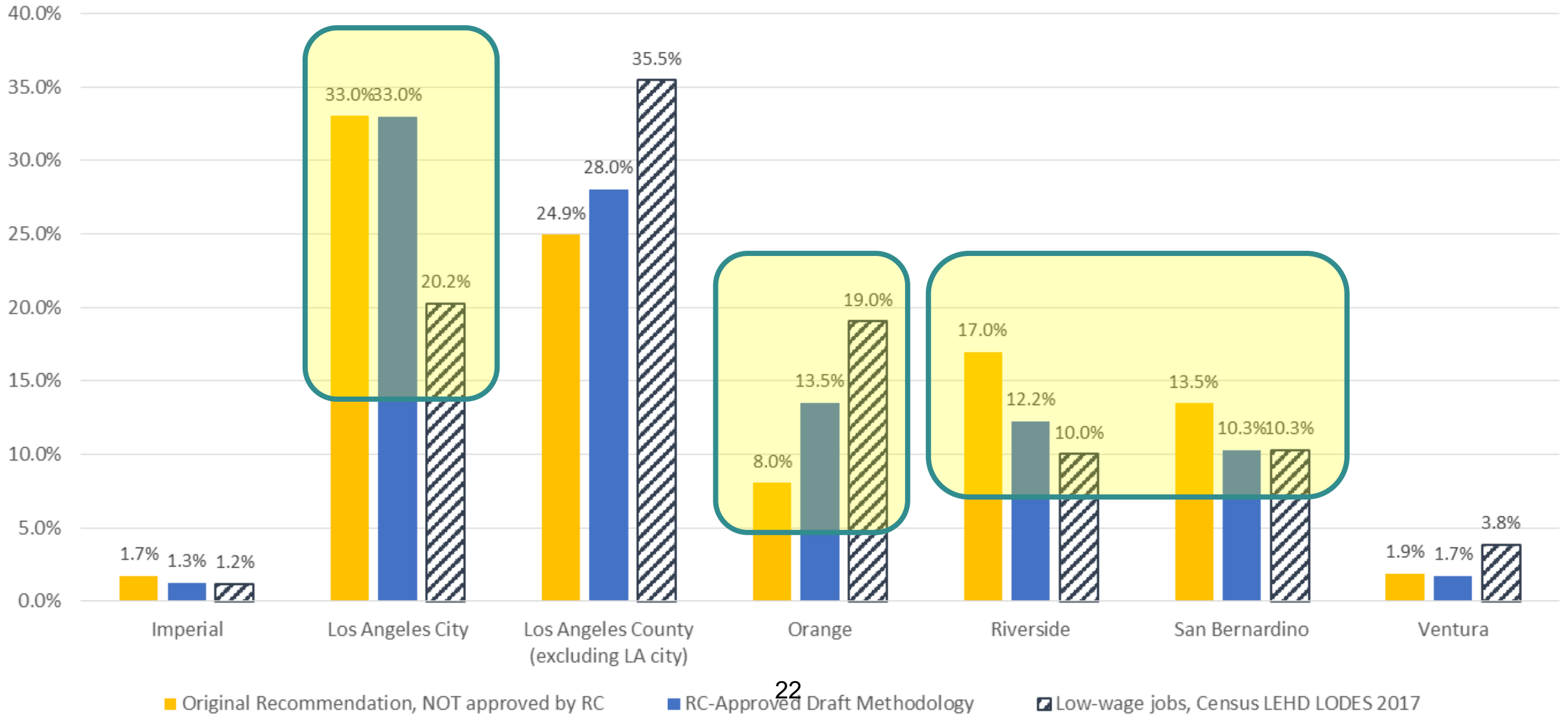
Comparison of total RHNA with job access measure used in draft methodology



Re: RHNA Objective 3 – Improved intraregional relationships between low-wage jobs and affordable housing



Low-wage jobs and lower-income RHNA allocation



Conclusions / Next Steps

- Performance indicators show the RC-approved version *improved* the performance with respect to statutory objectives
- Methodology found to further statutory objectives by HCD:

“HCD has completed its review of the methodology and finds that the draft SCAG RHNA methodology furthers the five statutory objectives of RHNA. ... In particular, HCD applauds the use of objective factors specifically linked the statutory objectives in the existing need methodology.”

- Therefore, staff recommends adoption of the draft RHNA methodology as the Final RHNA Methodology by resolution

Thank you.

Kevin Kane, PhD

kane@scag.ca.gov

www.scag.ca.gov





Technical Working Group

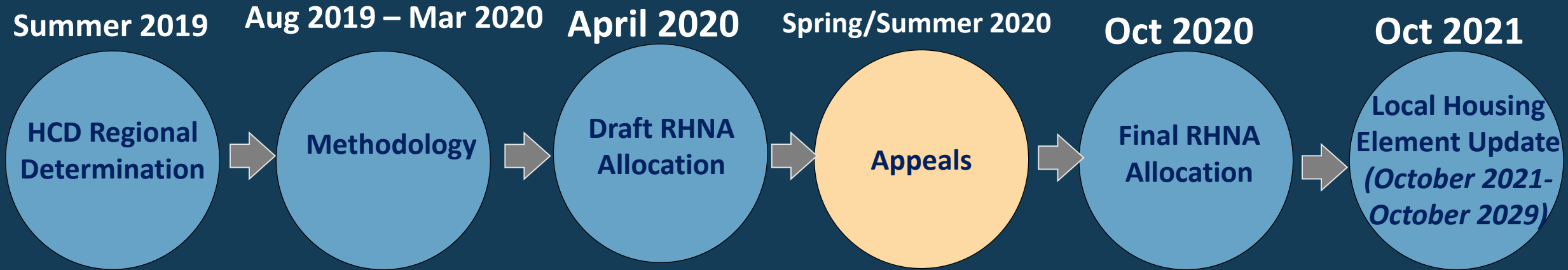
Agenda Item 4

RHNA Appeals Procedures

Ma'Ayn Johnson, AICP
Compliance & Performance
Monitoring




RHNA Process Timeline



Changes to the 6th Cycle RHNA Appeals Procedures



	5 th cycle	6 th cycle
Appeals procedures	Two separate processes – revision request and appeals processes	Only one appeal process
Who can appeal	<ul style="list-style-type: none"> • Jurisdiction 	<ul style="list-style-type: none"> • Jurisdiction • Other jurisdictions • HCD
Bases for appeal	Cannot be based on: <ul style="list-style-type: none"> • Local ordinances 	Cannot be based on: <ul style="list-style-type: none"> • Local ordinances • Underproduction of housing based on last RHNA • Stable population growth

RHNA Appeals Timeline



Who Can File an Appeal?

- Jurisdiction



- Other jurisdictions



- California Department of Housing and Community Development (HCD)

Bases for Appeal

From Government Code Section 65584.05(b):

1. Local planning factors and information on affirmatively furthering fair housing (AFFH)
2. Application of final methodology
3. Change in circumstance

Must include statement why the revision is necessary to further the objectives of RHNA law

- See Government Code Section 65584

Government Code Section 65584: Objectives of RHNA

- 1) To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns



Government Code Section 65584: Objectives of RHNA

- 3) Promoting an improved intraregional relationship between jobs and housing
- 4) Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5) Affirmatively furthering fair housing



1. Planning opportunities and constraints, including:
 - Existing and projected jobs and housing relationship
 - Water/sewer service based on decisions by provider other than the jurisdiction
 - Open space protected by federal or State programs
 - Rate of overcrowding
 - Presence of a four-year college or university

New!

- Affirmatively furthering fair housing
- Full listing in Government Code Section 65584.04(b) and (e)



Bases for Appeal: Methodology and Change in Circumstance



2. Application of methodology

3. Change in circumstance

- Can only be used by jurisdiction where change occurred

- Appeals cannot be based on:
 - Any local ordinance, policy, voter-approved measure, or standard limiting residential development
-  New! • Prior underproduction of housing from the previous RHNA
-  New! • Stable population numbers

Appeals Comment Period



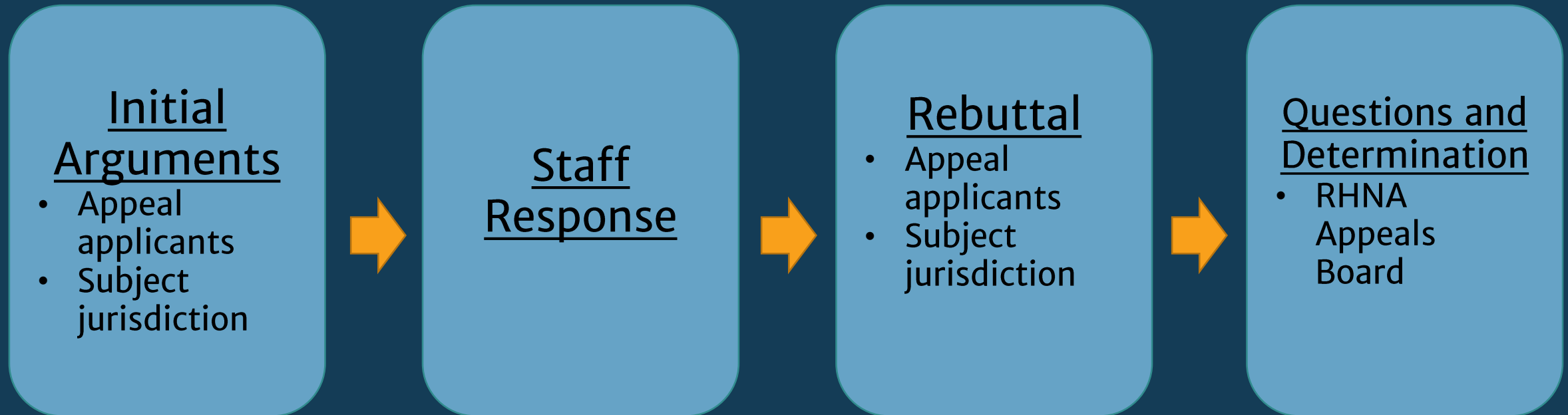
- 45-day comment period after appeals filing due date
- Mid-May to end of June 2020
- SCAG will notify all jurisdictions and HCD of all filed appeals
 - Webpage posting of filed appeals
- Local jurisdictions and HCD can comment on filed appeals

Appeals Public Hearing



- July 2020 (30 day period)
- All filed appeals will be reviewed and determined by the RHNA Appeals Board (RHNA Subcommittee)
- Hearings will be organized by jurisdictions that are subjects of appeals

Appeals Public Hearing: Day-of Procedure



- Successful appeals must be reallocated back to the region
- If fewer than 93,928 units are granted, they will be reallocated back proportionally to all jurisdictions
- If more than 93,928 units are granted, SCAG will apply a methodology similar to final methodology existing need formula (pending adoption) above that amount
 - Proportional to county origination
 - 50% based on transit access
 - 50% based on job access
 - Disadvantaged jurisdictions exempt from reallocation above ~94,000

Final RHNA Allocation



- Appeal decisions by the RHNA Appeals Board are final and not subject to review by CEHD and Regional Council
- Reallocation of successful units cannot be appealed
- All appeals will be included in the proposed final RHNA allocation
- Public Hearing to adopt final RHNA allocation
 - October 2020

Next Steps

February 24, 2020

RHNA Subcommittee

- Final RHNA methodology
- Appeals procedures

March 5, 2020

CEHD

- Final RHNA methodology
- Appeals procedures

Regional Council

- Final RHNA methodology
- Appeals procedures

April 2, 2020

Regional Council

- Release of draft RHNA allocation

Early April, 2020

Start of RHNA appeal filing period

POST-APPEAL REALLOCATION



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Post-appeal reallocation of regional housing need



- Regional Determination is 1,341,827 total units
- Regionally, this is greater than 20% the current housing stock*
- HCD's determination did **not** provide a range. Units from successful appeals would have to go somewhere else.
- Post-appeal redistribution must still further RHNA's statutory objectives
 - HCD can appeal
 - HCD can comment on appeals
 - HCD reviews the Final Allocation Plan (post-appeals)

For more information

www.scag.ca.gov/rhna

Email: housing@scag.ca.gov

