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

MEETING OF THE

TECHNICAL WORKING GROUP

Thursday, January 29, 2025
10:00 a.m. – 12:00 p.m.

JOIN ZOOM MEETING
HTTPS://SCAG.ZOOM.US/J/142774637
OR
DIAL BY YOUR LOCATION
+1 669 900 6833 US TOLL
+1 346 248 7799 US TOLL
MEETING ID: 142 774 637

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

In accordance with the Americans with Disabilities Act (ADA), SCAG provides accommodations for persons who require them to participate in public meetings. SCAG also provides translations of its documents upon request in accordance with Title VI. Both services can be requested with at least 72 hours (three days) notice in advance of the meetings by calling (213) 630-1410.

1. Connect SoCal 2050: Process Update
   Camille Guiriba
   5 minutes
   Packet Page 5

2. Local Data Exchange (LDX) data layers overview
   Echo Zheng
   25 minutes
   Packet Page 10

3. Growth Forecast and Growth Pattern discussion
   Kevin Kane
   25 minutes
   Packet Page 28

Meeting Minutes (Abridged)

November 20, 2025
10 a.m. – 12 p.m.

The meeting was held via Zoom teleconferencing.

Meeting Attendance

MEMBERS

Almeida, Steven		Leveque, Emily	City of Los Angeles
Balaganesan, Balaji	HCD	Mijares, Celena	PRB
Diep, Deborah	CDR/CSUF	Sanz, Elias	MTC/ABAG
Farfán-Valencia, Stacy	City of Los Angeles	Shiomoto-Lohr, Gail	City of Mission Viejo
Gable, Emily	City of Los Angeles	Tendick, Jennifer	CARB
Hollis, Jeri	County of Ventura	Tso, Kristin	OCTA
Katigbak, Steven	City of Los Angeles	Wang, Yuqi	MTC/ABAG
Kim, Susan	City of La Habra	Wikstrom, Alexander	City of Los Angeles
Lee, Sang-mi	SCAQMD	Zaman, Ruby	CDR/CSUF

ALTERNATES & PUBLIC ATTENDEES

Almeida, Steven
Ramirez, Marisol

Meeting Summary

1. COUNTY CONTROL TOTALS FOR POPULATION, HOUSEHOLD, AND EMPLOYMENT

Kevin Kane (SCAG) and Celena Mijares (PRB) presented on the demographic trends and a draft of the Connect SoCal 2050 forecast for the purpose of TWG discussion. The presentation included results from the expert panel survey as well as projections for total population, total household, total employment, and county projections. Deborah Diep (CDR/CSUF), Jeri Hollis (County of Ventura), Jinghua Xu (SCAG), Sungbin Cho (SCAG), and Emily Gable (City of Los Angeles) participated in discussion.

2. LOCAL DATA EXCHANGE (LDX) UPDATE: COMMUNICATION AND OUTREACH

Echo Zheng (SCAG) provided a brief recap on the LDX and communication next steps. The presentation included an overview of proposed data changes. No questions or comments were provided.

3. DRAFT LDX SURVEY

Amanda McDaniel (SCAG) followed with an introductory overview of the LDX Survey. Susan Kim (City of La Habra) provided a comment.

4. PRIORITY DEVELOPMENT AREAS (PDA) – DETAILED METHODOLOGY

Lyle Janicek (SCAG) presented on the PDA methodology considerations for Connect SoCal 2050 including a suitability index and sought feedback on key questions. Sungbin Cho, Deborah Diep, Kevin Kane, Emily Gable, and Jennifer Tendick (CARB) participated in discussion.

5. GREEN REGION RESOURCE AREAS (GRRA) – DETAILED METHODOLOGY

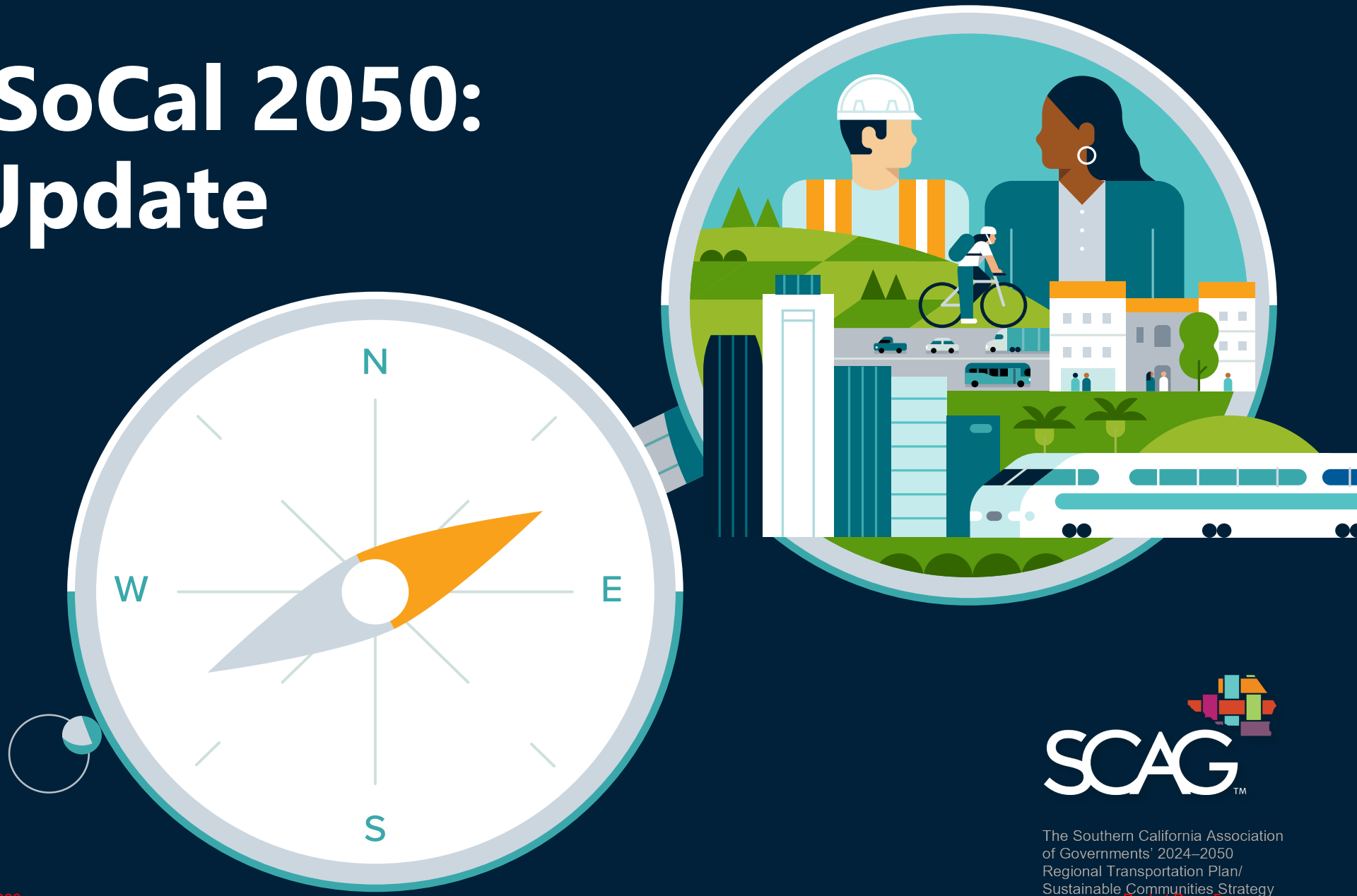
Kim Clark (SCAG) provided a detailed look into the GRRA methodology for Connect SoCal 2050 including the proposed scoring criteria and a comparison of 2024 GRRAs and 2050 GRRAs. Emily Gable and Kevin Kane participated in discussion.

6. SCAG PUBLIC PARTICIPATION PLAN UPDATE

Ana Vallianatos (SCAG) presented on the Public Participation Plan update including changes in the proposed draft and next steps. Deborah Diep provided a comment during the meeting.

Connect SoCal 2050: Process Update

TWG Meeting
January 29, 2026

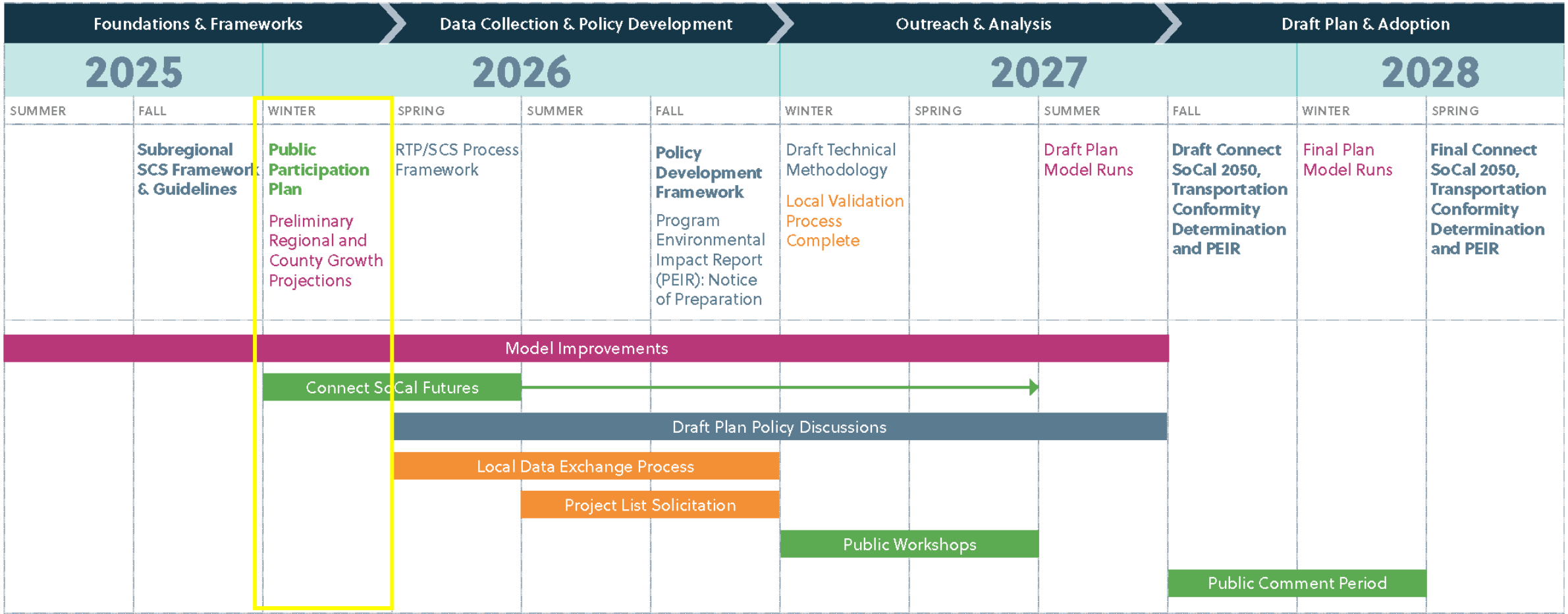


The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy

CARB GHG Targets Update

- CARB is required to adopt updated targets every eight years with next deadline being Fall 2026.
  - No draft targets have been proposed.
- SCAG and other MPOs have asked that CARB maintain current targets – which are challenging to meet.
- Instead of an extensive target-setting process, MPOs have asked for more implementation support.

Connect SoCal 2050
Preliminary Milestones*



Milestones Color Key:

Plan Foundation and Elements | Local Agency Input Process | Modeling/Forecast | Outreach and Engagement

Bold = Action Item

*** Draft - Subject to Change**

Upcoming

February

- Policy Committees: Process Overview
- Executive/Administration Committee & Regional Council: Public Participation Plan

THANK YOU!

For more information, contact:

Camille Guiriba Guiriba@scag.ca.gov

The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy

Connect SoCal 2050
Local Data Exchange (LDX)

Data Layers Overview

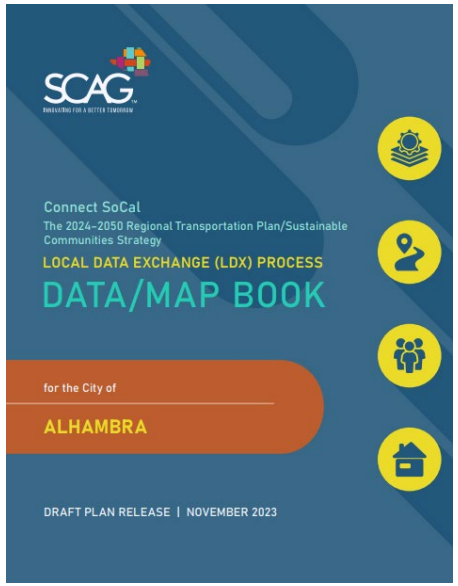
Echo Zheng, PhD
Forecasting & Spatial Analytics, SCAG
January 2026

WWW.SCAG.CA.GOV

Local Data Exchange (LDX)

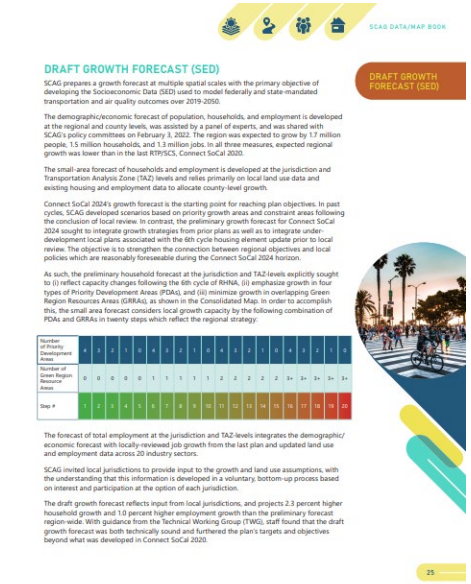
- **What is LDX?**
  - Through the LDX, SCAG aims to meet with and exchange *local information for regional purposes* with all Southern California Jurisdictions.
- **Why LDX is used?**
  - The LDX is the primary opportunity for local jurisdictions to provide input into the development of Connect SoCal, ensures that regional planning is informed by locally validated data and reflective of local growth visions.
- **How LDX works?**
  - SCAG prepares and shares a set of GIS maps, specific to each local jurisdictions, and a planning survey. SCAG aims to meet one-on-one with local jurisdictions to discuss the data and plan development. Learn more at scag.ca.gov/local-data-exchange.

Local Data/Map Book

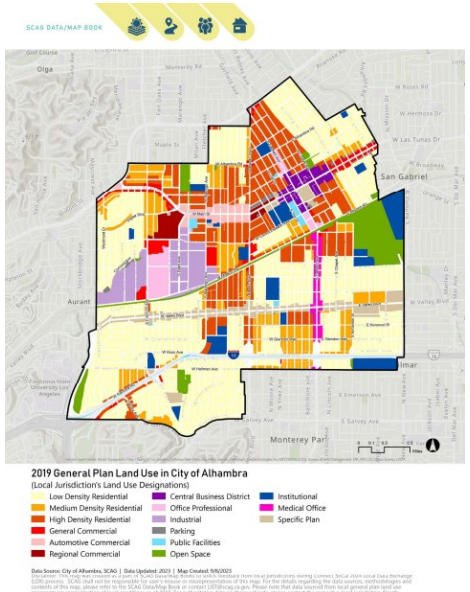


Cover Page

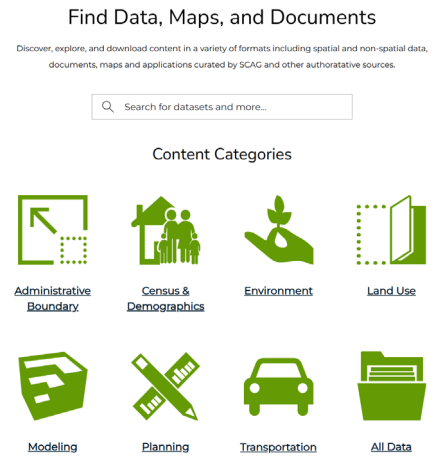
Data Description



Methodology



Map Example: General Plan Land Use



Data available via SCAG's Content Library

Preliminary Data/Maps for Connect SoCal 2050

Update	Reference	Update/Reference	Reference	Reference	Update
					
Land Use	**Geographic Boundary**	**Transportation**	**Green Region Resource Area**	**Priority Development Area (PDA)**	**Growth Forecast**
General Plan land use Specific Plan land use Existing land use Zoning code 6th cycle housing element sites Residential development activity	City boundary Sphere of influence Census tract Travel Analysis Zone (TAZ) geography	Major transit stops Transit Priority Areas (TPA) High Quality Transit Corridors (HQTC) Regional bikeways Regional truck routes Mobility Hubs Dedicated Transit Lanes California Road System	Conserved Area Climate Hazards (flood, fire hazard, sea level rise) Habitat (aquatic resources, wildlife corridors, habit value) Agriculture (farmland)	PDA category	Households 2024-2050 Employment 2024-2050

Data/Maps on *Land Use*

Maps	Description	Review Type	Update Notes
▪ General Plan Land Use ▪ Zoning Codes ▪ Specific Plan Land Use	Parcel-level maps showing land use/zoning codes, in both local designations and SCAG standardized codes	Update/ Corrections	Updated during Jul 2024-Oct 2025
▪ Existing Land Use	Parcel-level maps showing base year 2024 existing land use		Updated based on county assessor's tax roll and building footprint data
▪ 6th Cycle Housing Element Sites ▪ Candidate Sites for Rezoning	Parcel-level maps showing two types of sites identified for the 6th cycle housing element update		Sourced from local sites inventory data submitted to HCD; retrieved in Oct 2025
▪ Residential Development Activity	Map showing projects receiving entitlements / building permits in 2022-2024 and units completed in 2024		Sourced from local annual progress reports submitted to HCD; retrieved in Sep 2025

New: Housing Element Sites & Sites for Rezoning

- Sites inventory data local jurisdictions submitted to HCD during the 6th Cycle Housing Element Update process
- Sites reported by local jurisdictions through a standardized form created by HCD, including housing element sites and candidate sites for rezoning.
- SCAG retrieved data from the DGS in October 2025

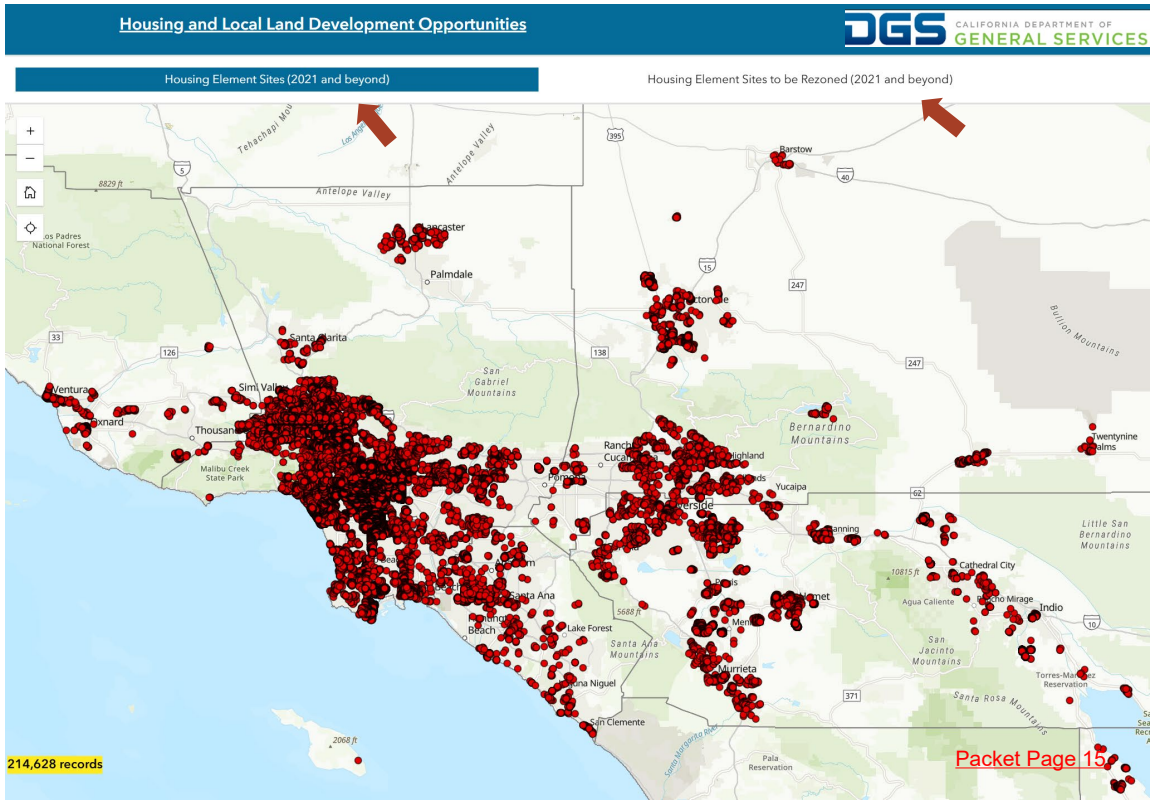
	DGS data (Oct 2025)	Retrieved from city website
Housing Element Sites	147 jurisdictions	21 jurisdictions
Sites for Rezoning	77 jurisdictions	N.A.

SCAG Technical Working Group January 29, 2026

California Department of **Housing and Community Development**

Sites Inventory Form and Instructions

Home › Housing Elements › Sites Inventory Form and Instructions



Packet Page 15

New: Residential Development Activity

- Residential development activity data is sourced from Table A2 of the annual progress reports (APR) prepared by local jurisdictions and submitted annually to HCD.
- SCAG retrieved the data from the California Open Data Portal in September 2025 and performed data inspection and cleaning, including the removal of duplicate projects, standardization of APN formats, and geocoding of project locations.
- SCAG extracted data for projects that received entitlements or building permits in 2022, 2023, and 2024 as well as housing units that received a certificate of occupancy or other form of readiness in 2024.
- Projects are mapped based on coordinates derived from either APN centroids, geocoding, or manual online address searches.

Data/Maps on *Transportation*

Maps	Description	Review Type	Update Notes
▪ High Quality Transit Corridors (HQTC) ▪ Major Transit Stops ▪ Transit Priority Areas	Maps showing transit infrastructure based on the 2050 plan year transit network of Connect SoCal 2024; identified/delineated based on statutory language	Reference Only	SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS
▪ National Highway System and Functional Classification Roads	Map showing functional classification of roads to facilitate the identification of federal aid eligible roads		Sourced from Caltrans California Road System Map (retrieved Jul 2024)
▪ Regional Dedicated Lanes	Map of existing, planned, and recommendations for transit priority treatments from SCAG's Regional Dedicated Transit Lanes Study		Will be further refined as part of Connect SoCal 2050

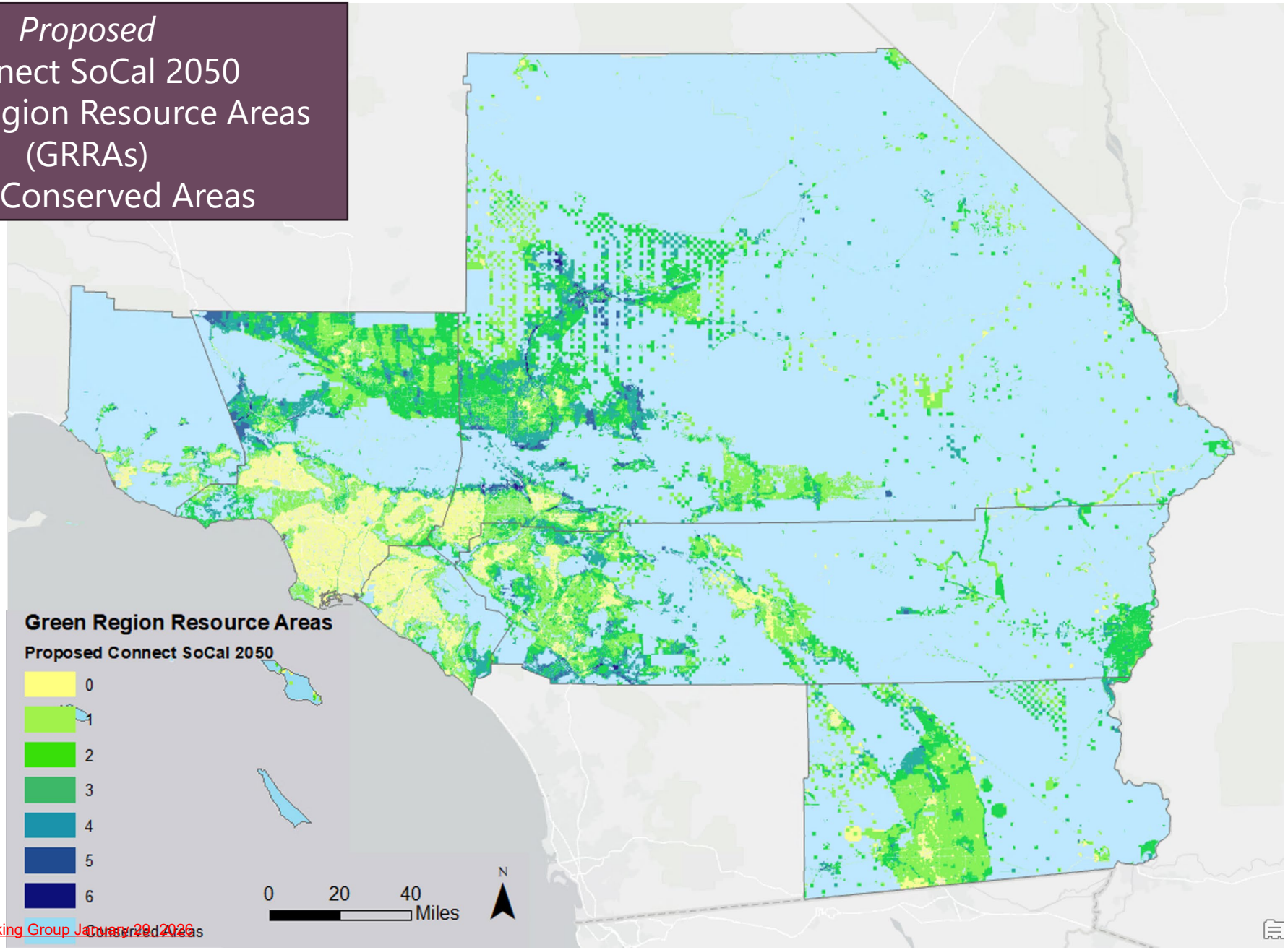
Data/Maps on *Transportation* (cont.)

Maps	Description	Review Type	Update Notes
▪ Mobility Hubs	Map of locations supporting multimodal travel options, developed using a data-driven GIS analysis	Update/ Corrections	Will be further refined as part of Connect SoCal 2050
▪ Regional Bikeways	Map showing existing and proposed bikeways of different classifications		Compiled in coordination with county transportation commissions and reviewed/updated by local jurisdictions through LDX
▪ Regional Truck Routes	Map of roads where trucks are generally permitted or permitted with restrictions		Sourced from general plans and municipal codes; subject to local review/updates

Data/Maps on *Green Region Resource Area (GRRA)*

Maps	Description	Review Type	Update Notes
▪ GRRA Consolidated Map	Map showing aggregate scores (0-7) of Climate Hazard, Habitat Areas, and Agriculture categories, indicating the degree to which development may be constrained; Conserved Areas excluded from scoring.	Reference Only	Updated using latest data available for each topic area
▪ Climate Hazards	Map showing scores (0-3) indicating climate change-related risk, including **flood, wildfire, and sea level rise**		
▪ Habitat Areas	Map showing scores (0-3) indicating sensitivity to development due to the presence of **habitat value, wildfire corridors, or aquatic resources**		
▪ Agriculture	Map showing **farmland** area (scored 0-1)		
▪ Conserved Areas	Map showing areas legally protected from future development to a varying degree (e.g., protected open space, parks, conservation easements, HCP/NCCP reserve designs, military installations, tribal nations, etc.)		

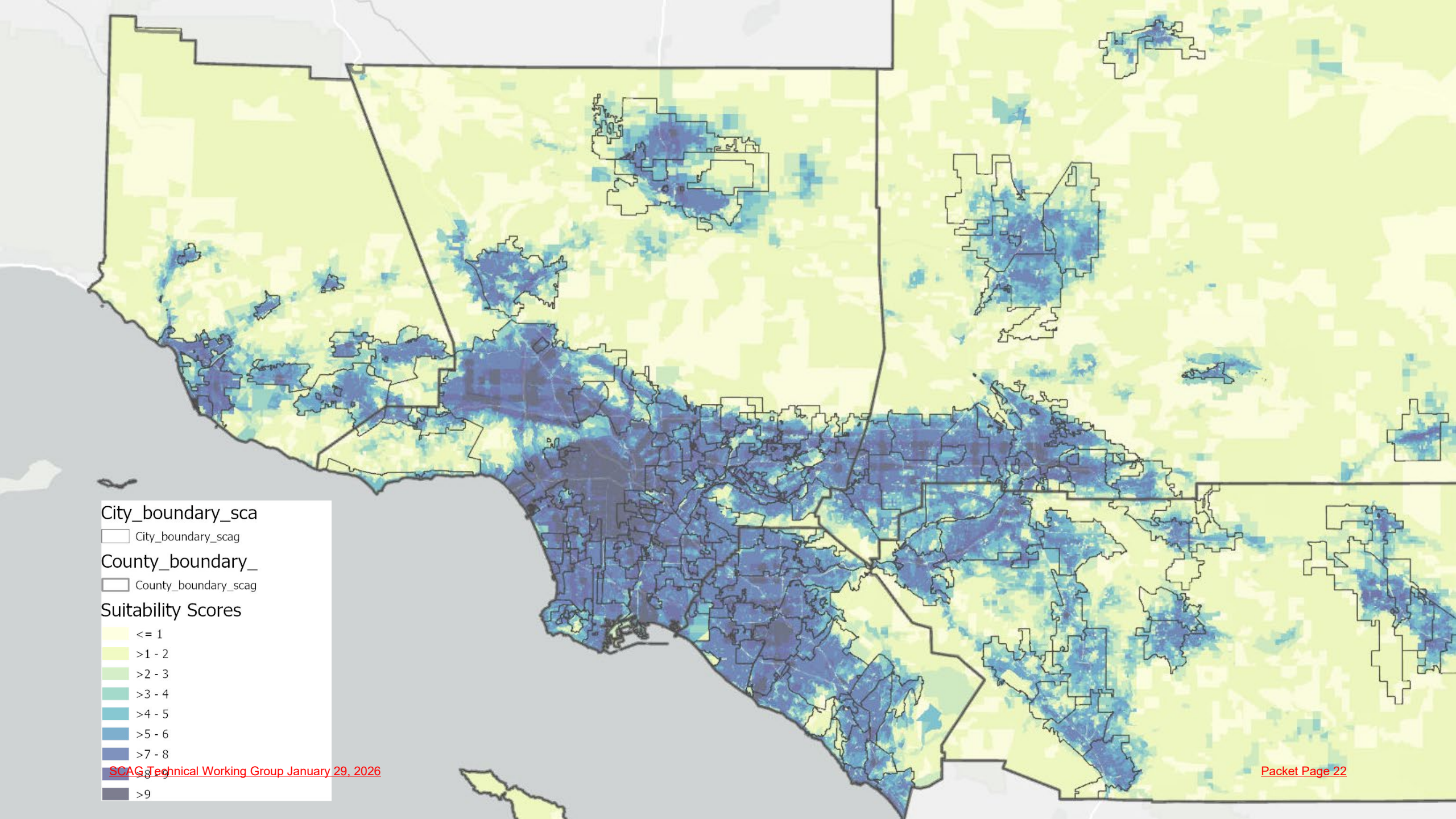
Proposed Connect SoCal 2050 Green Region Resource Areas (GRRAs) With Conserved Areas



Data/Maps on *Priority Development Area (PDA)*

Maps	Description	Review Type	Update Notes
▪ Suitability Index and Priority Areas*	A framework for identifying places associated lower per-capita VMT Map showing three categories of areas: High Priority, Medium Priority, & Low Priority Scenario Planning Zone (SPZ) level All SPZs received a PDA category, except freeway SPZs with zero pop. and employment or those with ≥5% as Conserved Areas	Reference Only	Created using a GIS suitability analysis using street network and accessibility measures based on base-year and planned networks of Connect SoCal 2024 as well as mobility strategies in the plan

**This is a flexible framework developed to support the early stages of Connect SoCal 2050 development. It is based on adopted Connect SoCal 2024 policies. Priority Areas are subject to further change and refinement, including changes resulting from Regional Council direction or state policy.*


City_boundary_sca
City_boundary_scag
County_boundary_
County_boundary_scag
Suitability Scores
<= 1
>1 - 2
>2 - 3
>3 - 4
>4 - 5
>5 - 6
>7 - 8
>8 - 9
>9

Data/Maps on *Preliminary Growth Forecast*

- SCAG's Forecasted Regional Development Pattern begins with county-level growth projections for population, households, and employment;
- Next, county-level growth is distributed based on:
  - Local land use data as well as development activity and policies (e.g., housing element sites, site for rezoning, etc.) → all included in LDX Land Use layers
  - GRRAs and PDAs
  - Job growth

Maps/Data	Description	Review Type	Update Notes
▪ Jurisdiction-level projections	Household & employment growth (2024-2050)	Update/ Corrections	In progress; anticipated completion by Mar 2026
▪ TAZ-level projections	Map of household & employment growth (2024-2050)		

Data/Maps on *Geographic Boundaries*

Maps	Description	Review Type	Update Notes
▪ City Boundary and Sphere of Influence	Map of city boundary and sphere of influence sourced from County Local Agency Formation Commissions (LAFCO)	Reference Only	Geographic boundaries are for 2024, base year of Connect SoCal 2050
▪ Census Tract Boundary	Map of census tract boundary sourced from the U.S. Census		
▪ Transportation Analysis Zone (TAZ) Boundary	Map of TAZ boundary developed by SCAG to facilitate travel demand and land use modeling		

Timeline

EVENT	ANTICIPATED DATE
Schedule meetings and begin subregion-level outreach	Beginning March 2026
Finalize and complete LDX data	March 2026
Launch Local Data Exchange. Data made available for local review through Data/Map Books	April, 2026
Begin one-on-one meetings with local jurisdictions to review the data package and feedback opportunity	April 2026
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal	November 20, 2026
Regional collaboration on plan development. Continued development of Connect SoCal strategies with stakeholders, working groups, and the public	2027
Draft RTP/SCS release	Fall 2027
Final RTP/SCS adoption	Spring 2028

What to Expect (April–November 2026)

- Access to updated Data/Map Books and complete data package
- One-on-one meetings beginning in April 2026
  - SCAG will reach out to schedule 90-minute meetings with local jurisdictions
- Following the meetings, jurisdictions are asked to:
  - Review LDX data/maps and provide verification by Nov 20
  - Provide input through LDX survey by Nov 20
- Ongoing support from a dedicated point of contact throughout the process

THANK YOU

Growth Forecast and Growth Pattern Discussion

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

January 26, 2026

SCAG Technical Working Group (TWG)

WWW.SCAG.CA.GOV

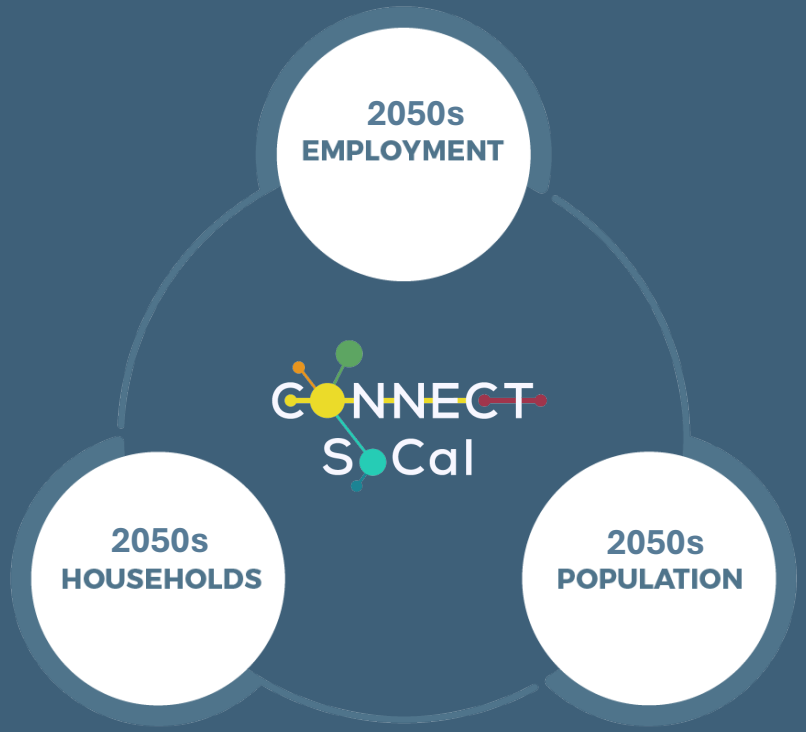
Presentation Outline

- Region & County Projections Recap
- The Forecasted Regional **Dev**elopment **Pattern**
- Connect SoCal 2024 Growth Prioritization Scale
- Connect SoCal 2050 – General Approach to **Dev Pattern**

Region & County Projections

9/9/25 Expert Panel considered major inputs:

1. **Employment Growth**
2. **Births**
3. **Deaths**
4. **Immigration**
5. **Domestic Migration**
6. **Labor Force Participation**
7. **Household Formation** *(Headship)*



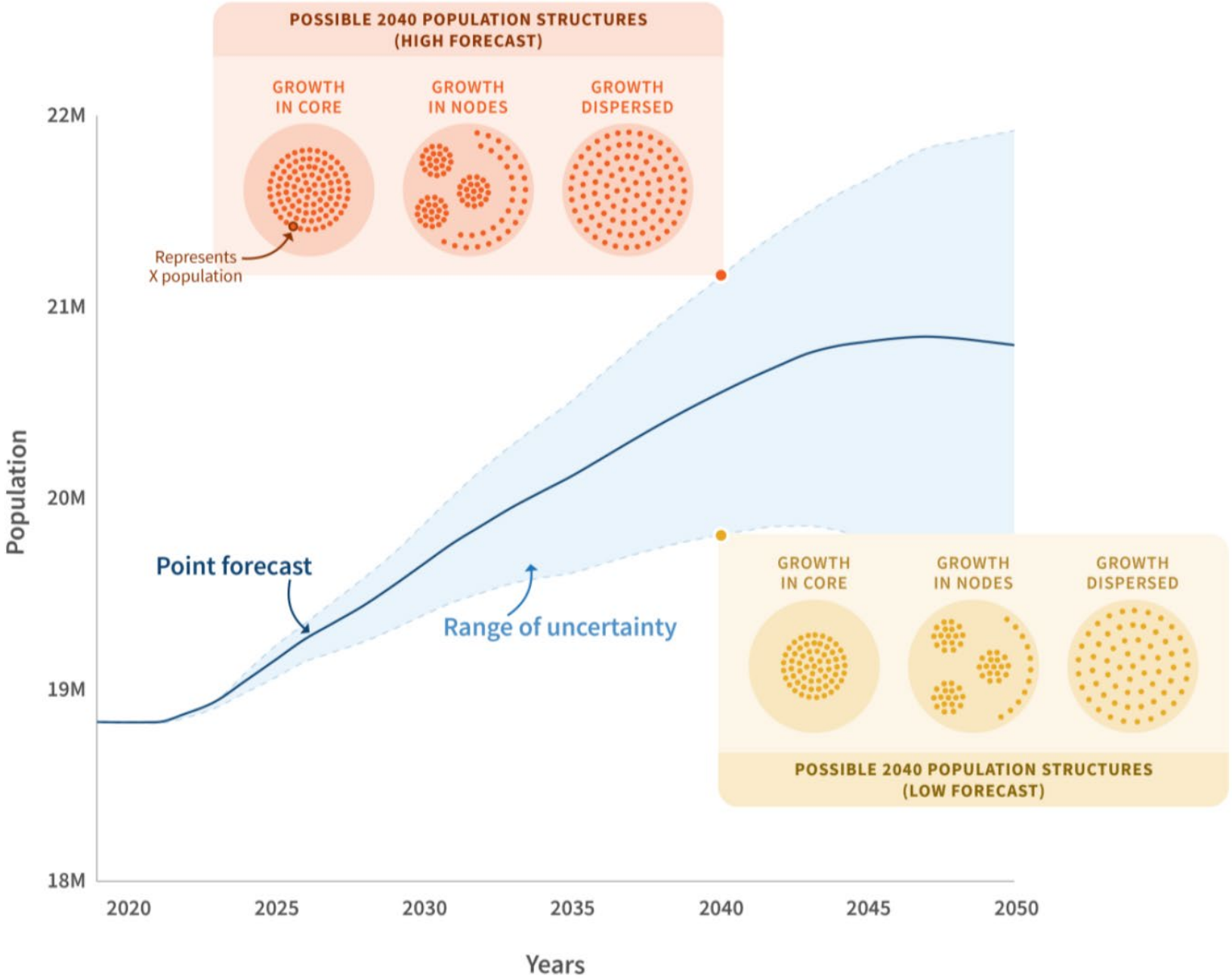
CALIFORNIA ECONOMIC FORECAST
CONSULTING AND ANALYSIS FOR THE CALIFORNIA ECONOMY

PRB

Four key forecast scales

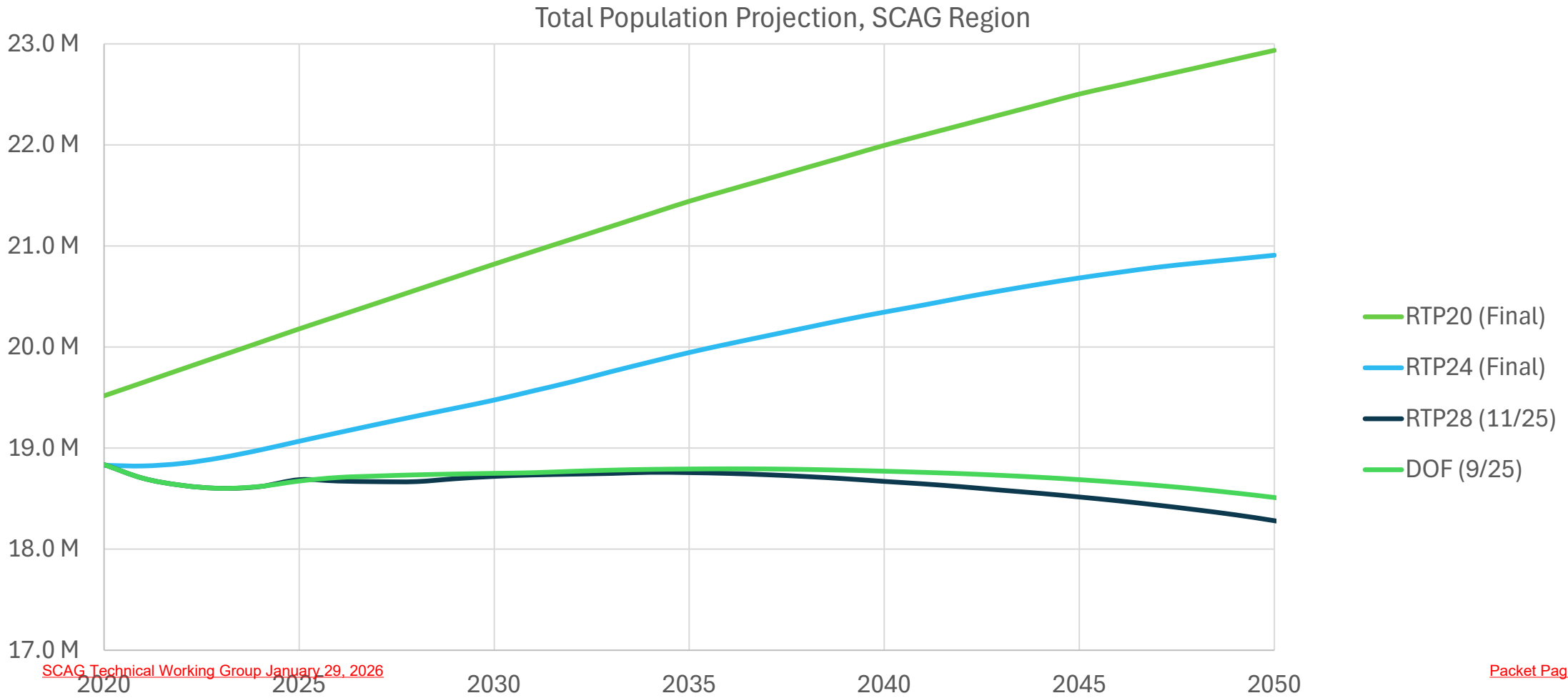
- SCAG Region
- 6 SCAG Counties
- 197 SCAG Jurisdictions
- Approximately 13,000 City split Tier 2 Transportation Analysis Zones (TAZs)

Figure 2. Subregional forecasts include uncertainties over both time and space.



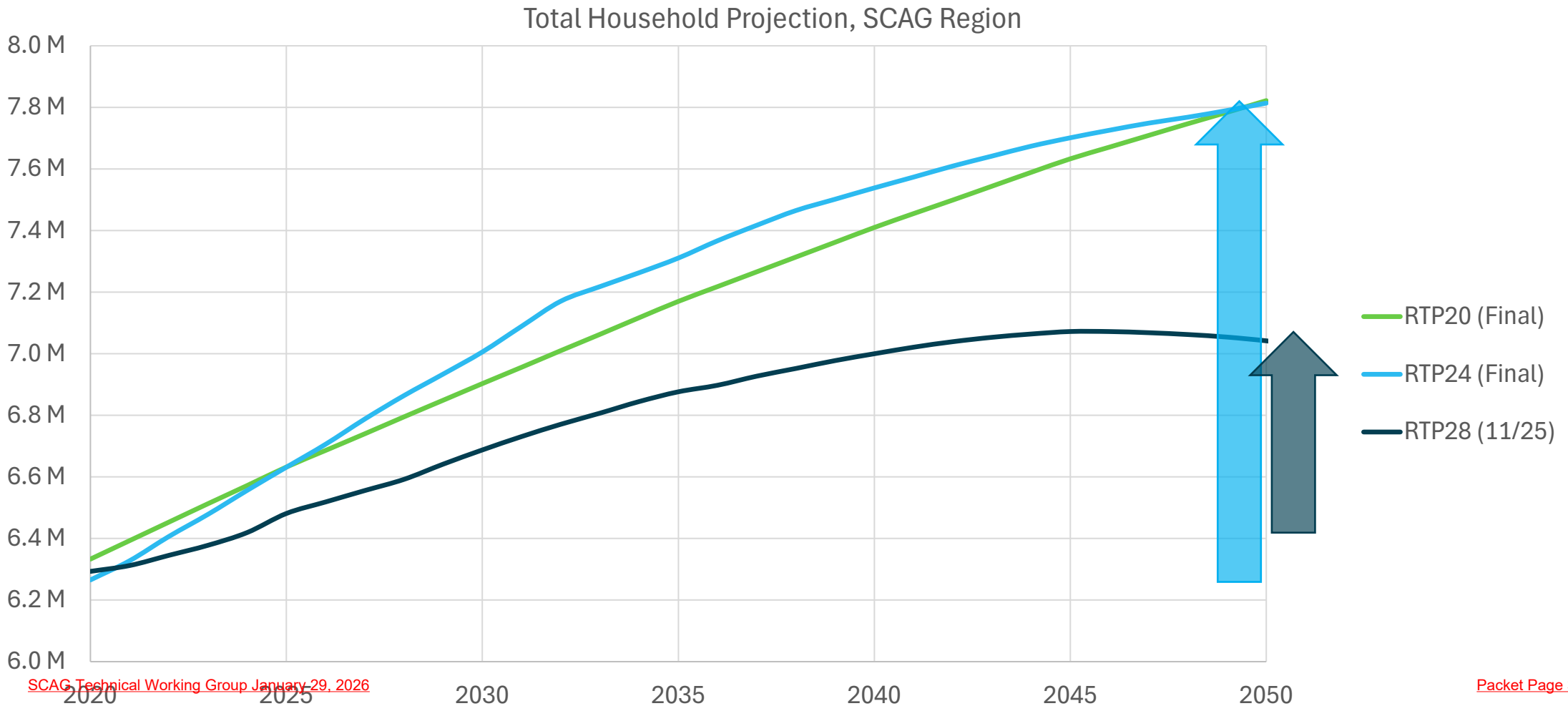
Nov 2025 Discussion Draft – Total Population Projection

and comparison with DOF and prior SCAG RTP/SCS'



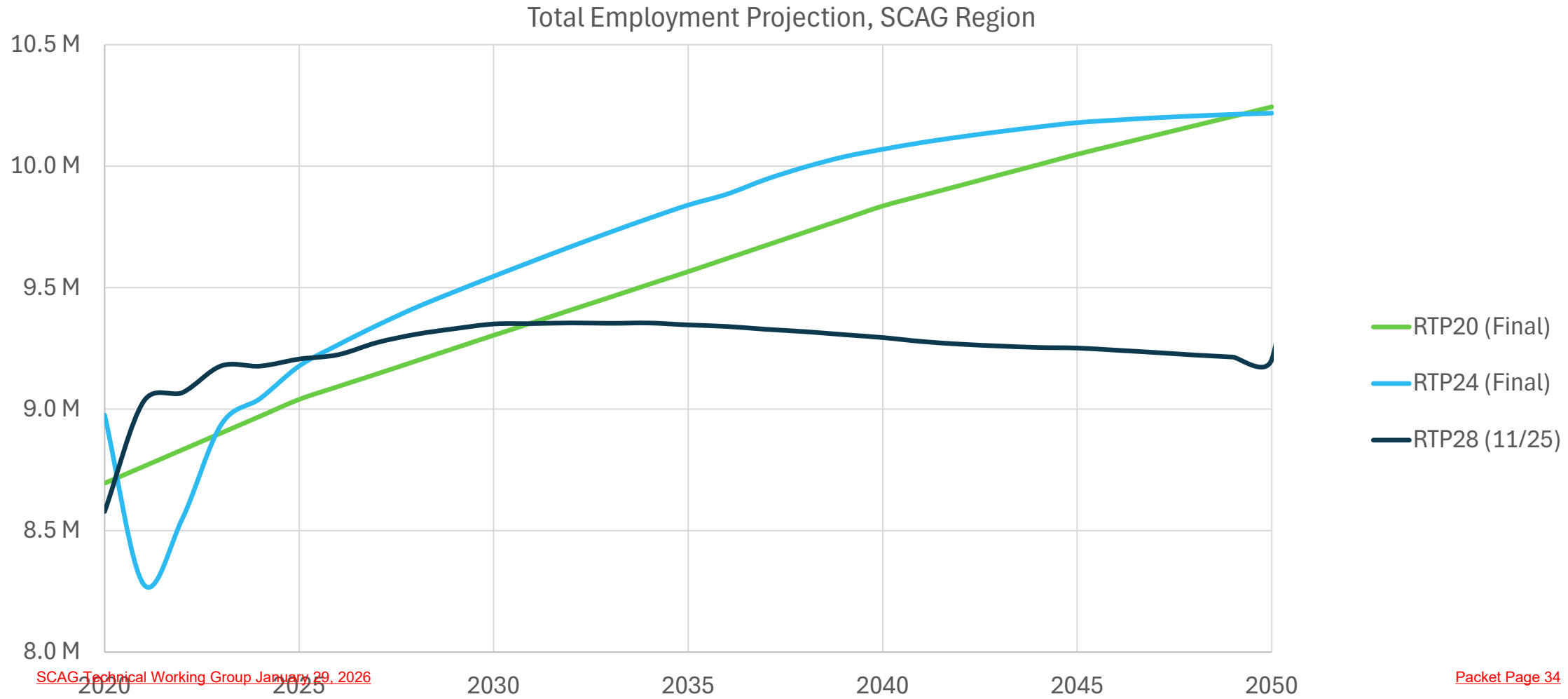
Nov 2025 Discussion Draft – Total Household Projection

and comparison with prior SCAG RTP/SCS'



Nov 2025 Discussion Draft – Total Employment Projection

and comparison with prior SCAG RTP/SCS'



Nov 2025 Discussion Draft – County Projections

and relationship between population, households, and employment

Total Population (Millions)

	2024	2050	*Pct Change*
Imperial	0.2	0.2	*11%*
Los Angeles	9.8	9.3	*-5%*
Orange	3.2	3.2	*1%*
Riverside	2.5	2.6	*7%*
San Bernardino	2.2	2.2	*-1%*
Ventura	0.8	0.8	*-7%*
SCAG	18.6	18.3	*-2%*

Total Employment (Millions)

	2024	2050	*Pct Change*
Imperial	0.1	0.1	*25%*
Los Angeles	5.0	5.0	*-1%*
Orange	1.8	1.7	*-4%*
Riverside	0.9	1.1	*13%*
San Bernardino	0.9	1.0	*5%*
Ventura	0.4	0.3	*-6%*
SCAG	9.2	9.2	*0%*

Total Households (Millions)

	2024	2050	*Pct Change*
Imperial	0.1	0.1	*29%*
Los Angeles	3.5	3.7	*6%*
Orange	1.1	1.2	*13%*
Riverside	0.8	0.9	*18%*
San Bernardino	0.7	0.8	*14%*
Ventura	0.3	0.3	*3%*
SCAG	6.4	7.0	*10%*

Avg. household size		**Pop : Emp Ratio**	
2024	2050	2024	2050
3.3	2.8	2.4	2.2
2.7	2.4	1.9	1.8
2.8	2.5	1.7	1.8
3.1	2.8	2.6	2.5
3.2	2.7	2.3	2.2
2.9	2.6	2.2	2.2
2.8	2.5	2.0	1.9

Forecasted Regional Development Pattern

"set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506)." California Government Code 65080(b)(vii)

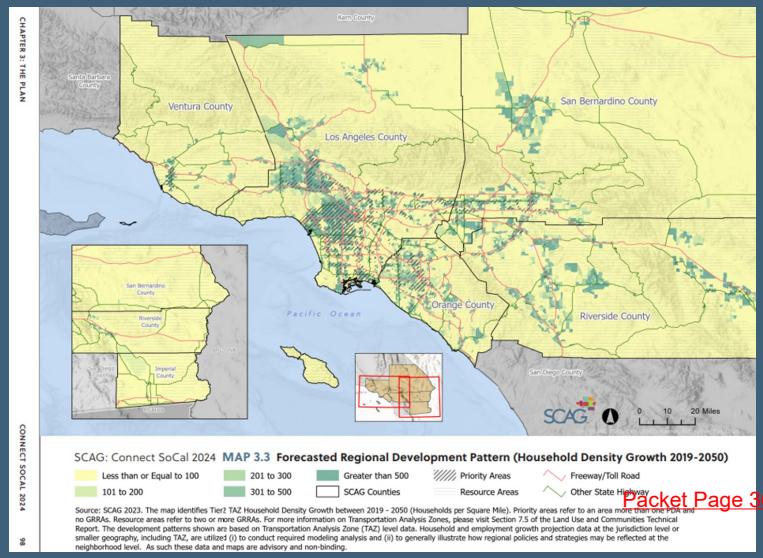
Preliminary
April 2026

Locally-Reviewed
Spring 2027

Draft
Expected
Fall 2027

Final
Expected
Spring 2028

- ✓ Expert-Driven Regional/County Projection
- ✓ Technical approach
- ✓ Statutory target
- ✓ Connect SoCal 2024 Regional Planning Policies



Connect SoCal 2024
Preliminary small area household forecast methodology

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

PDAS

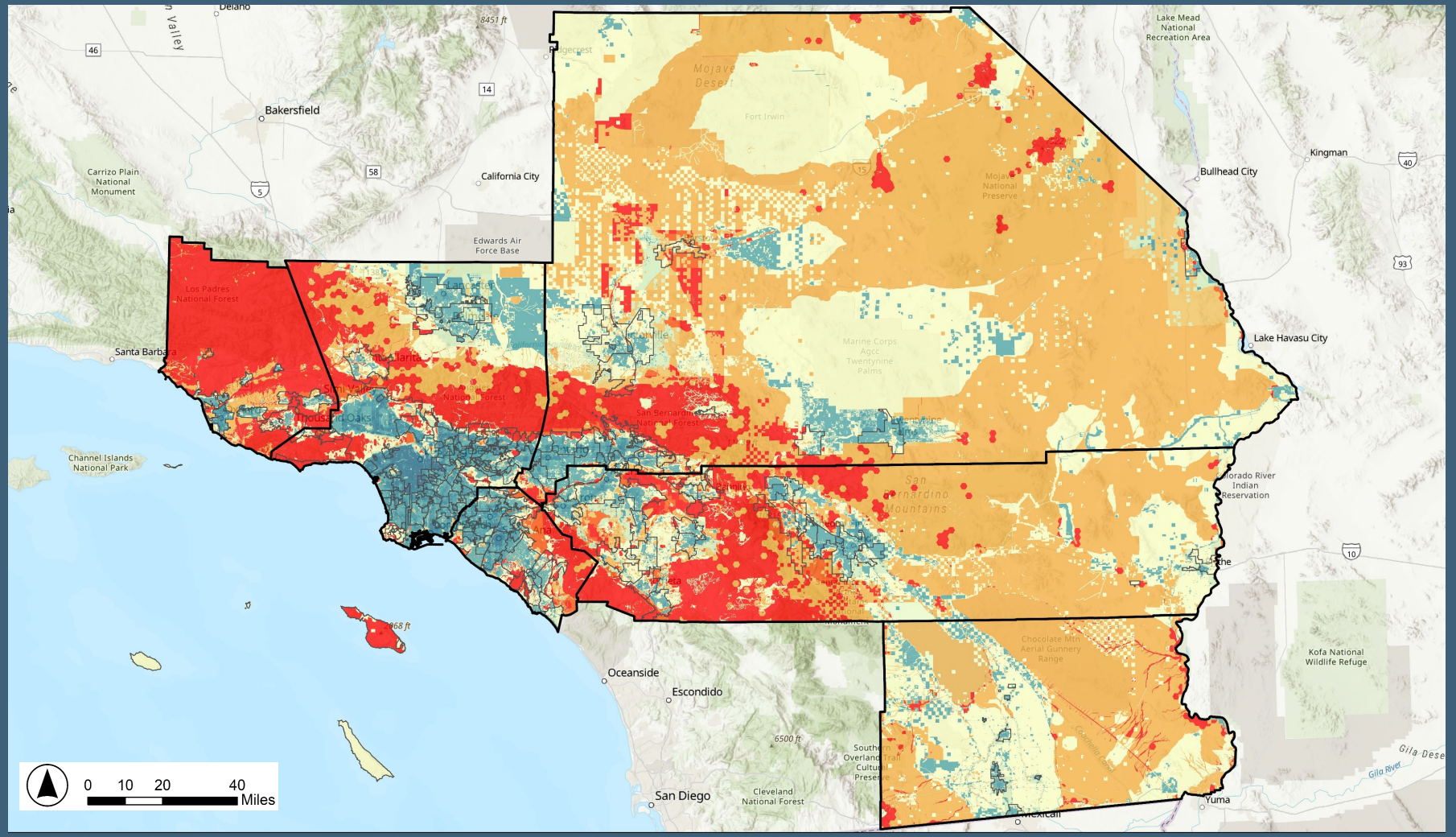
- Neighborhood Mobility Areas (NMAs)
- Livable Corridors
- Transit Priority Areas (TPAs)
- Spheres of Influence

GRRAs

- 100-year floodplains
- Wildfire risk within moderate, high and very high risk areas
- Wildland-urban interface and intermix areas
- 3.5 Feet Sea Level Rise
- Wetlands, Rivers, and Streams
- Areas providing habitat connectivity
- Areas of conservation emphasis
- Open space and parks – SOAR (Ventura County only)
- Open space and parks – CA Protected Areas Database
- Open space and parks – CA Conservation Easement Database
- Tribal Nations
- Military Installations
- Farmlands

_____were derived from household projection (i.e., people-per-household). Small area employment projections used a shift-share approach based on county-level growth by sector.

Connect SoCal 2024 Growth Prioritization Scale



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

General Approach to Sub-County Household Growth

Supply-side Inputs*

- General plan designation (residual capacity)
- Specific Plan, Zoning
- 6th cycle housing element sites and rezone sites
- HCD APR 2024-2025 activity
- Conserved areas

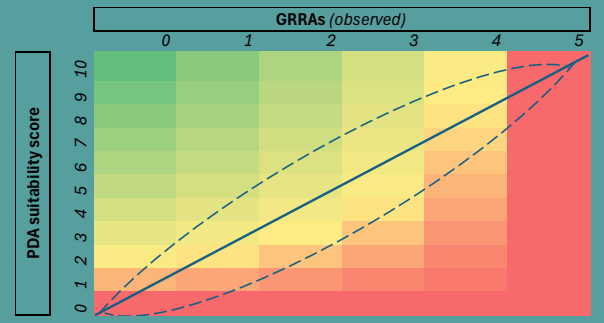
Demand-side Inputs**

- County projection totals
- Final Connect SoCal 2024 household growth
- Past DOF city-level growth growth trend

Allocate to Minimum Planning Unit (MPU)^

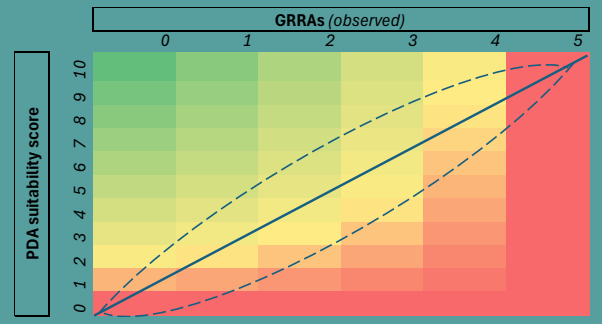
MPUs are a geometric intersect of parcels and Census Blocks and represent the smallest geography used in forecasting. They are later aggregated to TAZ and jurisdiction levels.

Allocate to 6th cycle housing element and rezone sites in order of:



then:

Allocate to other available sites in order of:



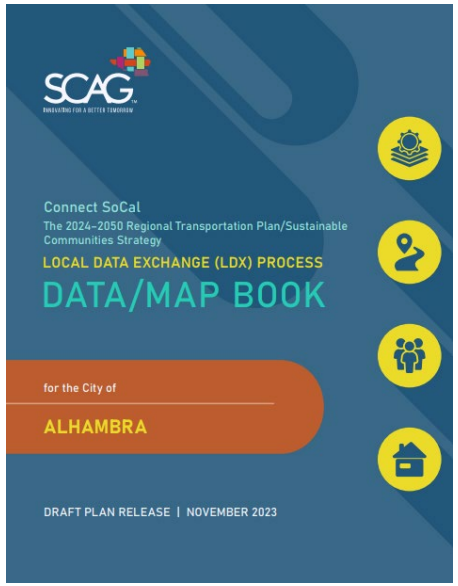
until county totals are reached.

*Notes: *Supply input data are not all consistent across counties and jurisdictions—see LDX data presentation for detail. Local review is a critical step to ensuring that the growth pattern reflects the local context.*

***Demand-side inputs generally rely on existing information to project future conditions.*

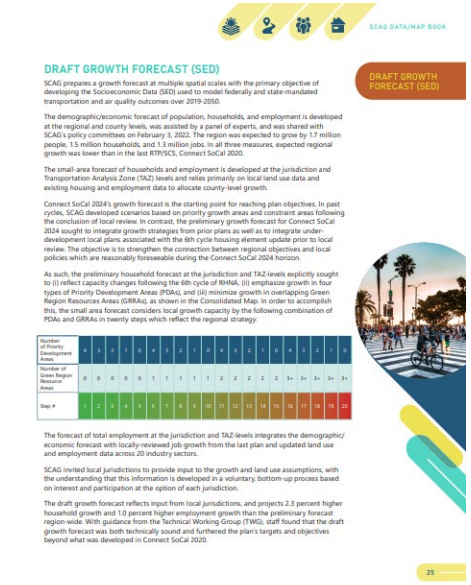
^In contrast to a purely market-based approach, this allocation, in general, assumes supportive planning strategies and investments to increase the feasibility and market viability of a pattern of development.

Development pattern relies on local review:

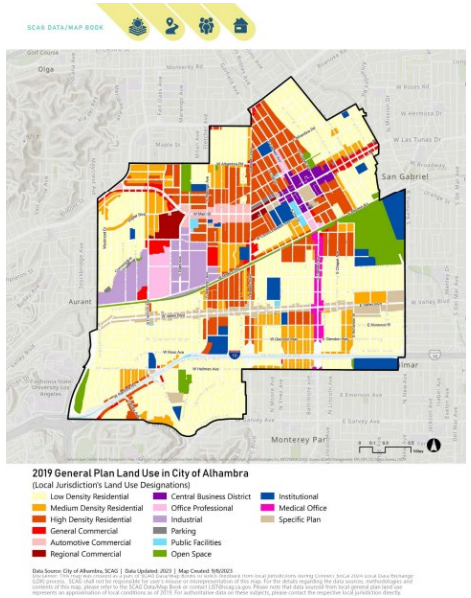


Cover Page

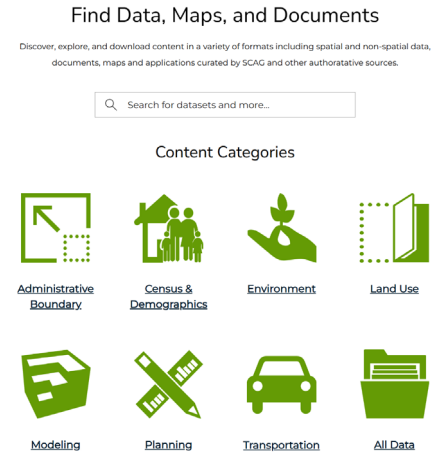
Data Description



Methodology

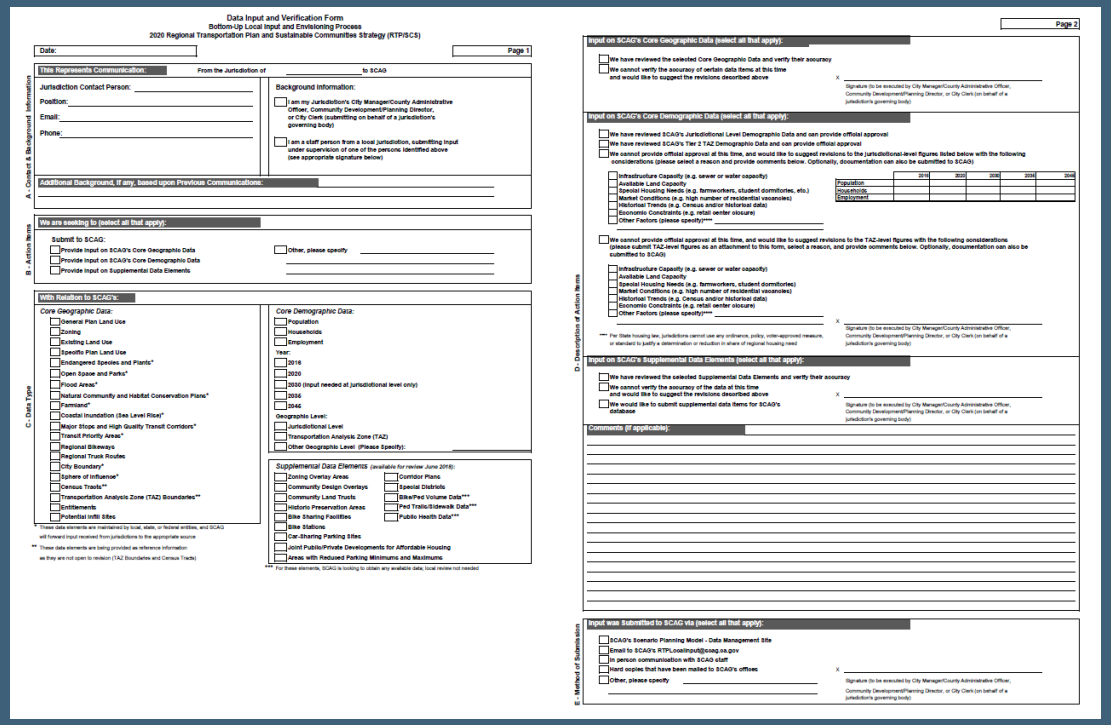


Map Example: General Plan Land Use



Data available via SCAG's Content Library

Data Review and Verification Form Concludes the LDX Process



Data Input and Verification Form
Bottom-Up Local Input and Envisioning Process
2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Date: Page 1

This Represents Communication: From the Jurisdiction of to SCAG

A - Contact & Background Information

Jurisdiction Contact Person:
Position:
Email:
Phone:

Background Information:
☐ I am my Jurisdiction's City Manager/County Administrative Officer, Community Development/Planning Director, or City Clerk (submitting on behalf of a jurisdiction's governing body)
☐ I am a staff person from a local jurisdiction, submitting input under supervision of one of the persons identified above (see appropriate signature below)

Additional Background, if any, based upon Previous Communications:

B - Action Items

We are seeking to (select all that apply):

Submit to SCAG:
☐ Provide input on SCAG's Core Geographic Data
☐ Provide input on SCAG's Core Demographic Data
☐ Provide input on Supplemental Data Elements
☐ Other, please specify

C - Data Type

With Relation to SCAG's:

Core Geographic Data:
☐ General Plan Land Use
☐ Zoning
☐ Existing Land Use
☐ Specific Plan Land Use
☐ Endangered Species and Plants*
☐ Open Space and Parks*
☐ Flood Areas*
☐ Natural Community and Habitat Conservation Plans*
☐ Farmland*
☐ Coastal Inundation (Sea Level Rise)*
☐ Major Stops and High Quality Transit Corridors*
☐ Transit Priority Areas*
☐ Regional Bikeways
☐ Regional Truck Routes
☐ City Boundary*
☐ Sphere of Influence*
☐ Census Tracts**
☐ Transportation Analysis Zone (TAZ) Boundaries**
☐ Entitlements
☐ Potential Infill Sites

* These data elements are maintained by local, state, or federal entities, and SCAG will forward input received from jurisdictions to the appropriate source
** These data elements are being provided as reference information as they are not open to revision (TAZ Boundaries and Census Tracts)

Core Demographic Data:
☐ Population
☐ Households
☐ Employment
Year:
☐ 2016
☐ 2020
☐ 2050 (input needed at jurisdictional level only)
☐ 2035
☐ 2046
Geographic Level:
☐ Jurisdictional Level
☐ Transportation Analysis Zone (TAZ)
☐ Other Geographic Level (Please Specify):

Supplemental Data Elements (available for review June 2018):
☐ Zoning Overlay Areas
☐ Community Design Overlays
☐ Community Land Trusts
☐ Historic Preservation Areas
☐ Bike Sharing Facilities
☐ Bike Stations
☐ Car-Sharing Parking Sites
☐ Joint Public/Private Developments for Affordable Housing
☐ Areas with Reduced Parking Minimums and Maximums
☐ Corridor Plans
☐ Special Districts
☐ Bike/Ped Volume Data***
☐ Fed Trails/Sidewalk Data***
☐ Public Health Data***

*** For these elements, SCAG is looking to obtain any available data; local review not needed

Page 2

D - Description of Action Items

Input on SCAG's Core Geographic Data (select all that apply):
☐ We have reviewed the selected Core Geographic Data and verify their accuracy
☐ We cannot verify the accuracy of certain data items at this time and would like to suggest the revisions described above
x Signature (to be executed by City Manager/County Administrative Officer, Community Development/Planning Director, or City Clerk (on behalf of a jurisdiction's governing body)

Input on SCAG's Core Demographic Data (select all that apply):
☐ We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval
☐ We have reviewed SCAG's Tier 2 TAZ Demographic Data and can provide official approval
☐ We cannot provide official approval at this time, and would like to suggest revisions to the jurisdictional-level figures listed below with the following considerations (please select a reason and provide comments below. Optionally, documentation can also be submitted to SCAG)

	2016	2020	2035	2046	2050
Population					
Households					
Employment					

☐ Infrastructure Capacity (e.g. sewer or water capacity)
☐ Available Land Capacity
☐ Special Housing Needs (e.g. farmworkers, student dormitories, etc.)
☐ Market Conditions (e.g. high number of residential vacancies)
☐ Historical Trends (e.g. Census and/or historical data)
☐ Economic Constraints (e.g. retail center closure)
☐ Other Factors (please specify)***

☐ We cannot provide official approval at this time, and would like to suggest revisions to the TAZ-level figures with the following considerations (please submit TAZ-level figures as an attachment to this form, select a reason, and provide comments below. Optionally, documentation can also be submitted to SCAG)
☐ Infrastructure Capacity (e.g. sewer or water capacity)
☐ Available Land Capacity
☐ Special Housing Needs (e.g. farmworkers, student dormitories)
☐ Market Conditions (e.g. high number of residential vacancies)
☐ Historical Trends (e.g. Census and/or historical data)
☐ Economic Constraints (e.g. retail center closure)
☐ Other Factors (please specify)***

*** For State housing law, jurisdictions cannot use any ordinance, policy, voter-approved measure, or standard to justify a determination or reduction in share of regional housing need

x Signature (to be executed by City Manager/County Administrative Officer, Community Development/Planning Director, or City Clerk (on behalf of a jurisdiction's governing body)

Input on SCAG's Supplemental Data Elements (select all that apply):
☐ We have reviewed the selected Supplemental Data Elements and verify their accuracy
☐ We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above
☐ We would like to submit supplemental data items for SCAG's database
x Signature (to be executed by City Manager/County Administrative Officer, Community Development/Planning Director, or City Clerk (on behalf of a jurisdiction's governing body)

Comments (if applicable):

E - Method of Submission

Input was Submitted to SCAG via (select all that apply):
☐ SCAG's Scenario Planning Model - Data Management Site
☐ Email to SCAG's RTPLocalInput@scag.ca.gov
☐ In person communication with SCAG staff
☐ Hard copies that have been mailed to SCAG's offices
☐ Other, please specify
x Signature (to be executed by City Manager/County Administrative Officer, Community Development/Planning Director, or City Clerk (on behalf of a jurisdiction's governing body)

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

Category	Layer	Review Type	Review Provided Via:	Notes/Comments – *Continue on back if needed*
Land Use	General Plan	Update	☐ RDP ☐ Email	
	Zoning	Update	☐ RDP ☐ Email	
	Existing Land Use	Update	☐ RDP ☐ Email	
	Specific Plan	Update	☐ RDP ☐ Email	
	Key Entitlements	Update	☐ RDP ☐ Email	
Priority Develop-ment	Neighborhood Mobility Areas	Optional	☐ RDP ☐ Email	
	Livable corridors	Optional	☐ RDP ☐ Email	
	Housing trajectory	Update	☐ RDP ☐ Email	
Transpor-tation	Regional bikeways	Optional	☐ RDP ☐ Email	
	Regional truck routes	Optional	☐ RDP ☐ Email	

Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – *Continue on back*
Total Households	2019	☐ Approve ☐ Revise	☐ Approve ☐ Revise	☐ RDP ☐ Email	
	2035	☐ Approve ☐ Revise	☐ Approve ☐ Revise	☐ RDP ☐ Email	
	2050	☐ Approve ☐ Revise	☐ Approve ☐ Revise	☐ RDP ☐ Email	
Total Employment	2019	☐ Approve ☐ Revise	☐ Approve ☐ Revise	☐ RDP ☐ Email	
	2035	☐ Approve ☐ Revise	☐ Approve ☐ Revise	☐ RDP ☐ Email	
	2050	☐ Approve ☐ Revise	☐ Approve ☐ Revise	☐ RDP ☐ Email	

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

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

Connect SoCal 2024 LDX

THANK YOU!

For more information, please visit:

www.scag.ca.gov/local-data-exchange

Kevin Kane, PhD

Program Manager, Demographics and Growth Vision

kane@scag.ca.gov

Forecasted Development Pattern – Preliminary Approach for January 19, 2026 TWG

Adapted from Connect SoCal 2024 and subject to revision

The data layers reviewed during the Local Data Exchange process will form the basis for the policies and strategies which will be part of Connect SoCal 2050 ~~2024~~. Of particular focus, Government Code 65080(b)(2)(B) et seq. requires that SCAG:

> *"set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506)."*

SCAG staff once again proposes the following principles in order to work with local jurisdictions during the LDX process to generate a forecasted regional development pattern which is~~meets these objectives~~:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use local general plans as a starting point and local jurisdictions will be asked to update and review the development pattern~~forecast~~ with their expertise of local planning context and pending/upcoming planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate ~~growth strategies~~ Regional Planning Policies adopted by the SCAG Regional Council as part of the adoption of Connect SoCal 2024 in April 2024~~September 2020~~ and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect the 6th cycle RHNA and housing element process and be assessed against SCAG's SB 375 greenhouse gas emission reduction targets.

Separately, SCAG will seek input from County Transportation Commissions (CTCs) on planned transportation infrastructure. SCAG staff proposes the below process in order to generate the forecasted regional development pattern**:**

1. SCAG will engage with jurisdictions one-on-one through the Local Data Exchange process.

2. Available during the complete launch of the LDX, SCAG's preliminary forecasted development patterngrowth forecast (PGF) of households and employment at the jurisdictional and TAZ-level will:

    a. Follow regional and county control totals established by the expert panelin the regional growth forecast framework.
    b. Integrate sustainable growth strategies from the previous plan including priority development areas and green region resource areas.
    c. Assess and reflect the impacts of the 6th cycle RHNA and housing element update process.
    d. Use local general plans as a principal guide.
    e. Be available in the Data/Map Book and digitally.

4. This preliminary development patternPGF will be shared with local jurisdictions for review. This locally-reviewed development patternPGF will be known as the draft forecasted regional development pattern.

Connect SoCal 2050 Local Data Exchange, Data/Map Book Draft Text

Provided to the Technical Working Group following its 1/29/2026 meeting for review

Introduction

Founded in 1965, the Southern California Association of Governments (SCAG) holds a federal designation as a Metropolitan Planning Organization (MPO) and is a state-recognized Regional Transportation Planning Agency and Council of Governments. SCAG's primary role is developing long-range plans for a region encompassing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities, an area covering more than 38,000 square miles.

To support the development of Connect SoCal 2050, SCAG's 2028-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), in addition to related regional planning activities, the **Local Data Exchange**, or **LDX** process, aims to meet with and exchange local information for regional purposes with all Southern California jurisdictions. This process will begin in April 2026.

This bottom-up approach ensures that local jurisdictions are actively involved in the development of SCAG's regional plans and that the data is accurate. As Connect SoCal data and models guide plan implementation and local funding opportunities for jurisdictions, LDX is one part of ensuring that local and regional plans are mutually reinforcing.

What is Connect SoCal 2050?

The Regional Transportation Plan (RTP) is an important planning document for all major US regions which allows transportation projects to qualify for federal funding and/or federal approval, referred to as **conformity**. A principal requirement of the RTP is that the US EPA's Transportation Conformity Regulations are complied with at the regional level. Specifically, section 176(c)(1)(B)(iii) states:

> *"[t]he determination of conformity shall be based on the most recent estimates of emissions and such emissions shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."*

The California Sustainable Communities and Climate Protection Act of 2008, better known as Senate Bill 375, mandates the integration of transportation, land use, and housing planning. Under SB 375, the California Air Resources Board issues a travel-based per-capita greenhouse gas (GHG) emissions reduction target for the region and requires MPOs to develop a Sustainable Communities Strategy that demonstrates target achievement. California Government Code 65080(b)(vii) states:

> *"set forth a **forecasted development pattern for the region**, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506)."*

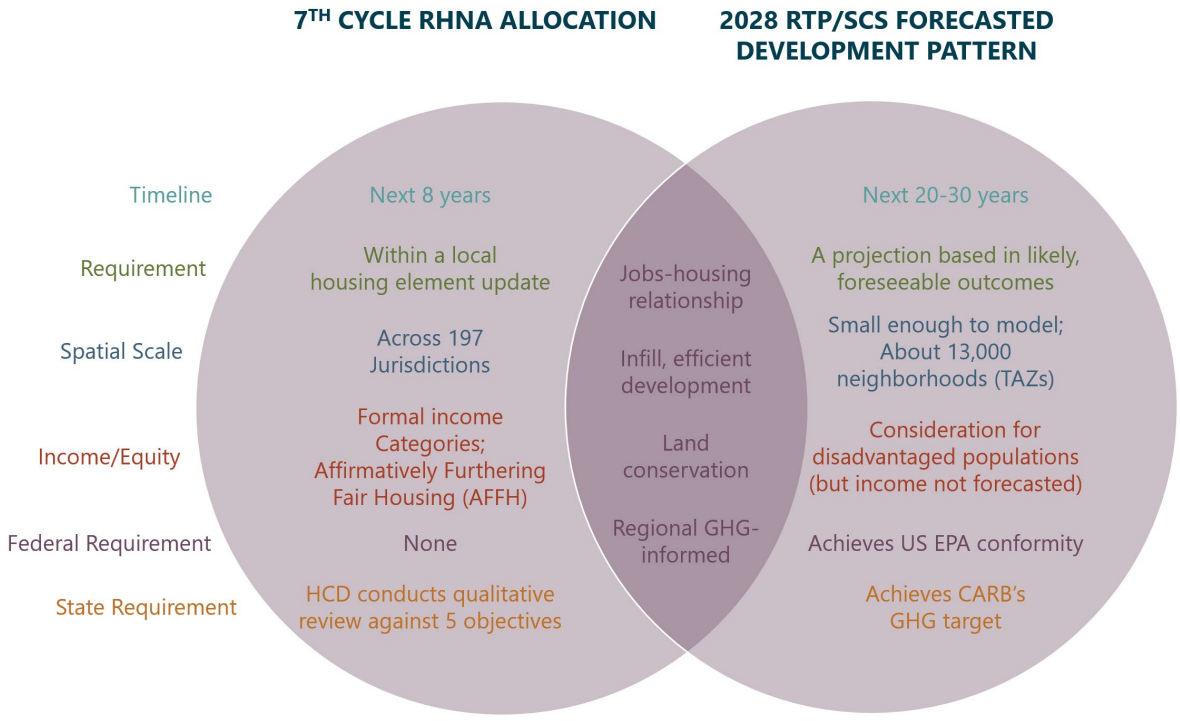
CARB has set a GHG reduction target for the SCAG region of 19 percent below 2005 per capita emission levels by 2035. CARB will be adopting updated targets in 2026.

Relationship with the Regional Housing Needs Assessment (RHNA)

The forecasted development pattern for the region shares key similarities and differences with the Regional Housing Needs Allocation (RHNA), which determines the amount of housing each jurisdiction must plan for to accommodate existing and future housing needs across several income levels. Both processes describe where development is expected to occur within the region and consider factors such as the jobs–housing relationship, opportunities to promote efficient development patterns, and land conservation. State law requires that the RHNA plan be consistent with the SCS and its underlying development pattern.

The two processes differ in several important ways. The RTP/SCS forecasts growth over a 20–30-year development horizon, while RHNA is based on an eight-year Housing Element cycle. They are also driven by different statutory purposes. RHNA is part of the state's Housing Element process that requires local jurisdictions to plan for sufficient housing to meet current and future housing needs. In contrast, the RTP/SCS forecasted development pattern is linked to a GHG reduction target (see above) and is a foundational input to the regional transportation conformity determination required under federal law.

The two processes also are at different spatial scales. The RHNA process distributes housing needs across the region's 197 local jurisdictions, while the forecasted development pattern is at a finer geographic scale (e.g., travel analysis zone, or TAZ) to support regional modeling and analysis. The RHNA methodology must also address the state's Affirmatively Furthering Fair Housing (AFFH) requirements and allocates housing needs across state-determined income categories.



What is the Local Data Exchange Process?

The **Local Data Exchange**, or **LDX** process, aims to meet with and exchange local information for regional purposes with all Southern California jurisdictions. In order develop a plan that can meet these requirements, SCAG first prepares a set of GIS maps for local jurisdictions. Several maps are produced by third parties and are curated and provided by SCAG for informational purposes. Other maps are draft, prior, or public versions of local data which SCAG is requesting local review for possible inclusion in draft plan development. Over the course of 2026, SCAG will reach out to all 197 local jurisdictions, provide available resources, and meet one-on-one with local jurisdictions to discuss these data and maps in their local context and provide background on the development of Connect SoCal 2050. Preliminary data and maps are available in this data/map book.

Additional data, tools, and resources are available through SCAG's Regional Data Platform (RDP). Technical assistance requests and LDX process questions can always be submitted through SCAG's Local Information Services Team (LIST) at list@scag.ca.gov.

Providing Input to SCAG

This Data/Map Book is specific to your local jurisdiction and is designed to help local planners better understand the sources, methodologies, and contexts of datasets which will be integrated into SCAG's regional plans.

The data layers below are being shared with local jurisdictions in preparation for Connect SoCal 2050. During the LDX process, SCAG ask local jurisdictions to provide updates and corrections to layers that are within local purview. The remaining layers are either outside local jurisdictional purview or consist of third-party data related to regional objectives. These layers are included for reference, as some are used in developing Connect SoCal 2050's forecasted regional development pattern. Each layer is described below.

Please note that SCAG shall incur no responsibility or liability as to the completeness, correctness, or accuracy of this information. All information is provided "as is" without warranty of any kind, express or implied, including warranties of accuracy, completeness, timeliness, merchantability, fitness for a particular purpose, or non-infringement. The dataset may include third-party data not maintained by SCAG. SCAG makes no guarantees regarding such data and assumes no liability for errors, omissions, or outcomes arising from its use. Users are strongly encouraged to verify information with original sources. Where applicable, consult local jurisdictions for official land use, zoning, or other authoritative data.

CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Housing Element Sites Inventory	Update/Corrections
	Candidate Sites for Rezoning	Update/Corrections
	Residential Development Activity	Update/Corrections

Priority Development	Priority Development Area	Reference Only
Transportation	High Quality Transit Corridors	Reference Only
	Transit Priority Areas and Major Transit Stops	Reference Only
	Regional Bikeways	Update/Corrections
	Regional Truck Routes	Update/Corrections
	Mobility Hubs	Update/Corrections
	Dedicated Bus Lanes	Reference Only
	National Highway System and Functional Classification Roads	Reference Only
Green Region Resource Areas (SB 375)	Consolidated Map	Reference Only
	Climate Hazards	Reference Only
	Habitat Areas	Reference Only
	Agriculture	Reference Only
	Conserved Areas	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	Transportation Analysis Zone	Reference Only
Preliminary Growth Forecast	Jurisdiction-level projections of households and employment (2024-2050)	Update/Corrections
	TAZ-level projections of households and employment (2024-2050)	Update/Corrections

SCAG staff accept submissions via email as well as through other cloud-based methods, including data and file uploads to a designated SharePoint link. LIST members will be available throughout the LDX process to provide technical assistance and can be contacted at list@scag.ca.gov.

Timeline

The Local Data Exchange Process involves the following milestones.

EVENT	ANTICIPATED DATE
One-on-one meetings with local jurisdictions to review the data package and feedback opportunity.	Beginning April 2026
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2050.	November 20, 2026
Regional collaboration on plan development. Continued development of Connect SoCal 2050 strategies with stakeholders, working groups, and the public.	2027
Draft Connect SoCal 2050 release	Fall 2027

Final Connect SoCal 2050 adoption	Spring 2028

Land Use

Following the adoption of Connect SoCal 2024, SCAG initiated the 2024 regional land use dataset development process to update parcel-based land use information in preparation for Connect SoCal 2050.

From **late 2024 to early 2025**, SCAG staff obtained the **2024 parcel boundary GIS file** and **tax roll property information** from county assessor's offices and/or county's GIS portals. After a year of data collection, standardization, and clean-up, SCAG staff prepared a set of land use data and maps at the parcel level as follows:

- Adopted General Plan Land Use with Local General Plan Designations
- Adopted General Plan Land Use with SCAG Land Use Codes
- Adopted Specific Plan Land Use with SCAG Land Use Codes
- Adopted Zoning Codes with Local Zoning Codes
- Adopted Zoning Codes with SCAG Land Use Codes
- 2024 Existing Land Use with SCAG Land Use Codes

The Anderson Land Use Classification was used as the standardized SCAG Land Use Code system. For more detailed information on the land use code system, please refer to the below SCAG Land Use Codes Table.

Please note that the data shown in some areas may be generalized, because the parcel-level land use dataset does not support multiple uses of designations on a single parcel. Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

TABLE 1: SCAG Land Use Codes Legend

Insert table

General Plan Land Use

Beginning in July 2024, SCAG started the 2024 general plan land use data update process. In preparation for the update process, SCAG staff conducted an inventory of local general plan land use to review the status of local jurisdiction's general plan land use element updates and to collect recently updated local general plan land use information, based on information available on city/county websites. Throughout the process of collecting local general plan land use information, SCAG staff made every effort to incorporate any local general plan land use maps and designations updated after the development of 2019 regional land use dataset that was used for Connect SoCal 2024. As a part of the update process, SCAG staff migrated 2019 general plan land use information to 2024 parcel polygons and made updates to GIS parcel attributes, symbology layers and general plan correspondence tables. The general plan land

use information was coded into GIS format at the parcel level, which includes local land use designations, SCAG land use codes, residential density (dwelling units per acre) and non-residential intensity (floor area ratio). In this Data/Map Book, two different types of general plan land use maps are prepared at the jurisdictional level - one with local designations, consistent with those used in each local jurisdiction and the other with the SCAG's standardized land use codes.

Specific Plan Land Use

Beginning in October 2024, SCAG started the 2024 specific plan land use data update process to capture the most current local specific plan information across the region.

SCAG staff reviewed city and county websites to inventory **adopted, updated or rescinded specific plans** and collected the new land use maps or GIS data since the 2019 regional land use dataset used for *Connect SoCal 2024*.

As a part of this update, the 2019 specific plan land use information were migrated to **2024 parcel polygons** and updates were made to GIS parcel attributes and specific plan correspondence tables.

The dataset provides parcel-level information, including:

- Number of specific plans adopted in current parcel
- Local land use designations
- Residential density (dwelling units per acre)
- Non-residential intensity (floor area ratio)

This map presents specific plan land use at the jurisdictional level showing **SCAG's standardized land use codes** along with **specific plan boundaries**.

Zoning

Starting in July 2025, SCAG conducted the 2024 zoning data update process. In preparation for the update process, SCAG staff conducted an inventory of local zoning code to collect recently updated local zoning information, based on information available on city/county websites. Throughout the process of collecting local zoning documents and GIS data, SCAG staff made every effort to identify any change reflected in the local zoning GIS data updated after the development of 2019 regional land use dataset. As a part of the update process, SCAG staff migrated 2019 zoning code information to 2024 parcel polygons and made updates to GIS parcel attributes and zoning correspondence tables. The zoning information was coded into GIS format at the parcel level, which includes local land use designations and SCAG zoning code designation. In this Data/Map Book, zoning maps are prepared at the jurisdictional level - one with local designations, consistent with those used in each local jurisdiction and the other with the SCAG's standardized land use codes.

Existing Land Use

The base year of Connect SoCal 2050 is 2024. To develop the base year 2024 existing land use data, SCAG staff migrated the 2019 existing land use information to 2024 parcel polygons and incorporated any recent land use changes since the year 2019.

As a part of the update process, SCAG staff identified newly developed parcels that were previously vacant by analyzing county assessor's tax roll information (including use codes and assessed valuations) and building footprint information.

Additional geoprocessing was performed to improve accuracy using reference layers, such as California Protected Areas Database (CPAD), California School Campus Database (CSCD), Farmland Mapping and Monitoring Program (FMMP)'s Important Farmland, and U.S. Department of Defense's Military Installations, Ranges, and Training Areas (MIRTA).

This map presents the 2024 existing land use map at the jurisdictional level using SCAG's standardized land use codes.

6th Cycle Housing Element Sites

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community, at all income levels. California's local governments meet this requirement by adopting housing elements as part of their general plans. Government Code Section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment. The purpose of the housing element's site inventory is to identify and analyze specific land (sites) that is available and suitable for residential development in order to determine the jurisdiction's capacity to accommodate residential development and reconcile that capacity with the jurisdiction's Regional Housing Needs Allocation (RHNA). The site inventory enables the jurisdiction to determine whether there are sufficient adequate sites to accommodate the RHNA by income category.

The 6th Cycle Housing Element Sites Inventory dataset includes sites inventory data local jurisdictions submitted to the California Department of Housing and Community Development (HCD) during the 6th Cycle Housing Element Update process. These sites are reported by local jurisdictions through a standardized form created by HCD (*Table A, Housing Element Sites Inventory)*. To compile this dataset, SCAG retrieved data from the California Department of General Services (DGS) in October 2025, with housing element sites inventory available for 147 local jurisdictions. Staff collected site inventory directly from city websites for an additional 21 local jurisdictions.

This map displays the estimated total housing unit capacity, across all income categories, at the parcel level. Capacity for sites with the same reported Assessor's Parcel Numbers (APN) is aggregated into a single record. Some sites and their capacity could not be mapped due to unmatched or incomplete APNs, including cases where official APNs were not available at the time the sites inventory was prepared.

Candidate Sites for Rezoning

A site inventory and analysis (described above) determine whether local jurisdictions need to adopt program actions to make sites available for residential development with appropriate zoning, development standards, and infrastructure capacity to accommodate the new development need. When the inventory demonstrates that there are insufficient sites to accommodate the RHNA by income category, local governments must identify sites to be included in the housing element program and made available early in the planning period to accommodate the identified housing needs. These sites are

reported by local jurisdictions through a standardized form created by HCD (*Table B, Candidate Sites Identified to be Rezoned to Accommodate Shortfall Housing Need*).

SCAG retrieved data from the DGS in October 2025, with candidate sites for rezoning available for 77 local jurisdictions. This map displays the realistic unit capacity for each site under the proposed zoning, as reported by local jurisdictions. Capacity for sites with the same reported APN is aggregated into a single record. Some sites and their capacity could not be mapped due to unmatched or incomplete APNs, including cases where official APNs were not available at the time the sites were identified or where future parcel subdivision is anticipated.

Residential Development Activity

Residential development activity, including pipeline projects (those in planning, permitting, and construction phases) and newly completed projects (those receiving certificates of occupancy), is developed to support SCAG's growth forecasting and to enhance information database available to SCAG member jurisdictions and stakeholders. This dataset is sourced from Table A2 of the annual progress reports (APR) prepared by local jurisdictions and submitted annually to HCD. Government Code section 65400 requires that local jurisdiction prepare an annual progress report (APR) on the status of the housing element of its general plan and progress in its implementation, using forms and definitions adopted by the HCD. A primary function of the housing element APR data is to allow HCD to track each local government's annual progress towards meeting its RHNA over the 5- or 8-year planning cycle.

For Connect SoCal 2050, SCAG extracted data for projects that received entitlements or building permits in 2022, 2023, and 2024 as well as housing units that received a certificate of occupancy or other form of readiness in 2024 (the base year of Connect SoCal 2050). This three-year time span reflects the typical duration for residential projects to move through the development pipeline from entitlement to completion.[1]

SCAG retrieved the data from the California Open Data Portal in September 2025 and performed data inspection and cleaning, including the removal of duplicate projects, standardization of APN formats, and geocoding of project locations. Because development activity can span multiple years, one project may appear in multiple APRs. Due to the lack of unique project identifiers in the APR data, SCAG systematically examined the records for duplicates, which were primarily identified by matching the activity dates, project types, tenure, and total units within each jurisdiction. Additional duplicates were identified through careful review of large developments. Due to missing data, potential data entry errors in APRs, and other reporting inconsistencies, some duplicates may remain. Projects are mapped based on coordinates derived from either APN centroids, geocoding, or manual online address searches. The resulting map reflects approximate project locations and does not represent the exact placement of the development sites.

[1] Recent analysis of proprietary data of current and prospective development projects over the last two decades finds that, from planning to delivery, a multifamily project takes an average of 30.2 months in the U.S. Census Bureau's West Region, which includes California. See Cunninham & Orlando (2024), *How Long Does It Take to Building Multifamily Housing?* Federal Reserve Bank of Atlanta.

Priority Development

[SECTION FORTHCOMING]

Transportation

The transportation section highlights the **regional multimodal network** that supports mobility, accessibility, and connectivity across the region. These datasets and maps illustrate how **transit, active transportation, and roadway systems** function together to serve residents, businesses, and visitors, while supporting SCAG's goals for **equitable, efficient, and sustainable regional travel**.

This section includes a series of maps that visualize the region's key transportation assets and planning initiatives:

- High Quality Transit Corridors (HQTCs)
- Transit Priority Areas (TPAs) and Major Transit Stops
- Mobility Hubs
- Regional Bikeways
- Regional Truck Routes
- Regional Dedicated Transit Lanes
- National Highway System and Functional Classification Roads

Together, these maps provide a comprehensive overview of the **existing and planned transportation framework** guiding **Connect SoCal 2050** and other regional mobility initiatives.

High Quality Transit Corridors

For Connect SoCal 2024, SCAG developed High Quality Transit Corridors (HQTCs) in the SCAG Region for plan year 2050, based on the following SB 375 language:

- High-Quality Transit Corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than **15 minutes** during peak commute hours (CA Public Resource Code Section 21155(b)).

HQTCs included in this Data/Map Book are based on the **2050 plan year transit network of Connect SoCal 2024** and will be updated for Connect SoCal 2050. Further explanation of the methodology for identifying HQTCs is included in the Connect SoCal 2024 Mobility Technical Report Appendix. Please note that SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain

the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Transit Priority Areas and Major Transit Stops

For Connect SoCal 2024, SCAG developed Transit Priority Areas (TPAs) and major transit stops in the SCAG region for plan year 2050. TPAs are Priority Development Areas that are within one half mile of existing or planned major transit stops in the region. AB 2553, passed in 2024, revised the definition of major transit stop. SCAG updated the TPA and major transit stop maps accordingly. Under AB 2553, a major transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of **20 minutes** or less during the morning and afternoon peak commute periods. This frequency of service interval is an increase from 15 minutes under prior law and takes effect January 1, 2025. TPAs are where TOD can be realized – where people can live and work in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal's strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.

Major transit stops and the TPAs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024 and reflect the updated statutory definition of major transit stops under AB 2553. Please note that SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Mobility Hubs

SCAG's mobility hubs strategy, as described in Connect SoCal 2024, identifies mobility hub locations across the region and establishes a recommended baseline for a mobility hubs network. The data-driven methodology for screening and prioritizing mobility hubs analyzed a set of baseline network criteria using GIS analysis to determine candidate mobility hub locations based on proximity or inclusion within a zone.

To divide the entire region into consistent land areas, counties were split into equally sized grid tiles with areas of a quarter mile by a quarter mile. The methodology established transit/rail stops as a baseline criterion, ensuring only locations containing at least one major stop were further evaluated. Other screening criteria included park and ride locations, proximity to major institutions such as sport venues,

universities, and overlap with Priority Equity Communities.

The screening process resulted in the identification of more than 700 potential mobility hub locations, which provided the baseline for a potential regional network. These mobility hub locations were then categorized by typology. In developing typologies, SCAG considered land use densities, transportation characteristics, and future population and employment growth. A total of six typologies were identified as part of Connect SoCal 2024 development including: Downtown Hubs, Urban Hubs, Emerging Urban Hubs, Suburban and Rural Hubs, Equity Hubs, and Institutional Hubs. The expansive list of screened mobility hubs was then subjected to prioritization based on the following weighted criteria: transit access and connectivity, climate action, and equitable mobility. Additional information on the mobility hubs typologies can be found in the Connect SoCal 2024 Mobility Technical Report.

The prioritization process resulted in a halving of the prior list, to a total of 346 mobility hubs. Each of the mobility hub types has designated land uses based on definitions as well as transportation features. In addition to existing land use and transportation characteristics, each hub type includes a list of elements that are highly recommended, recommended, or not applicable (e.g., electric vehicle charging, bike share, etc.). It is important to note that design and access elements can vary significantly based on topography, property lines, and other local context factors.

Data was gathered from Caltrans Park and Ride data, LA Metro boardings/alightings and bikeshare, and Homeland Infrastructure Foundation-Level Data (HIFLD). SCAG specific data included bike routes, livable corridors, microtransit service zones, SPZs 2016 and 2045, EV charging zones, airports, job centers, and Priority Equity Communities. Mobility hub identification was conducted in 2024.

Regional Bikeways

The Southern California Regional Bikeway Shapefile (RBS) builds on what was compiled in coordination with each of the six county transportation commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura) for the 2020 RTP/SCS. SCAG developed standard data fields using existing fields from each county and additional fields identified by stakeholders and consultants. Since the adoption of the 2020 RTP/SCS, SCAG further refined the data fields necessary to streamline and standardize digitization of the RBS and its associated attributes. For inclusion in the 2024 RTP/SCS, or Connect SoCal 2024, SCAG added two data fields, lane count and lane direction, to simplify the RBS digitization to street centerlines.

The RBS includes both existing and proposed facilities and was compiled from shapefiles provided by each county transportation commission during the 2016 RTP/SCS and 2020 RTP/SCS. The Connect SoCal 2024 RBS includes updates provided by local jurisdictions following the adoption of the 2020 RTP/SCS. County transportation commissions and local jurisdictions may use different strategies for compiling their data so some areas may be more up to date and contain different amounts of data than others.

Existing routes are bicycle facilities that currently are installed upon city streets or paths. Proposed facilities are those contained in city or county plans that have not been constructed. Each route is classified by definitions from the California Highway Design Manual as outlined below.

Class Definitions:

- Class I Bikeway (Bike Path): Provides a completely separated facility for the exclusive use by bicycles and pedestrians with crossflow by vehicles minimized.
- Class II Bikeway (Bike Lane): Provides a striped lane, with or without a buffer, for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route): Provides for shared use with motor vehicle (more common) or pedestrian (less common) traffic. Includes Bicycle-Friendly Boulevards, which are routes parallel to major corridors that provide a calmer, safer alternative for bicyclists of all ages and skill levels. Bicycle-Friendly Streets include traffic calming elements beyond traditional signage, such as roundabouts, diverters, and curb extensions.
- Class IV Bikeway (Separated Bikeway): Provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) between the bikeway and vehicular traffic.

Regional Truck Routes

The **Southern California Regional Truck Route Shapefile (RTRS)** has been compiled using the **general plans** and **municipal codes** of the jurisdictions in areas of each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura).

SCAG has developed standard data fields based on information found in local general plans and municipal codes to identify roadways and roadway segments that are designated as truck related routes by the cities. The RTRS includes truck routes on **existing local facilities**.

Jurisdictions may use various **operational criteria** to define truck routes including number of axles, time of the day, weight-related restrictions, like minimum and maximum weights, gross and net weight limits, are the most commonly used criterion. Existing truck routes are those that are specifically identified as facilities where trucks are generally permitted or permitted with restrictions during all or most of the day. It should be recognized that most jurisdictions permit trucks to travel on any roadway segment with clear limitations to their movement (e.g., direct delivery to locations not on a designated route). Each route is at the discretion of its jurisdiction.

Confirmation and updates to the RTRS will allow SCAG member cities to understand and develop policy regarding **intracity and intercity truck route connections and gaps**, and access to relevant land uses within jurisdictional boundaries.

Regional Dedicated Transit Lanes

The Regional Dedicated Transit Lanes Study identified the key benefits of dedicated bus lanes and the primary factors for successful implementation, conducted a preliminary assessment on where transit priority treatments might be most feasible and beneficial in the SCAG region, and provided recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes and transit priority treatments. The dataset is a repository of existing, planned, and recommendations from the study finalized in collaboration with transportation agency stakeholders

throughout the region, including County Transportation Commissions (CTCs), Councils of Governments (COGs), transit operators, and community-based organizations (CBOs), through various stakeholder meetings and the project Technical Advisory Committee (TAC). The dedicated transit lanes network is one of the mobility strategies for implementing Connect SoCal 2024 and will be further refined as part of Connect SoCal 2050.

National Highway System and Functional Classification Roads

Functional Classification is used in determining **eligibility for Federal funding programs**. The Federal Highway Administration (FHWA) identifies Functional Classification as a key item in transportation data. Streets and highways are grouped into classes according to the service they provide. This Functional Classification dataset was sourced from the Caltrans California Road System (CRS) web map with the functional classification overlay. The dataset is based on **Caltrans Linear Reference System** exported on **7/3/2024**.

The specific dataset that forms this layer was selected for the SCAG region to facilitate the identification of **all federal aid eligible roads** as well as those that are not eligible, such as local roads. By including this information for each local jurisdiction in the data map books, each local agency can easily and definitively evaluate roadways for eligibility of federal funds to fund operational and capital improvements. This is particularly relevant with **Surface Transportation Block Grants** and **Congestion Mitigation Air Quality Improvement Program funds** for which SCAG is responsible for allocating and administering. This information can also support the financial planning and prioritization of roadway improvements.

Green Region Resource Area (SB 375)

As Southern California faces unprecedented challenges, it is essential to align regional land use and transportation strategies to plan for growth, promote sustainability, protect the region's natural resources, and reduce future climate-related risks. Green Region Resource Areas (GRRAs), derived from SB 375 statute and Connect SoCal 2024 strategies, highlight where future growth may be less feasible or recommended due to sensitivities to climate hazards, habitat areas, agricultural areas, protected open space, conservation easements, reserve designs, as well as military establishments and tribal nations.

The Green Region Resource Areas (GRRA) data update is a key element of Connect SoCal 2050, SCAG's regional transportation plan and sustainable communities strategy. This update ensures SCAG uses the most current information on resource areas and farmland, as required by Senate Bill 375 (SB 375).

GRRAs are central to shaping SCAG's Forecasted Regional Development Pattern, which aims to reduce greenhouse gas emissions from cars and light trucks while supporting population and economic growth. SCAG uses Priority Development Areas (PDAs) and GRRAs to guide how growth is distributed, with alignment to local plans and parcel-level densities (see more detail in the Growth Forecasting section below).

Importantly, PDAs and GRRAs do not change the overall growth projected for counties or the region. Instead, they provide a framework for where growth is most feasible or constrained. GRRAs identify areas where development may be limited due to permanent protections, ecological resources, farmland, or climate hazards. Together, these tools help SCAG advance regional sustainability goals while respecting

local land use authority.

Consolidated Map

The Green Region Resource Areas (GRRA) Consolidated Map identifies locations where development may be constrained due to climate hazards, habitat areas, and agricultural lands, consistent with **SB 375** and Connect SoCal 2024 strategies. The dataset is organized into three overarching categories with seven topic areas, which have one or more layers contributing to each:

- Climate Hazards (topic areas: flood hazard, sea level rise, wildfire risk)
- Habitat Areas (topic areas: habitat value, wildlife corridors, aquatic resources)
- Agriculture (topic area: farmland)

Conserved areas, such as protected open space, conservation easements, military installations, tribal lands, and NCCP/HCP reserve designs, are excluded from scoring because they are legally protected from growth to a varying degree.

Areas throughout the region receive a score based on the number of topic areas that overlap it, with possible scores ranging from 0 to 7. This approach identifies areas where multiple constraints overlap, particularly those combining climate hazards and habitat areas (as these overarching categories have more topic areas within them). Additional information on each of the data layers that contribute to the seven topic areas is shown subsequently for each overarching category.

Climate Hazards

The Climate Hazards category highlights areas within the region at risk due to climate change, such as **flood hazard, wildfire hazard, and coastal inundation (sea level rise)**. These risks can significantly influence where future growth occurs, as development may need to avoid or adapt to areas with high vulnerability to climate impacts.

Topic Areas	**Underlying Dataset(s)**
Flood Hazard	National Flood Hazard Layer (NFHL), 2025, FEMA
Coastal Inundation (Sea Level Rise)	Sea Level Rise (3.5 Feet), 2025, NOAA Office for Coastal Management
Wildfire Hazard	Fire Hazard Severity Zones (FHSZs) Local Responsibility Areas, 2025, Cal FIRE Fire Hazard Severity Zones (FHSZs) State Responsibility Areas, 2024, Cal FIRE Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, Fire and Resource Assessment Program (FRAP) at Cal FIRE Priority Landscape – Reduce Wildfire Risk to Communities, 2018, Fire and Resource Assessment Program (FRAP) at Cal FIRE

	Wildland Urban Interface and Intermix (WUI), 2025, Cal FIRE

- **Flood Hazard -** Flood hazards are a foundational GRRA category because they highlight locations where development would face elevated risks and may not meet National Flood Insurance standards. The National Flood Hazard Layer (NFHL) (2025) is FEMA's digital geospatial database that consolidates all Flood Insurance Rate Map (FIRM) information and Letters of Map Revisions (LOMRs). FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called Flood Insurance Studies (FISs). From the study, FEMA delineates areas subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as the 100-year flood or base flood. The 100-year flood has a 26 percent chance of occurring during a 30-year period, the length of many mortgages. The 100-year flood is a regulatory standard used by Federal and most State agencies to administer floodplain management programs. The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities.
- **Coastal Inundation (Sea Level Rise) -** Sea level rise represents a growing risk for California's coastline. The Sea Level Rise Data was obtained from NOAA's Office for Coastal Management (2025) as part of its Sea Level Rise and Coastal Flooding Impacts Viewer, a screening-level tool designed to visualize potential inundation under multiple scenarios. GRRAs include a 3.5-foot sea level rise inundation scenario based on guidance from the California Ocean Protection Council as well as local feedback from Connect SoCal 2024.
- **Wildfire Hazard -** Wildfire represents one of the most critical hazards for Southern California communities, particularly where human development overlaps with fire-prone vegetation. Given the increasing frequency and severity of wildfires, the GRRA update incorporates multiple datasets to capture risks to both people and ecosystems. Data sources include several Cal FIRE datasets that assess wildfire risk and priority areas for mitigation.
    - Fire Hazard Severity Zones (FHSZs) for Local Responsibility Areas (2025) and State Responsibility Areas (2024) define wildfire hazards based on fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather, with zones classified as Moderate, High, or Very High.
    - Priority Landscape – Reduce Wildfire Risk to Ecosystem Services by Cal FIRE (2018) identifies watersheds and forestlands most in need of treatment to reduce risks to ecological functions such as carbon storage, timber, water supply, and large tree habitat. Only areas with the highest scores in the region were included in GRRAs.
    - Priority Landscape – Reduce Wildfire Risk to Communities by Cal FIRE (2018) highlights lands where people and infrastructure are most vulnerable to wildfire, based on the intersection of housing density and FHSZs. Only areas with the highest scores in the region were included in GRRAs.
    - Wildland Urban Interface and Intermix (WUI) dataset by Cal FIRE (2025) maps areas of California's WUI by classifying lands into Interface and Intermix according to housing density, vegetation cover, and Fire Hazard Severity Zones. Interface areas are locations

where housing developments directly abut large, continuous tracts of wildland vegetation, creating a distinct boundary between urban and natural landscapes. Intermix areas occur where homes and wildland vegetation are intermingled, with structures dispersed throughout vegetated areas rather than concentrated along an edge. Both classifications represent zones of heightened wildfire risk due to the close proximity of human development to highly combustible vegetation.

Habitat Areas

Habitat Areas show areas sensitive to development due to the presence of strong **habitat value, wildlife corridors, or aquatic resources**. Sensitive habitats are critical for biodiversity conservation and ecosystem functioning, particularly where growth pressure may lead to habitat degradation. Conserving natural areas helps buffer communities from climate hazards like flooding and wildfires, while preserving carbon-rich landscapes that mitigate greenhouse gas emissions. More information on the specific location and condition of species of rare and sensitive plants, animals and natural communities is available through the California Natural Diversity Database (CNDDB), which can be viewed online at BIOS Viewer@CDFW. The GRRA update includes multiple datasets to represent the topic areas of habitat value, wildlife corridors, and aquatic resources:

Topic Areas	Underlying Dataset(s)
Habitat Value	Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, CDFW Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), 2021, CDFW Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), 2025, CDFW Critical Coastal Areas, 2021, California Coastal Commission
Wildlife Corridors	Essential Connectivity Areas - California Essential Habitat Connectivity (CEHC), 2025, CDFW South Coast Missing Linkages, 2008, South Coast Wildlands
Aquatic Resources	National Wetlands Inventory (NWI) Riparian, 2024, USFWS National Wetlands Inventory (NWI) Wetlands, 2024, USFWS California Aquatic Resources Inventory (CARI), 2025, San Francisco Estuary Institute

- **Habitat Value** - The Habitat Value topic includes the following datasets from CDFW's Areas of

Conservation Emphasis (ACE); notably, only areas with the highest sensitivities within the datasets (i.e. 5 from a 1 – 5 scale) were included in GRRAs:

- Species Biodiversity (2021), which summarizes California's biodiversity based on occurrence and distribution data for amphibians, aquatic macroinvertebrates, birds, fish, mammals, plants, and reptiles.
- Terrestrial Climate Change Resilience (2025) shows the probability that a location may serve as climate-change refugia. Climate-change refugia are areas relatively buffered from the effects of climate change, where conditions will likely remain suitable for the current array of plants and wildlife.
- Terrestrial Connectivity (2021) identifies and maps critical wildlife movement corridors and habitat linkages that connect large, contiguous natural areas. These corridors are essential for maintaining ecological processes, allowing species to migrate, disperse, and adapt to changing conditions such as climate shifts.

Additionally, this topic area includes the California Coastal Commission's Critical Coastal Areas (2021), which identifies coastal watersheds where high-value waters (such as those supporting sensitive habitats, recreational uses, or drinking water sources) are at risk from polluted runoff. These areas often overlap with regions experiencing intense land use pressures, making them priorities for targeted management actions like improved stormwater controls, habitat restoration, and watershed planning.

- **Wildlife Corridors** – Wildlife corridors are a natural or restored pathway that connects separate habitat areas, allowing animals to move safely between them for essential activities such as feeding, breeding, and seasonal migration. This data topic includes the following datasets:
  - CDFW's Essential Connectivity Areas (2025) depict essential areas for ecological connectivity that support native biodiversity between habitat blocks. This coarse-scale map was based primarily on the concept of ecological integrity, rather than the needs of particular species. Essential Connectivity Areas are placeholder polygons that can inform land-planning efforts, but that should eventually be replaced by more detailed Linkage Designs, developed at finer resolution based on the needs of particular species and ecological processes. It is important to recognize that even areas outside of Essential Connectivity Areas support important ecological values that should not be "written off" as lacking conservation value.
  - South Coast Wildlands' South Coast Missing Linkages (2008) dataset delineates linkage boundaries identified by the South Coast Missing Linkages project. The South Coast Missing Linkages project was a collaborative inter-agency effort to identify and conserve the highest priority linkages in the South Coast Ecoregion. Linkage designs were developed through landscape permeability analyses that modeled least-cost corridors (best potential route) between protected areas for 109 focal species based on vegetation, topography, elevation, and road density layers at 30-meter resolution.
- **Aquatic Resources –** This data topic includes natural water-related ecosystems and features that provide habitat, ecological functions, and ecosystem services like water quality, groundwater recharge, flood control, and climate resilience. Datasets include:
  - The USFWS National Wetlands Inventory (NWI) Riparian (2024) maps riparian habitats

across the western United States, identifying vegetated areas adjacent to rivers, streams, and other water bodies. These riparian zones are critical for maintaining water quality, stabilizing streambanks, supporting biodiversity, and serving as wildlife corridors.
    - USFWS NWI Wetlands (2024) maps wetlands and deepwater habitats including marshes, swamps, bogs, and permanently inundated zones such as lakes and estuaries, which are vital for water filtration, flood control, carbon storage, and wildlife habitat.
    - The San Francisco Estuary Institute's California Aquatic Resources Inventory (CARI) (2025) depicts wetlands, streams, and riparian areas and provides a detailed, statewide mapping of aquatic features, including wetlands, streams, and riparian areas.

Agriculture

Farmland is a vital GRRA category, valued not only for its economic importance but also for its contribution to regional sustainability, food security, and resilience. Preserving agricultural lands helps limit urban sprawl, protect carbon sequestration capacity, and sustain the long-term viability of California's farming economy.

Topic Area	Underlying Dataset(s)
Farmland	Farmland and Monitoring Program (FMMP), 2022, California Department of Conservation; California Williamson Act Enrollment, 2024, California Department of Conservation

- **Farmland**
    - Farmland Mapping and Monitoring Program (FMMP) (2022) provides a statewide inventory of agricultural land, mapping farmland and grazing land at a minimum unit of 10 acres. For the purposes of GRRAs, prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land were included.
    - California Williamson Act Enrollment (2024) identifies lands enrolled under Williamson Act and Farmland Security Zone contracts, which provide property tax incentives to encourage the long-term conservation of agricultural land. These contracts help reduce development pressure and maintain agricultural viability by limiting non-agricultural uses on enrolled parcels.

Conserved Areas

Conserved areas represent lands that are largely protected from future development and therefore excluded from growth scoring. These include **protected open space, parks, conservation easements, military installations, Tribal lands, and NCCP/HCP reserve designs**. Preserving these areas protects biodiversity, cultural resources, and recreational opportunities while supporting resilience and regional quality of life.

Topic Area	Underlying Dataset(s)
Protected Open Space and Parks	California Protected Areas Database (CPAD), 2025, Multiple sources

	California Conservation Easement Database (CCED), 2025, Multiple sources Ventura Save Open Space and Agricultural Lands (SOAR), 2020, Ventura County Planning Division
Natural Community and Habitat Conservation Plans (NCCP/HCP) Reserve Designs	Orange County Conservation Areas (OCTA NCCP), 2021, Orange County Transportation Authority Orange County Central/Coastal NCCP Reserve System, 2018, Nature Reserve of Orange County Rancho Palos Verdes NCCP Reserve, 2011, Palos Verdes Peninsula Land Conservancy Coachella Valley Conservation Areas (CVMSHCP), 2022, Coachella Valley Association of Governments Western Riverside County MSHCP Semi-Public and Non-Public Reserve Designs, 2025, Western Riverside Co Regional Conservation Authority
Military Installations	Military Installations, Ranges, and Training Areas (MIRTA), 2025, Department of Defense
Tribal Nations	National Geospatial Data Asset (NGDA), 2025, U.S. Census Bureau

- **Open Space and Parks -** Open space and parks are natural assets that provide recreational opportunities, conserve biodiversity, and support climate resilience through various ecosystem services. Preserving these areas helps maintain regional quality of life and protects lands designated for conservation and recreation from future development.
    - California Protected Areas Database (CPAD) (2025) provides the most comprehensive dataset of publicly owned parks and open space in California, including local, state, and federal lands.
    - California Conservation Easement Database (CCED) (2025) tracks conservation easements that restrict redevelopment and protect lands for ecological, cultural, or recreational purposes.
    - Ventura Save Open Space and Agricultural Lands (SOAR) (2020) was created by the Ventura County Planning Division to show lands covered under Ventura County's SOAR ordinance, which designates agricultural, rural, and open space areas protected from urban development.
- **Natural Community and Habitat Conservation Plans** – This dataset contains Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) reserve designs in Southern California. Reserve designs refer to the strategic layout and configuration of protected

areas within a conservation plan to ensure long-term ecological integrity and species survival. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP/HCP. CDFW and the US Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP/HCP participants. The GRRA update incorporates reserve designs from several NCCPs and HCPs across the SCAG region.

- **Military Installations -** Military installations represent areas managed by the U.S. Department of Defense (DoD), encompassing Military Installations, Ranges, and Training Areas (MIRTA) (2025). These areas are excluded from growth considerations, as they are reserved for defense purposes.
- **Tribal Lands -** Federally recognized Tribal Lands are included in the GRRAs to acknowledge their role as sovereign territories and to ensure growth planning considers Tribal jurisdiction and heritage. U.S. Census Bureau National Geospatial Data Asset (NGDA) (2025) displays reservations and trust lands recognized by Federal, State, and Tribal entities.

Geographical Boundaries

City Boundary and Sphere of Influence

City boundary and sphere of influence information are originally from each County's Local Agency Formation Commissions (LAFCO). The city boundary information included here is for the year 2024, the base year of Connect SoCal 2050. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions would need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census Tract Boundary

The census tract boundaries are the 2024 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (Topologically Integrated Geographic Encoding and Referencing) Products website (https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-geodatabase-file.2024.html#list-tab-1258746043).

Transportation Analysis Zone (TAZ) Boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region. This is used to facilitate Travel Demand and Land Use Modeling needs at SCAG.

Preliminary Growth Forecast

[SECTION FORTHCOMING]

[GROWTH FORECAST SED FIGURE PAGE]:

The chart below shows the preliminary jurisdiction-level growth forecast:

Definitions

Household: An occupied housing unit. Occupants may be one individual, a single family, two or more families living together, or any other group of related or unrelated individuals who share their usual space of residence

Employment: The number of total jobs counted by place of work. Employment includes wage and salary jobs and self-employment (e.g. independent contractors).

Note: While Government Code 65080(b)(1)(B) et seq. comments on the relationship of the RTP/SCS to the RHNA, a specific requirement does not exist such that forecasted household growth at the jurisdictional level is numerically equivalent to a jurisdiction's Regional Housing Needs Allocation.

Appendix: Socioeconomic Estimates and Projection by TAZ (To be added)

THE LIST OF GIS MAPS INCLUDED:

- General Plan Land Use with Local General Plan Designations
- General Plan Land Use with SCAG Land Use Codes
- Zoning Codes with Local Zoning Codes
- Zoning Codes with SCAG Land Use Codes
- Specific Plan Land Use with SCAG Land Use Codes
- Existing Land Use with SCAG Land Use Codes
- 6th Cycle Housing Element Sites
- Candidate Sites for Rezoning
- Residential Development Activity
- Priority Development Area
- High Quality Transit Corridors (HQTCs)
- Transit Priority Areas (TPAs) and Major Transit Stops
- Mobility Hubs
- Regional Bikeways
- Regional Truck Routes
- Regional Dedicated Transit Lanes
- National Highway System and Functional Classification Roads
- Green Region Resource Areas: Consolidated Map
- Green Region Resource Areas: Climate HazardsGreen Region Resource Areas: Habitat AreasGreen Region Resource Areas: AgricultureGreen Region Resource Areas:Conserved Areas
- Preliminary Growth Forecast
- City Boundary and Sphere of Influence
- 2024 Census Tract Boundary
- Transportation Analysis Zone (TAZ) Tier 2 Boundary

Maps (To be added)