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## MEETING OF THE

# TECHNICAL WORKING GROUP

*Thursday, June 18, 2020*  
*10:00 a.m. – 12:00 p.m.*

**Zoom Link on following page.  
(213) 236-1800**

## HOW TO PARTICIPATE IN MEETING ON NEXT PAGE

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## **Teleconference**

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**Telephone:**

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**Meeting ID:** 142 774 637



# Technical Working Group

June 18, 2020  
10:00 a.m. – 12:00 a.m.

## Web Meeting

### Agenda

#### Introductions

#### Receive and File

Entitlements Memo, feedback from local engagement

#### Discussion Items

- |   |                |            |
|---|----------------|------------|
| 1. Regional Transportation Conformity Status Update<br>(Attachment: FHWA/FTA Letter of Final<br>Transportation Conformity Determination for<br>Connect SoCal, June 5, 2020) | Rongsheng Luo  | 10 minutes |
| 2. Connect SoCal General Plan Capacity Analysis   | Kimberly Clark | 15 minutes |
| 3. The Art of Utilizing Data and Technology to<br>Quantify The Impacts of COVID-19: SCAG<br>Vulnerability Indicators Dashboard  | Tom Vo         | 20 minutes |

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**To return to mute \*9**



## **Technical Working Group**

# **Receive and File**

## SCAG's Approach for Addressing Entitlements in SCAG's Tier 2 Transportation Analysis Zone (TAZ) level modeling data for Connect SoCal

June 18, 2020

### EXECUTIVE SUMMARY:

On May 7, the Regional Council adopted Resolution No. 20-621-1 approving Connect SoCal for federal conformity purposes only as part of its action, and directed staff to work with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions, among other directives. This report describes the process SCAG staff undertook to address this particular directive related to entitlements, to meet the requirements of providing a progress report describing anticipated modifications to the SCS and associated approximate modeling and analysis within 60 days of Resolution adoption.

### Background:

SCAG's regional transportation model relies on population, household and employment data at the neighborhood level—Tier 2 Transportation Analysis Zones (TAZs)—as part of a complex series of calculations to predict travel behavior and resulting outcomes, like vehicle miles travelled and greenhouse gas emissions. There are 11,267 Tier 2 TAZs in the SCAG region. SCAG coordinates an extensive local engagement process, called the Bottom-Up Local Input and Envisioning Process, with towns, cities and counties as part of the development of the plan to create this dataset, so that it respects local general plans while also reflecting the impacts of regional policy. For example, when projecting growth in a TAZ, if there is capacity to place more future growth within a regional Priority Growth Area, within the regulatory framework of a general plan, then staff would determine that this is the best reflection of regional policy.

In addressing the Regional Council directives, SCAG has worked closely with the development community and local jurisdictions to review how growth is reflected in areas with entitled projects. This is a particularly sensitive and challenging process for large-scale developments that may take several decades to come to fruition, but also challenging, because large scale development often comprise their own TAZs so the regional data can be misconstrued as reflecting the growth limits of an entitled project, when it is simply a point-in-time projection of the growth over a 25 year period for regional transportation planning purposes. After another round of engagement and data review with local jurisdictions, seven asked that their Growth Forecast data be revised due to entitlements. SCAG staff are currently working to evaluate feedback and update the data accordingly.

### Analysis of Entitlement Data for Connect SoCal

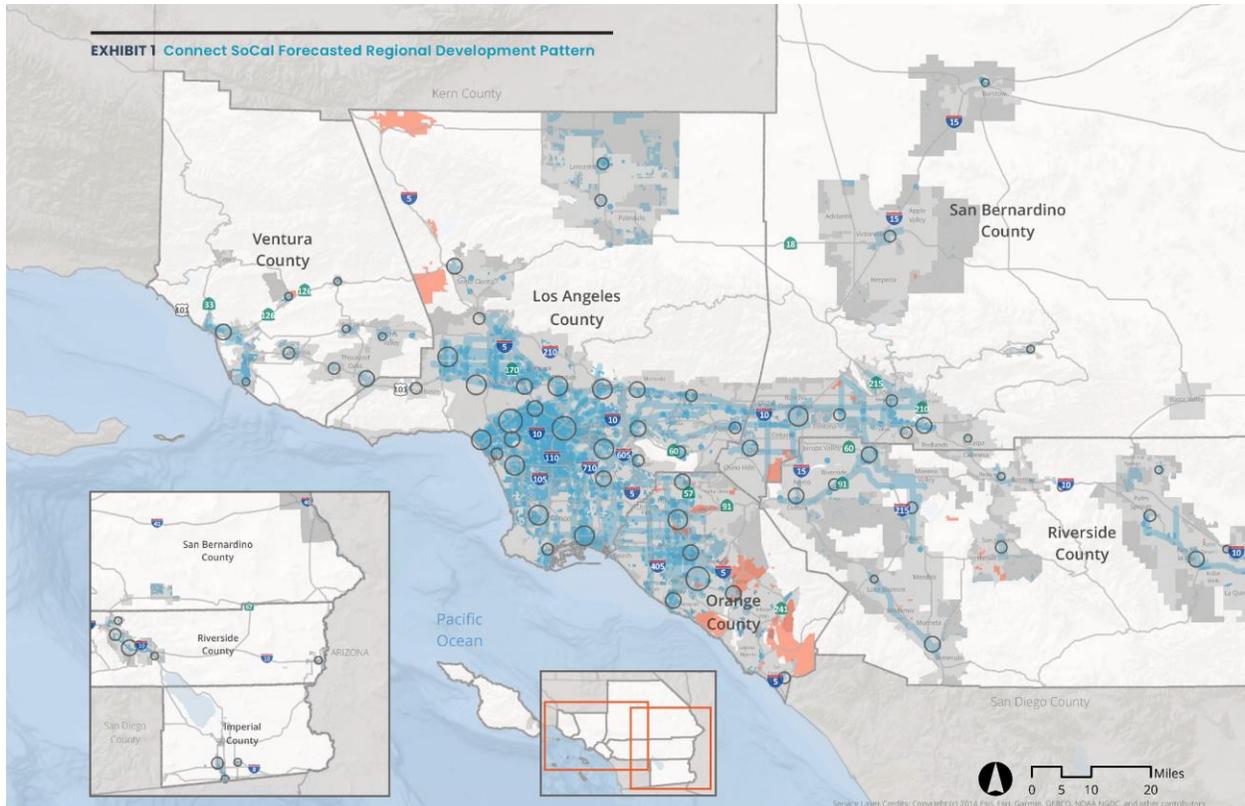
The *Planning Process* that was used for the Final Proposed Connect SoCal plan to capture entitlement data for consideration in the development of the growth forecast for the plan is described below. Indeed, one of Connect SoCal's Guiding Principles is to "Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and

support equitable and adaptable communities”. SCAG’s *Supplemental Review and Data Refinement Process* follows the *Planning Process* description and includes additional steps that have been taken since May 7, 2020 in accordance with the Regional Council’s direction to augment the planning process to-date with further opportunities for review and to identify and restore locally approved entitlements as conveyed by local jurisdictions.

### *Planning Process*

An important aspect of projecting growth and planning our region's future development is taking into account new housing and employment related projects that are already in the pipeline – both in establishing a geographic database of entitled projects, and in collaborating with local jurisdictions to understand anticipated project impacts on future population, household, and employment growth through Connect SoCal’s 2045 horizon year. To first establish a database of entitled projects in preparing for Connect SoCal, SCAG worked with local jurisdictions and private sector developers early in the process to develop an Entitlements Database - the first of its kind and breadth in the region. This began by engaging with developers in 2016 through an Entitlements Working Group to map the locations and understand intensities of 66 major housing and employment projects. SCAG then met one-on-one with all 197 jurisdictions in 2017 and 2018 to review and supplement this database with additional entitlements – since jurisdictions are the authority on entitled projects and development agreements. SCAG’s towns, cities, and counties were asked to review the dataset by October 1, 2018, and 44 jurisdictions from all six counties offered feedback. In total, SCAG’s dataset grew to 424 projects with entitlements for over 195,000 new single family and multifamily development units. Many of these projects also included plans for employment related uses, with over 132,000 jobs projected based on potential future building square footages. For regional planning purposes, entitlements change frequently and SCAG’s 2018 Entitlements Database includes projects anticipated for near-term entitlement as conveyed by jurisdictions.

All of these entitled projects are depicted within the Forecasted Regional Development Pattern for the Final Proposed Connect SoCal plan, shown as Exhibit 1 in the Sustainable Communities Technical Report:



○ Job Centers    ■ Priority Growth Areas    ■ Entitled Projects    ■ Incorporated Areas    ■ Sphere of Influence\*

\* Priority Growth Areas include Spheres of Influence outside of constrained areas, as discussed further in the SCS Technical Report.

Source: County Transportation Commissions, LAFCO, Local Jurisdictions in SCAG region, SCAG, 2019

The next step in incorporating entitlements in Connect SoCal was understanding the likely phasing of these projects through 2045. Unlike many local general plans, Regional Transportation Plans and Sustainable Communities Strategies (RTP/SCSs) do not represent the region’s ultimate “build out.” Since there are many factors impacting the timeframe that bring entitlements to fruition - including market forces, local trends, anticipated phasing of development, amongst others – it was important to engage with local jurisdictions to understand neighborhood impacts and overall growth through 2045. This also supports Connect SoCal’s Guiding Principle to “assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.” In total, over 80 percent of SCAG’s 197 jurisdictions provided feedback in 2018 as part of the Bottom-Up Local Input and Envisioning Process on the anticipated phasing of population, household, and employment growth from 2016 to 2045. In comparing growth projected from entitlements to each jurisdiction’s overall growth, all 424 projects in the Entitlements Database are reflected in Connect SoCal. Further, Connect SoCal is adopted by SCAG at the jurisdictional level (not at the TAZ level) and jurisdictions have the authority to

determine consistency of any project with the plan. Nothing in Connect SoCal precludes a project from being determined consistent with the SCS, as entitled, by the applicable jurisdiction. Additionally, Government Code §65080 (b)(2)(K) expressly states: “Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. ...Nothing in this section shall require a city’s or county’s land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy.”

SCAG has been notified of concerns from some stakeholders, including the Building Industry Association (BIA), regarding the representation of entitled projects in the neighborhood level growth forecast dataset. The neighborhood level growth forecast is specifically used for regional modeling purposes and is collaboratively developed with local jurisdictions to ensure growth projections reflect local knowledge of conditions, market forces and other factors contributing to future growth and do not exceed the capacity of local general plans. The data used in the Connect SoCal plan originates from the Bottom-Up Local Input and Envisioning Process and represents a local jurisdiction’s best understanding, at that time, of anticipated growth through 2045 taking into account the phasing of entitled projects. The neighborhood level data includes transportation analysis zone (TAZ)-level population, household, and employment growth projections, which are informed by the Entitlements Database. This data is not published in Connect SoCal and is typically released in consultation with local jurisdictions through a defined protocol to ensure it is understood as a tool for regional planning purposes only.

As part of the final review of Connect SoCal modeling data, SCAG conducted an analysis of the Connect SoCal Growth Forecast with the entitlement database to assess the extent to which the growth anticipated from entitled projects was reflected in the plan’s growth forecast to 2045:

- Of the 424 projects in the 2018 Entitlements Database, 10 projects in six jurisdictions were identified where the households or jobs reflected in the Entitlement Database may not have been fully captured in the Tier 2 TAZ level growth projections for 2045
- SCAG understood the primary reason for this difference related to the anticipated phasing of a project, as conveyed and/or reviewed by jurisdictions, recognizing that the build out of the development may not occur or would continue beyond the horizon year of the plan

Additional information on how SCAG worked with these local jurisdictions and others to restore entitlements within the Growth Forecast (based on local feedback) is covered in the next section. More information on the early process and datasets used in the development of Connect SoCal, and the process for requesting data, can be found on-line at <https://www.connectsocial.org/Pages/Local-Input-Process.aspx>

## *Supplemental Review and Data Refinements*

To supplement the planning and review process, SCAG staff worked with local authorities to identify and restore locally approved entitlements as conveyed by local jurisdictions. Specific and targeted outreach was conducted to the six jurisdictions impacted to confirm entitlements are expressed and growth is captured as foreseen by local jurisdictions. SCAG accepted modifications to the TAZ-level growth data as conveyed by these jurisdictions to capture entitlements while holding jurisdictional level growth through 2045 constant. SCAG also shared the Entitlements Database with the Entitlements Working Group, which consists of private developers throughout the SCAG region. Some reached out to SCAG staff directly to request data on specific entitled projects to determine if growth at the TAZ-level was reflected consistently with their understanding of development phasing. SCAG worked with these groups, and then got confirmation from impacted jurisdictions to ensure that growth was in line with jurisdictions' understanding of these projects. To ensure transparency in this adjustment process, the TAZ-level Growth Forecast for Connect SoCal was made available to all entities and individuals upon request.

In addition, a letter was sent to all local jurisdictions providing them with directions for accessing their Tier 2 TAZ Growth Forecast data along with SCAG's publicly-accessible 2018 Entitlements Database (<https://www.connectsocal.org/Documents/DataMapBooks/EntitlementsSCAG.pdf>). Jurisdictions were provided the opportunity to submit updated information on entitlements and their phasing through 2045 to SCAG as part of an ongoing effort to improve the quality of data available at the regional level on entitlements. Jurisdictions could also provide feedback on issues related to general plan and specific capacities through this process. Adjustments to the neighborhood level growth data to reflect these entitlement updates and general plan capacities were also accepted from local jurisdictions for review by SCAG through June 9. Time for review and comment by local jurisdictions was limited in order to ensure SCAG staff could be responsive to the Regional Council's direction to provide a progress report within 60 days of the May 7 adoption of Board Resolution No. 20-621-1 describing modifications to the SCS and associated modeling analysis. Given this is the third opportunity for review and feedback by local jurisdictions, the advisory nature of the data, and that the process is supplementary to analysis and outreach to address known discrepancies as described above, SCAG staff believes the timeframe was reasonable for addressing the Regional Council's directive.

Following the June 9 deadline, twelve jurisdictions provided feedback to SCAG and seven jurisdictions requested edits to the TAZ-level data on the grounds of entitlements. Five of the twelve jurisdictions signed-off on SCAG's data as-is in the Connect SoCal plan and requested that additional changes not be made. Importantly, only one jurisdiction of the six initially identified jurisdictions with potential inconsistencies requested revisions after SCAG engaged directly with all six.

Moving forward, SCAG's Entitlements Database will remain a dynamic platform for capturing changes to entitlements for use in future planning updates. The Entitlement Database will be updated and made publicly accessible after this last round for review. Additional enhancements to the Supplemental Review and Data Refinement process may be pursued by staff and based on input from the Technical Working Group and stakeholders. The suggested process improvements will be

evaluated and pursued if consistent with Regional Council direction and achievable within established time constraints.

**Next Steps**

SCAG staff have been reviewing feedback from jurisdictions and will be integrating changes in in the Growth Forecast dataset accordingly for Connect SoCal. Staff will additionally be providing an update on final revisions at the September 3, 2020 meeting of the Regional Council, and jurisdictions will be notified of any revisions.

DRAFT



## **Technical Working Group**

# **Agenda Item 1**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**California Division**

June 5, 2020

650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814  
(916) 498-5001  
(916) 498-5008 (Fax)

In Reply Refer To:  
HDA-CA

Mr. Bruce de Terra, Division Chief  
Transportation Programming Federal Resources Office, M.S. 82  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

Mr. Kome Ajise, Executive Director  
Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

**SUBJECT:** Southern California Association of Governments Connect SoCal  
Regional Transportation Plan/Sustainable Communities Strategy,  
2019 Federal Transportation Improvement Program Amendment No. 19-  
12 and associated conformity determination.

Dear Messrs. de Terra and Ajise:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of Amendment No. 19-12 to the Southern California Association of Governments (SCAG) Federal Transportation Improvement Program portion of the 2019 California Federal Statewide Transportation Improvement Program (FSTIP), Connect SoCal 2020-2045 RTP/SCS and associated regional conformity determination which was submitted by your letter dated May 14, 2020, and May 19, 2020, respectfully. As detailed in your letters, this amendment requests to add 26 new projects, modify 69 projects and remove six previously approved projects.

We find that the SCAG's FTIP, as amended, was developed through a continuing, cooperative, and comprehensive transportation planning process carried out in accordance with the metropolitan planning provisions of 23 U.S.C. 134, and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act.

SCAG's approved the Connect SoCal 2020-2045 RTP/SCS and 2019 FTIP, as amended, and the accompanying conformity analysis on May 7, 2020. The conformity analysis submitted indicates that all air quality conformity requirements have been met.

Pursuant to the February 14, 2018, Memorandum of Agreement (MOA) between the FHWA, California Division, and the FTA, Region 9, we accept the modifications to the 2019 Federal Statewide Transportation Improvement Program (FSTIP) for the SCAG region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning published in the May 27, 2016 Federal Register. We find that the Connect SoCal 2020-2045 RTP/SCS and 2019 FTIP, as amended, conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93.

As agreed in the MOA, FHWA's single signature constitutes the FHWA and the FTA's joint approval and air quality conformity determination for SCAG's Connect SoCal 2020-2045 RTP/SCS and 2019 FTIP as amended. Additionally, this approval was made after consultation with the Environmental Protection Agency (EPA), Region 9 Office, pursuant to the Transportation Conformity Rule.

Our approval is given with the understanding that an eligibility determination of individual projects for funding must be met, and the applicant must ensure satisfaction of all administrative and statutory requirements. If you have questions or would like additional information regarding our approval of Amendment No. 12 to the SCAG's portion of the FSTIP, contact Michael Morris of the FHWA California Division's Cal-South Office at (213) 894-4014 or [michael.morris@dot.gov](mailto:michael.morris@dot.gov); or Mervin Acebo of the FTA's Los Angeles Office at (213) 202-3957 or [mervin.acebo@dot.gov](mailto:mervin.acebo@dot.gov).

Sincerely,

*/s/ Ray Tellis*

Ray Tellis  
Regional Administrator  
FTA Region 9

Tashia J. Clemons  
Director, Planning and Environment  
FHWA California Division



## **Technical Working Group**

# **Agenda Item 2**

## INITIAL DRAFT - Connect SoCal and General Plan Comparison Analysis

June 18, 2020

### Executive Summary

On May 7, 2020, the Regional Council adopted Resolution No. 20-621-1 certifying the Connect SoCal Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration found that the Connect SoCal met transportation conformity requirements. The May 7th resolution further directed staff to, within 60 days, identify and quantify all differences within the SCS and locally-approved General Plans and quantify the differences in housing, jobs, or population between Connect SoCal and local general plans at the small-area level.

Staff has provided below a summary of the planning process pursued to align Connect SoCal with local general plans following the Growth Forecast Guiding Principles, which were developed with input from SCAG's Community, Economic, and Human Development (CEHD) Policy Committee and Technical Working Group. The extensive planning process involved numerous exchanges with local jurisdictions to confirm alignment with general plans, in combination with a quantitative analysis of housing capacity for quality control purposes. These exchanges and SCAG's most recent internal quality control analysis provide reasonable assurance the data used in Connect SoCal meets SCAG's principle to not exceed maximum densities of general plans. Within the time constraints of the review period, staff has confirmed 95% of the Transportation Analysis Zones, which account for 97% of the total households reflected in the plan, do not exceed general plan maximums at the TAZ-level (as calculated by SCAG utilizing available data). Note that SCAG's assessment of general plan capacity is an estimate that does not consider all factors impacting development capacity (such as parcel setbacks, floor area ratios, density bonuses, or local ordinances for accessory dwelling units (ADUs)). Indeed, SCAG's analysis often shows an underestimate of capacity at the TAZ level when compared to "Local Input" from jurisdictions. For the remaining TAZs, SCAG staff have engaged with local jurisdictions to seek feedback on any needed revisions – both in fall 2019 and summer 2020. Additionally, SCAG is presently seeking feedback from the TWG.

While none of the plan's Growth Forecast Guiding Principles speak to minimum densities of local general plans, as a matter of practice, the households and jobs forecasted in each transportation analysis zone do not fall below existing conditions in 2016, which could be considered a minimum density threshold of local general plans. Otherwise establishing a minimum density threshold that would require growth to be placed at the minimum threshold wherever capacity exists within general plans is inconsistent with state laws that guide regional planning and incongruent with the principles of growth forecasting, which rely on demographic and economic factors that influence the demand for growth, not solely the existence of supply or available capacity.

To complement this analysis and as outlined in the May 7 staff report, SCAG staff conducted further analysis on shifts in growth—increases and decreases—resulting from Connect SoCal policies. This analysis considers differences, within the locally-established density ranges, which do not exceed general plan capacities, of the growth projected by Connect SoCal compared to local growth based on general plans, or "Local Input", provided directly by local jurisdictions. In some cases, the Connect SoCal growth assumptions are equivalent to the "Local Input", as SCAG utilized 64 jurisdictions "Local Input"

data in the Connect SoCal Growth Forecast for instances where jurisdictions showed higher growth in Priority Growth Areas (PGAs) and lower growth in Absolute Constrained Areas (ACAs) that better achieved the policies of the Plan. In other cases, SCAG increased or decreased projected growth in one location and shifted to another location within the same jurisdiction to better follow regional planning policies and achieve larger greenhouse gas reductions. This analysis provides a means to capture increases and decreases in housing and jobs anticipated as a result of Connect SoCal, which staff understood as the primary intent of the Regional Council's direction.

### Background

The formulation of the Connect SoCal Plan's Growth Forecast and Forecasted Regional Development Pattern has been informed by several engagements with regional stakeholders, including the involvement of thousands of Southern Californians through one-on-one briefings/data review sessions with local jurisdictions, regional planning working groups, outreach to traditionally-underrepresented groups through community-based organizations, and numerous public workshops. In responding to stakeholders' diverse priorities, the Connect SoCal Plan's Growth Forecast reflects jurisdictional-level input on future development received from Southern California's towns, cities, and counties through SCAG's one-on-one engagements with all 197 jurisdictions.

To help achieve essential regional outcomes, including federal air quality/transportation conformity and per-capita greenhouse gas reductions, the Plan includes regional policies to achieve a Forecasted Regional Development Pattern that concentrates new development within a given jurisdiction in areas showing the highest impact for decreasing per-capita vehicle miles traveled (VMT) and for improving the safety and viability of multiple modes of transportation. Connect SoCal's Growth Forecast and Forecasted Regional Development Pattern reflects jurisdictional growth totals in 2045 as provided by jurisdictions and aims to reduce future development in areas within a jurisdiction that are particularly sensitive to new expansion, such as areas vulnerable to adverse natural events like wildfires and sea level rise, as well as areas rich with resources like open space and farmlands. While jurisdictions will not be obligated to modify land use policies, general plans, or regulations to implement Connect SoCal strategies, SCAG anticipates providing resources in the coming years to encourage improved local alignment with the collective regional vision and Forecasted Regional Development Pattern.

### **Comparison of Connect SoCal Growth Forecast with General Plan Capacities**

In late fall 2019 and prior to the November 2019 release of the Draft Connect SoCal Plan, SCAG sought feedback from local jurisdictions on our draft growth forecast of population, household and employment growth through 2045. This review, which culminated in three years of iterative feedback and communication on local policies and plans, was requested to ensure that (1) entitled projects and anticipated phasing of their development were properly incorporated in the final Connect SoCal's Growth Forecast and Forecasted Regional Development Pattern, and that (2) projected growth did not exceed the maximum densities of current local general or specific plans. Instructions to local jurisdictions for this effort made it clear that TAZ-level 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 six-week opportunity for review, 55 jurisdictions provided feedback to SCAG (28 percent of the region's towns, cities, and counties).

Based on the Regional Council's May 7, 2020 directive, SCAG has conducted a quantitative assessment of housing capacity at the TAZ-level for quality control purposes based on available data, which is in many cases limited. Within the time constraints of the recent review period (May-June 2020), staff has recently confirmed 95% of the Transportation Analysis Zones, which account for 97% of the total households reflected in the plan, do not exceed general plan maximums (as calculated utilizing available data). SCAG's calculation of general plan capacity utilizes available data and does not consider other factors impacting actual development capacity – such as parcel setbacks, floor area ratios, density bonuses, or local ordinances for accessory dwelling units (ADUs). Therefore, SCAG's calculation of general plan capacity should be understood as an estimate and it is generally used as benchmark for identifying any potential issues with the data.

To establish this benchmark, general plan capacity was calculated by aggregating parcel-level densities or ranges of densities to the TAZ level. In local general plans, jurisdictions have the option of identifying a "density" for any given housing-related use or can indicate that uses have a range of potential development densities with a "low-" and "high-" end of units per acre for a given general plan land use classification. For SCAG's analysis, quantitative data for "density" and "high" levels of development were utilized to calculate capacity maximums for parcels and this information was then aggregated to the TAZ level based on the number and general plan land use classification of each parcel within a given TAZ. For context, there are nearly 5 million parcels in the SCAG region and over 13,000 TAZs. The number of parcels within a TAZ can range from one to 21,269 based on the size of the TAZ and the nature of the built environment within the TAZ.

To gauge the accuracy of the calculation of maximum housing densities within a given TAZ, SCAG compared the calculated maximum to input provided by jurisdictions ("Local Input"). In many instances, local jurisdictions indicated that there was more capacity for growth within a TAZ than SCAG had calculated utilizing available data, further indicating that a technical analysis of capacity based on general plan densities and "high-end" ranges is not an accurate measure for tabulating overall growth capacity within a TAZ. This does not indicate that jurisdictions' data is incorrect.

While there are limitations to SCAG's analysis, the quality control analysis would suggest that the Connect SoCal TAZ data is aligned with SCAG's Growth Forecast Principle:

"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 jurisdictions, except in the case of existing entitlements and development agreements".

However, for further clarification, SCAG initiated a final round of review for jurisdictions to evaluate the TAZ-level Growth Forecast and provide recommended revisions on the topics of entitlements or maximum planned capacities while retaining jurisdictional-level growth totals. Twelve jurisdictions provided feedback to SCAG and four requested TAZ-level revisions due to maximum planned capacities. SCAG staff are presently working to incorporate revisions and update the TAZ-level Growth Forecast accordingly.

### Comparison of Connect SoCal Growth Forecast with “Local Input” Growth Forecast

While Connect SoCal should not exceed the development capacity of General Plans as conveyed by jurisdictions, the forecasted growth at the neighborhood-level varies from the “Local Input” growth projections in order to reflect regional planning policies that target growth in areas with more multi-modal options—like near transit, job centers, and walkable communities—and reduce growth in sensitive habitats, such as open space areas, farmland, and areas at risk for wildfires and sea level rise. These regional planning policies focus growth near “destinations” and mobility options, and help to achieve Connect SoCal’s air quality, mobility, and greenhouse gas reduction benefits. They are also reflective of recommendations from SCAG’s Policy Committees and a wide array of local stakeholders, and only result in a shifting of growth at the sub-jurisdictional level for the Growth Forecast. These regional planning policies include:

- 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; and
- 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).

Table 1 below shows the magnitude of the shift in growth, anticipated as a result of regional policies, within jurisdictions into areas targeted for growth (i.e., Priority Growth Areas) as compared to the locally envisioned growth (“Local Input as conveyed by jurisdictions in October 2018 at the TAZ level.

**Table 1 – Household and Employment Growth Anticipated to Occur  
Between 2016 and 2045 in the SCAG Region**

Connect SoCal Policy Areas	Growth Anticipated to Occur Between 2016 and 2045	(A) “Local Input” (October 2018)	(B) Final Plan (May 2020)	Difference (B) - (A)
Regional Total	Households	1,621,000	1,621,000	-
	Employment	1,660,000	1,660,000	-
Priority Growth Areas <sup>1</sup>	Households	54%	64%	10%
	Employment	58%	74%	16%
Absolute Constrained Areas <sup>2</sup>	Households	13%	10%	-3%
	Employment	14%	9%	-4%
Variable Constrained Areas <sup>3</sup>	Households	50%	47%	-3%
	Employment	45%	43%	-2%

1. Includes High Quality Transit Areas, Transit Priority Areas, Job Centers, Livable Corridors, Neighborhood Mobility Areas, Spheres of Influence (outside of constrained areas).

2. Includes tribal lands, military, open space, conserved lands, sea level rise areas (2 feet) and farmlands in unincorporated areas.

3. Includes Wildland Urban Interface (WUI), grazing lands, farmlands in incorporated jurisdictions, 500-year flood plains, CalFire Very High Severity Fire Risk (state and local), and Natural Lands and Habitat Corridors (connectivity, habitat quality, habitat type layers)

The breadth of this shift reflects the aim of the Plan to encourage concentrated development patterns across the region and is illustrated by the following comparison of TAZs experiencing growth. In Connect SoCal, household growth is projected to occur in approximately 55% of the region’s TAZs, as compared to Local Input, which shows growth in 76% of the region’s TAZs. Thus, the Plan’s household growth is greater in some of the region’s TAZs compared to “Local Input” due to the shifts in growth into Priority Growth Areas. This shifting of growth within the Plan affected about 31% of the overall household growth in the region, with 500,904 of the 1,621,902 households projected to occur between 2016 and 2045 within Priority Growth Areas (as compared to “Local Input”). In terms of jobs, employment growth is also more concentrated in the Final Plan, which projects growth in 47% of the region’s TAZs as compared to “Local Input”, which reflected growth in 79% of the region’s TAZs. This shift affected about 40% of the employment growth in the region, with 669,558 of the 1,659,857 new jobs projected in the Plan between 2016 and 2045 in Priority Growth Areas (as compared to “Local Input”). While growth was increased in some areas within a jurisdiction, the total, jurisdictional-level growth for households and employment is the same for both Connect SoCal and “Local Input” for every jurisdiction in the SCAG region.

The land use pattern and future growth distribution at the TAZ level in Connect SoCal is intended to be different from those in the “Local Input” growth distribution to reflect regional planning policies. Connect SoCal’s Growth Forecast and Forecasted Regional Development Pattern, while advisory in nature, envision a future land use and development pattern that will help Southern California to gain resources from the State’s Green House Gas Reduction Fund (GGRF) that can help to incentivize

sustainable growth at the local level. These shifts contribute to important outcomes for the region as modeled for Connect SoCal. Quantitatively, these shifts also resulted in a reduction of 3.7 million vehicle miles traveled region-wide (VMT) in year 2035 (as compared to “Local Input”) and contributed to a reduction in greenhouse gas emissions by 0.8% percentage points. Without these measures and by not changing any other factors, Connect SoCal would not have achieved the State’s per capita greenhouse gas reduction target for 2035 of 19%. Future growth in Very High Severity Fire Risk Areas and areas subject to sea level rise is reduced in comparison to “Local Input,” and many acres of existing farmlands and protected open space areas are preserved.

This summary provides context for the extent of changes that might be expected at the regional level if the regional planning policies in Connect SoCal are implemented. The detailed, TAZ-level Growth Forecast used for modeling purposes in Connect SoCal is available upon request. As SCAG has repeatedly indicated, the data is advisory in nature and not adopted as part of the Plan. Instead, Connect SoCal is adopted at the jurisdictional level. Furthermore, there is no requirement that general plans be consistent with Connect SoCal. Per Government Code §65080 (b)(2)(K): “Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. ...Nothing in this section shall require a city’s or county’s land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy.”

**Next Steps:**

This report is provided for review and feedback in advance of providing a report back to the Regional Council on July 2, 2020 per Regional Council Resolution. All jurisdictions will be receiving a letter from SCAG regarding this analysis and the results of the modifications to the Growth Forecast for Connect SoCal.