



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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SPECIAL JOINT MEETING

REGIONAL COUNCIL AND POLICY COMMITTEES (CEHD, EEC AND TC)

Please Note Date and Time
Thursday, August 1, 2019
9:30 a.m. – 11:00 a.m.

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
RC Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees

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JOINT MEETING OF THE REGIONAL COUNCIL AND POLICY COMMITTEES (CEHD, EEC AND TC)

SPECIAL MEETING AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017
Thursday, August 1, 2019
9:30AM – 11:00AM

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Bill Jahn, President

The Honorable Peggy Huang, Chair, Community, Economic and Human Development Committee

The Honorable Linda Parks, Chair, Energy and Environment Committee

The Honorable Cheryl Viegas-Walker, Chair, Transportation Committee

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the Special Meeting Agenda must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The President has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

DISCUSSION ITEMS

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| 1. Connect SoCal Development
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| 2. Connect SoCal Outreach Summary
<i>(Kome Ajise, Director of Planning)</i> | Attachment | 27 |
| 3. Connect SoCal Performance Measures
<i>(Kome Ajise, Director of Planning)</i> | Attachment | 31 |
| 4. Connect SoCal Growth Forecast
<i>(Kome Ajise, Director of Planning)</i> | Attachment | 45 |

ANNOUNCEMENT/S

ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
August 1, 2019

To: Regional Council and Policy Committees (CEHD, EEC and TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Executive Director, Executive Management,
213-236-1835, Ajise@scag.ca.gov

Subject: Connect SoCal Development

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

Since the beginning of this year, staff has brought forth issues related to the development of Connect SoCal, the region's next Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), to the Regional Council and Policy Committees. The information shared at these meetings will lead up to the Regional Council's anticipated release of the Draft Connect SoCal for formal public review and comment on November 7, 2019 and subsequent adoption in April of 2020.

Kome Ajise, SCAG's Executive Director, will review the major milestones of the plan development process and present overarching policy themes and strategies to be considered by the Policy Committees over the next three months. His presentation will cover the Connect SoCal Public Outreach, Performance Measures and Growth Forecast reports, which have been included in the Joint Policy Committee agenda packet as separate items.

BACKGROUND:

Every four years, SCAG as the metropolitan planning organization for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) regional transportation plan (or "RTP") that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accomplished by a "continuing, cooperative and comprehensive" (the 3 C's) planning approach which is also performance-

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driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that the RTP also include a sustainable communities strategy (or “SCS”) which outlines certain land use growth strategies that provides for more integrated land use and transportation planning which would also reduce the state’s per-capita greenhouse gas (GHG) emissions from automobiles and light trucks. The current 2016 RTP/SCS is the agency’s second regional transportation plan to include a SCS. The requirements that SCAG prepare a SCS, as outlined in California Government Code Section 7 65080(b)(2)(B), does not establish a mandate that the land use strategies be implemented at the local level. Rather, the SCS is intended to provide a regional land use policy framework for which local governments may consider and build upon. Finally, development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA) and therefore, SCAG also prepares a program environmental impact report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the adoption of the RTP/SCS and identify appropriate mitigation strategies.

Since early 2019, the Regional Council and Policy Committees have been taking part in discussions on key issues, analyses, and policy considerations for development of Connect SoCal, which will serve as the region’s next RTP/SCS. This report serves as a summary of the Connect SoCal-related topics discussed at the Regional Council, Policy Committee, and Joint Policy Committee (JPC) meetings held since 2018, particularly since the beginning of 2019 in preparation of Connect SoCal. The purpose of this report is to provide an overview of what has been discussed, some of the most critical issues and challenges that Connect SoCal seeks to address and what lies ahead over the next several months, including preparing Regional Council as well as Policy Committee members for the anticipated release of the Draft Connect SoCal for public review and comment on November 7, 2019, as well as the anticipated adoption in April of 2020.

What we have accomplished

We started out the Connect SoCal development process by discussing the updated goals and policies at each of SCAG’s three policy committees in September of 2018. The Goals for an RTP/SCS (Connect SoCal) articulate the vision for where the region would like to go, whereas the Guiding Policies provide more detail as to how the region intends to accomplish its Goals.

The 2016 RTP/SCS Goals were updated for Connect SoCal to:

- align with SCAG’s updated Strategic Plan approved by the RC in early 2018;
- align with updated federal planning factors and state goals;

- reflect policy areas that have increased in importance; and
- Improve clarity

The Goals fall into four core categories: economy; mobility; environment; and healthy and complete communities. The Connect SoCal Draft Goals now include explicit reference to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics to both the region and the plan. These draft Goals have been developed to link to potential performance measures and targets where possible. Proposed updated Goals are:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

In updating the Goals, staff also updated the plan's Guiding Policies so as to focus the Goals into more specific direction for plan investments. They are intended to encourage balanced, integrated multi-disciplinary approaches for transportation and land use. Proposed updated Connect SoCal Guiding Policies are:

1. Transportation investments shall be based on adopted regional performance indicators and MAP-21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.

4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non-recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.
5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

These proposed Goals and Guiding Policies will serve as a working reference in the development of Connect SoCal.

Policy Committee Discussions

Starting in February of this year, we conducted a series of Joint Policy Committees (JPC) workshops to establish some of the basic policy framework for the development of Connect SoCal. We endeavored to articulate and establish a common understanding about three fundamental questions prior to the comprehensive development, evaluation and analysis of key strategies, programs and policies:

Who are we planning for?

Fostering a deeper and improved understanding of how economic and demographic trends will impact our region's households is fundamental to developing a meaningful, pragmatic, and relatable plan. The population of the SCAG region in 2045 will be older, will continue to be among the most diverse in the nation, and will be employed in a shifting set of industries which reflect economic and technological evolution. Adding over 3.5 million people and over 1.5 million jobs to the region by 2045 will necessitate smart investments and targeted regional strategies.

Where will we grow?

Balancing resource conservation, housing demands, and economic expansion while adapting to a rapidly changing climate are regional challenges that necessitate thinking beyond jurisdictional boundaries. Connect SoCal will include strategies and tools that empower jurisdictions to prioritize regional population, household and employment growth in job centers, neighborhood mobility areas, transit priority areas, and high quality transit areas to encourage more efficient use of the region's existing and planned transportation system. Moreover, the Sustainable Communities

Strategy will present a regional development pattern integrated with the transportation network which, if implemented, could lead to reduced per-capita greenhouse gas emissions from vehicles and light duty trucks.

How will we connect?

Anticipating mobility needs of all transportation system users is critical to aligning future investments with emerging technologies, changing communities, and continuing to improve air quality. However, our region is served by a vast, diverse and multi-modal transportation system that is constantly evolving, and technology is changing at a rapid pace with transportation network companies (TNCs), bikeshare, e-scooters, and more. Moreover, the share of workers telecommuting has increased at an unprecedented rate, and trips that were once considered unavoidable, such as shopping, doctor visits, or even visits to city hall are becoming discretionary trips due to the internet. There are many challenges associated with planning and securing safe, well maintained, environmentally sound, and efficient transportation system that reduces traffic congestion, stabilizes transit ridership, and improves transportation safety.

Other Connect SoCal development related discussions

In addition to the three Joint Policy Committee workshops, over the past year, staff has initiated discussion of core issues associated with the development of Connect SoCal at each of the three policy committees pertinent to the charges of each committee. For example, the Transportation Committee (TC) has had presentations and discussions related to Transportation Finance, Travel Behavior, Active Transportation Program, Aviation Program, Transportation Safety, Asset Condition and Target Setting, emerging new technologies, specific project studies that will be integrated into the Connect SoCal, including I-105 Corridor Sustainability Study, TDM Strategic Plan etc. At the Community Economic and Housing Development Committee (CEHD), there have been several discussions related to our changing demographics, socio economic data (population, households and employment) forecasts, local input process, housing needs and RHNA, economic development etc. At the Energy and Environment Committee (EEC), there have been several discussions about the Connect SoCal PEIR, EJ Outreach, SCS Framework, Public Health Framework, Electric Vehicles program, TDM Strategies, SB 375 Implementation, new GHG targets, and issues related to transportation conformity.

The Regional Council also formed an Emerging Technology Committee (ETC) to review and consider the policy considerations of new technologies that are rapidly changing the landscape for regional planning. At its July 2019 meeting, the ETC approved a policy framework to inform Connect SoCal and guide local jurisdictions and transportation agencies in the areas of land use, street design and pricing/system management to promote and encourage collaboration, shared and pooled modes, vehicle electrification, mobility services, and equity, while ensuring that emerging technologies do not result in increased negative outcomes such as congestion, vehicle miles traveled, and GHG emissions.

Public Participation

On September 6, 2018, SCAG's Regional Council adopted an updated Public Participation Plan (PPP) underscoring the importance of ensuring a wide range of perspectives are heard - including traditionally underrepresented and/or underserved populations - as well as the need to reduce geographic barriers by providing online and remote participation opportunities. SCAG staff followed this guidance in creating opportunities for the public to participate in the Connect SoCal outreach process.

The Connect SoCal outreach process officially kicked off at the 2019 General Assembly with the release of an online survey to collect public feedback on plan priorities and strategies. Additionally, SB 375 requires that SCAG engage the public in the SCS development through a series of workshops in each county in the region. SCAG surpassed the minimum requirement of 16 public workshops with a total of 28, and conducted other outreach activities including a surveys, targeted advertising, partnerships with community based organizations (CBOs), and a "tele-town hall." Please see the Connect SoCal Outreach Summary report for further details.

Technical Analysis

Concurrent with policy discussions and public outreach, work has continued toward completing critical technical milestones in the plan development process. Most notably, staff has successfully developed and deployed a new and more robust modeling tool, the Activity Based Model (ABM), for the development of the Connect SoCal. The ABM has been peer reviewed and authorized for use in Connect SoCal. Among other sources, the ABM relies upon the data from the Connect SoCal Growth Forecast to generate outputs used in assessing plan performance. The forecast, which relies on local feedback and ground-truthing, projects future growth in population, households and employment through the horizon year of the plan. Please see the Connect SoCal Growth Forecast report for further detail. It is important to note that the Sustainable Communities Strategy is adopted at the jurisdictional level, meaning the regional planning policies and strategies are consistent with and do not exceed the jurisdictional growth totals included in the Connect SoCal Growth Forecast.

Technical reports covering the transportation and land-use elements of the plan are also being wrapped up this month. This body of work reflects inputs from county transportation commissions and from all 197 of the region's jurisdictions on land use and locally anticipated growth.

With the completion of these technical milestones, staff is now able to assess the performance of the plan against regional planning goals and to demonstrate compliance with federal and state regulations. As further described in the Connect SoCal Performance Measures report, with each new RTP/SCS development cycle, SCAG re-evaluates the region's planning priorities

and goals for the next 20-25 years and promulgates a corresponding set of performance outcomes and performance measures to guide development of the new Plan. The Connect SoCal goals consist of ten specific outcomes, each reflecting a planning priority focus area for the RTP/SCS. The Connect SoCal performance measurement effort also takes into full account federal and state regulatory compliance including transportation conformity determination, Transportation System Performance Management and Monitoring, Environmental Justice Analysis, as well as Regional Greenhouse Gas Emission Quantification Methodology and Reduction Targets. Demonstrating compliance with federal and state regulations has become increasingly challenging in the SCAG region as higher standards continue to be established.

Staff anticipates returning to the Regional Council with preliminary analysis on plan performance during the September 5 Policy Committee meetings, focusing on compliance with SB 375 greenhouse gas reduction goals. A more comprehensive assessment of plan performance, incorporating final policy direction from September committee meetings, will be presented in a Joint Policy Committee in October.

NEXT STEPS

Over the next few months, staff will assemble the Draft Connect SoCal and the Draft PEIR for Board consideration, public review and comment at the November meeting. The following is a proposed outlook for the Draft Connect SoCal release for public review and comments and subsequent adoption in April of 2020.

August 1, 2019

- Joint Policy Committee reviews the major milestones of the plan development process and discusses overarching policy themes and regional policies and strategies to be incorporated into the draft plan.
- TC reviews Emerging Technology Framework and Aviation Forecast
- EEC receives reports on climate vulnerabilities and climate adaptation planning to inform consideration of regional resiliency in Connect SoCal
- CEHD considers release of Regional Housing Needs Assessment, a concurrent and complementary effort to Connect SoCal.

September 5, 2019

- Continue discussion of critical issue and major themes Draft Connect SoCal, including discussion of preliminary modeling outputs on greenhouse gas reduction. Some of the topic areas could be as follows:
 - Land Use Strategies
 - Transportation Strategies

-
- Regional Aviation Strategy
 - Energy and Environment Strategies

October 3, 2019

- Joint Policy Committee receives report on Draft Plan Outcomes
 - Mobility
 - Safety
 - Air Quality/Sustainability
 - Economic Benefits
 - Health Outcomes
- Discuss and approve elements of the Draft Connect SoCal with individual Policy Committees, including:
 - Sustainable Communities Strategy Scenario
 - Multi-modal Transportation Investments
 - Transportation Finance

November 7, 2019

- Seek Regional Council approval to release the Draft Connect SoCal for Public Review and Comment (Public Review period anticipated to end in mid-January 2020)
- Seek Regional Council approval to direct the Executive Director of SCAG to release the Draft PEIR for Connect SoCal for Public Review and Comment in early December 2019. (Close of public comment period for Draft PEIR anticipated to coincide with the comment period for the Draft Connect SoCal)

Following the release of the Draft Connect SoCal and the Draft PEIR, SCAG will host a series of elected official workshops in each county to brief local jurisdictions on the key elements and benefits of the Draft Connect SoCal. Additionally, multiple public hearings will be held to provide opportunity for the stakeholders and the public to comment on the Draft Connect SoCal and PEIR consistent with SCAG's Public Participation Plan and compliant with the applicable state and federal statutes.

March 5, 2020

- Present summary report of comments received and responses prepared for the Draft Connect SoCal and Draft PEIR to the Policy Committees (Potential JPC)
- Present summary of proposed adjustments/refinements to the Draft Connect SoCal in response to the comments received as well as additional work since the release of the Draft.

-
- Seek approval of the Committees to make recommendation to the Regional Council to adopt the Draft Connect SoCal at their next meeting in April 2020
 - Seek approval of the Committees to make recommendation to the Regional Council to adopt the Draft PEIR to the Connect SoCal

April 2, 2020

- Seek approval of the Regional Council to adopt the Draft PEIR to the Connect SoCal
- Seek approval of the Regional Council to adopt the Connect SoCal

FISCAL IMPACT:

Funding for the preparation of the 2020 RTP/SCS is included in various projects in the FY2019/20 Overall Work Program

ATTACHMENT(S):

1. Connect SoCal Development Presentation



Connect SoCal (2020) RTP/SCS) Development

Kome Ajise
Executive Director
August 1, 2019

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Recap & Next Steps



February 7, 2019 – Who are we planning for?

March 7, 2019 – Where will we grow?

April 4, 2019 – How will we connect?

May 2, 2019 – Beyond Boundaries & Launch of Community Outreach

August 1, 2019 – Major Themes & Policy Direction

September 5, 2019 – Draft Plan: Discuss Major Elements

October 3, 2019 – Draft Plan & Performance

November 7, 2019 – Release Plan for Public Comment

Joint Policy Committee Meeting Purpose

1. Review Goals & Performance Measures
2. Share Public Feedback
3. Discuss Overarching Themes and Policy Direction

Goals



Performance Measures Framework

Land Use

Mobility

Investment
Effectiveness

Economy

Environment

Equity

5

Performance Measures Framework

Location Efficiency

Improved Coordination of Land Use and Transportation Planning

Mobility and Accessibility

Ability to Easily Reach Desired Destinations Using Reasonably Available Transportation Options

Safety and Public Health

Minimize Transportation System Health Risks

Environmental Quality

Improve the Environment and Air Quality

6

Performance Measures Framework

Economic Opportunity

Job Creation and Improved Regional Economy

Investment Effectiveness

Benefits Provided Compared to Cost of Investment

Transportation System Sustainability

Maintenance of Existing Transportation Infrastructure

Environmental Justice

Ensure Social Equity

Performance Measures for Connect SoCal

State Mandate

Achieve 2020 (8%) and 2035 (19%) regional per capita GHG emission reduction targets.

Federal Mandate

Transportation Conformity Determination

- Regional emissions analysis test
- Timely implementation of transportation control measure

Connect SoCal Outreach and Public Participation

<p>500+ people</p> <p>Public Workshops</p>	<p>200-700+ people</p> <p>Telephone Town Hall</p>	<p>1,500+ people</p> <p>Community Based Organizations</p>
<p>1,300+ engagements</p> <p>Street Team</p>	<p>49M impressions</p> <p>Advertising</p>	<p>4,000+ completions</p> <p>Surveys</p>

Community Based Organization Partners

Surveys: What We Heard

Future growth should not occur on pristine open space.

Close to transit investments, regardless if its within existing single family or not.

Densification should be done carefully to make sure existing residents aren't pushed out, especially the disadvantaged...

Within in city limits! No more stretching into dangerous wildfire country...

Farm land and protected areas should not be developed. Rural areas need to remain rural.

Keep single family housing zoning.

Do not need further growth, already too crowded.

Build new cities if you must out in the desert...

Surveys: Perspectives on Top Challenges (by county)

Housing Affordability,
Traffic Congestion,
Air Quality

Housing Affordability,
Traffic Congestion,
Traffic Safety

Housing Affordability,
Traffic Congestion,
Air Quality

Traffic Congestion,
Housing Affordability,
Traffic Safety

Housing Affordability,
Open Space Loss,
Traffic Congestion

Air Quality,
Housing Affordability,
Traffic Congestion

Pulling It All Together



DRAFT Plan



Major Themes and Regional Policy Direction

Key Priority Areas

Core areas for regional leadership to address trends, emerging issues and gaps

Core Regional Strategies

New or enhanced strategies to address Key Priority Areas

Implementation Vision

Opportunities to align SCAG Work Program with Key Priority Areas and Core Regional Strategies

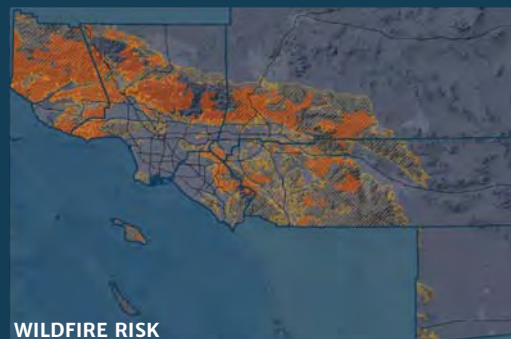
Key Priority Areas

- Safety
- Resilience
- Climate & Air Quality
- Technology
- Planning for Disruption



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Key Priority Areas

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<https://www.latimes.com/local/lanow/la-me-smog-southern-california-20190701-story.html>

Key Priority Areas

- Safety
- Resilience
- Climate & Air Quality
- **Technology**
- Planning for Disruption



Key Priority Areas

- Safety
- Resilience
- Climate & Air Quality
- Technology
- **Planning for Disruption**



<https://www.sld.com/blog/retail/key-factors-driving-disruption/>

Core Regional Strategies

Regional Growth: Priority Growth/Conservation Areas

Housing Opportunity

Smart Communities/Virtual Access

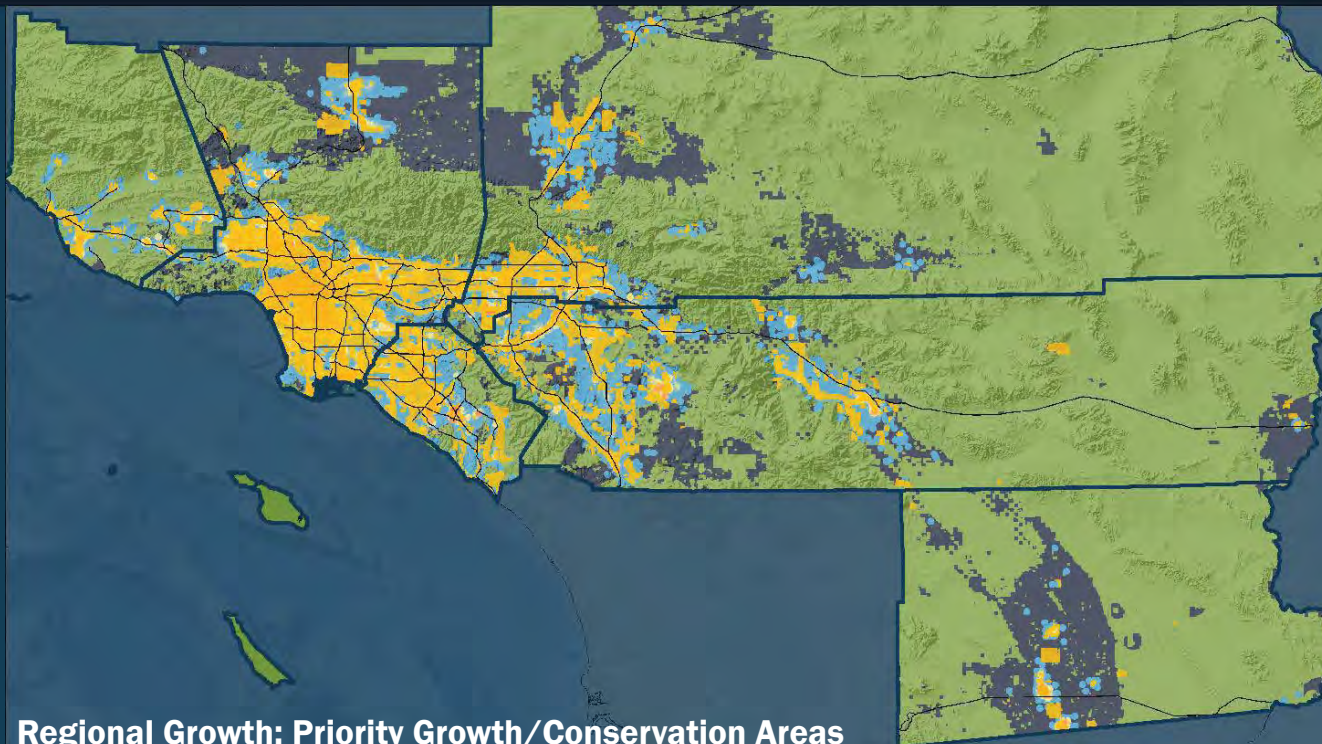
Multi-Modal Infrastructure Investments

New System Management

Resilience and System Preservation

Regional Clean Technology Vision

Core Regional Strategies



Regional Growth: Priority Growth/Conservation Areas

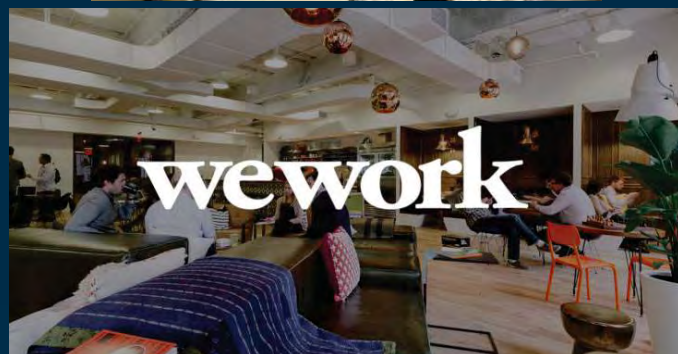
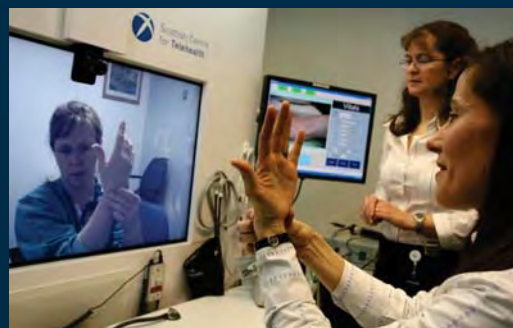
Core Regional Strategies

Housing Opportunity



Core Regional Strategies

Smart Communities/Virtual Access



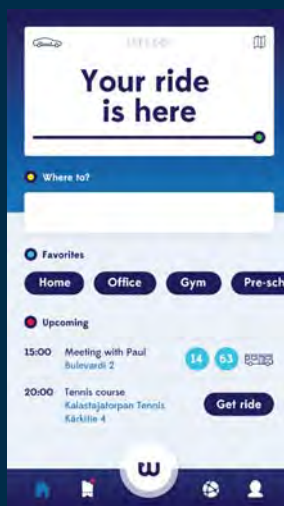
Core Regional Strategies

Multi-Modal Infrastructure Investments



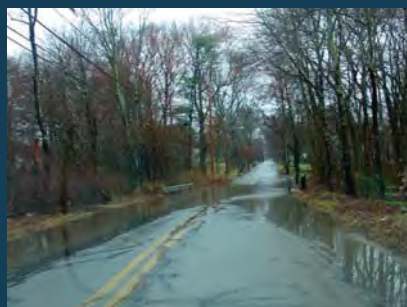
Core Regional Strategies

New Transportation System Management



Core Regional Strategies

System Preservation and Resilience



Core Regional Strategies

Regional Clean Technology Vision

Southern California Plug-in Electric Vehicle Readiness Atlas: 2017 Update



Implementation Vision

Greater Local Control, Greater Local Responsibility

Regional Partnerships

Accelerated Action: Faster, Cheaper Solutions

Enhanced Regional Initiatives

Regional Initiatives

Connect SoCal: DRAFT Regional Initiatives	FY 20 Activities (Examples)	Policy Committee
System Preservation & Resilience	<ul style="list-style-type: none"> • Caltrans Vulnerability Assessments • Regional Resilience Study • Local Adaptation/ Resilience Planning 	Energy & Environment
Safety	<ul style="list-style-type: none"> • High Injury Network Mapping • Local Safety Plans/Vision Zero • Technology Solutions 	Transportation
Complete Streets	<ul style="list-style-type: none"> • Curbside Management Study • Go Human Pilot Projects • Local Plans, Pilot Projects 	Community, Economic and Human Development
Clean Tech	<ul style="list-style-type: none"> • Low Emission Zone-Pilots • EV Infrastructure Studies 	Energy & Environment
Mobility Innovation (Policies, Programs, Partnerships)	<ul style="list-style-type: none"> • Mobility Innovations and Incentives – Pilot • Last Mile Delivery Pilot Program • School Trip Strategy • Tourism & Travel • Senior Mobility Solutions 	Emerging Tech/Transportation

Regional Initiatives

Connect SoCal: DRAFT Regional Initiatives	FY 20 Activities (Examples)	Policy Committee
Housing Supportive Infrastructure/Affordable Housing	<ul style="list-style-type: none"> • SB 102 Program Development • SB 743 Mitigation • EIFD 	Community, Economic and Human Development
Advanced Mitigation	<ul style="list-style-type: none"> • Regional Greenprint 	Energy & Environment
Smart Cities/IT Infrastructure	<ul style="list-style-type: none"> • Future of Work Place • Future Communities Initiative Pilot Projects • SB 102 Program Development (e-permitting) 	Emerging Tech/ Community, Economic and Human Development
Planning Innovation	<ul style="list-style-type: none"> • Regional Data Platform • Activity Based Model • Enhanced Scenario Planning • Sustainable Communities Program/Pilot Projects • MPO Collaborations 	All

**WE'RE
PLANNING
FOR 2045**





Thank You!

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
August 1, 2019

To: Regional Council and Policy Committees (CEHD, EEC and TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Executive Director, Executive Management,
213-236-1835, Ajise@scag.ca.gov

Subject: Connect SoCal Outreach Summary

RECOMMENDED ACTION:

For Information Only- No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

In the spring of 2019, SCAG conducted dozens of outreach activities to generate input for Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – and increase awareness of the plan. These activities included workshops as have been conducted during past planning cycles, and also included a number of new methods to drive greater and more diverse participation with the plan, including a tele-town hall and partnerships with community based organizations (CBOs). In total, SCAG received over 12,000 unique comments and collected over 4,000 surveys.

BACKGROUND:

On September 6, 2018, SCAG’s Regional Council adopted an updated Public Participation Plan (PPP) designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The document underscored the importance of ensuring a wide range of perspectives are heard - including traditionally underrepresented and/or underserved populations - as well as the need to reduce geographic barriers by providing online and remote participation opportunities. SCAG staff followed this guidance in creating opportunities to participate in the outreach process as outlined below. Additionally, California Senate Bill 375 (SB 375) requires that SCAG engage the public in the Sustainable Communities Strategy development through a series of workshops in each county in the region. SCAG surpassed the minimum requirement of 16 public

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Be Open | Lead by Example | Make an Impact | Be Courageous

workshops with a total of 28, along with other activities.

Throughout the months of May and June of 2019, SCAG provided a number of different outreach opportunities to generate input for the draft Connect SoCal. This outreach included new methods to increase the reach and diversity of input for the draft plan.

Outreach Overview

Workshops: The Connect SoCal workshops were held to provide the general public an opportunity to prioritize concerns, discuss the challenges our region is facing in the next 25 years and provide solutions to address them. The open house format used poster boards to present information about a multitude of factors that will influence future mobility, growth, and health in an accessible way. Each event was supported by SCAG planning staff and outreach professionals and included multimedia presentations. A total of 28 workshops were conducted throughout the region with over 500 attendees.

Tele-town Hall: On June 11th, SCAG held a one hour tele-town hall meeting during which Executive Director Kome Ajise gave a live overview of Connect SoCal to hundreds of residents by phone. After this brief overview, the phone lines were then opened for questions. Several callers were able to ask questions which included concerns about housing, technology, and future infrastructure investments. Tele-town halls are an extremely effective way to engage people who may not be able or inclined to participate in an in-person open house. This technology reached out to more than 30,000 residents with about 200-700 people staying on the line throughout the event.

Survey: SCAG used an online platform, Neighborland, to host a survey to solicit input from Southern California residents about perspectives and priorities for various land use and transportation strategies. The survey included both multiple choice and open ended questions. In total, over 4,000 responses were collected from a broad sample of residents. Survey questions and results can be viewed at <https://neighborland.com/connectsocial/survey>.

Community Based Organization Partners: SCAG partnered with eighteen local community based organizations to broaden Connect SoCal outreach to traditionally underserved and underrepresented communities. These organizations assisted with workshop and survey outreach as well as hosting local convenings of community members to provide input on Connect SoCal. A more detailed summary of CBO partnerships will be provided in the coming months.

Street Teams: Street team members were deployed throughout the region and accounted for approximately 3,000 personal interactions and nearly 1,400 survey responses. Street team members were given a calendar identifying and targeting regional and popular events where large groups of people would congregate and potentially respond to the survey.

Advertising: SCAG advertised its workshops and survey across many platforms to generate broad participation. Methods included traditional print media outlets, broadcast, blogs, radio, and social media. Digital marketing, including paid placements on Google Ads, AdsWizz and Facebook, yielded a total of 27.8 million impressions and over 145,000 clicks through to SCAG’s Connect SoCal website. Outdoor marketing (e.g. transit shelters) and radio marketing generated an estimated additional 21.3 million impressions. The effort also utilized street team intercept outreach: paid teams collected over 1,300 surveys throughout the SCAG region. Overall, paid advertising for Connect SoCal created a total of 49 million impressions.

What We Heard

In total, SCAG received over 4,000 surveys and over 12,000 comments either at the workshops or through the open-ended survey responses. Not surprisingly, the comments and survey results reflected a wide diversity of opinions and contrasting perspectives on the solutions for the region. Following are highlights of survey responses and a few of the main themes expressed in the comments:

Transportation

- **Congestion:** Traffic congestion is noted as a top problem in the region. Survey responses indicate that more than 70 percent of people within the SCAG region drive by themselves to reach their destinations.
- **Transit:** Open ended responses indicated broad support for more transit, but comments noted the need for more infrastructure and improvements to service and quality. When survey participants were asked what transportation options they wanted more access to, the highest response rate was for more transit service.
- **Safety:** Safer streets (e.g. crosswalks, bike lanes, street lighting), reduced travel times and street quality were the three most important transportation related improvements recorded from the survey. Moreover, the need for more enforcement of current laws was seen as most important step to improving safety.
- **Emerging Technology:** More than half of survey respondents indicated that it is “very likely” or “somewhat likely” that their next automobile purchase would be an electric vehicle. Over 50% of participants indicated that they had tried ridesourcing applications like Lyft or Uber.

Growth and Development

- **Housing:** Housing affordability identified as a top challenge in the region, as was rising homelessness rates and the need for supportive services. Housing that is affordable to people of all income levels was identified as the most important needed land use/development improvement. Some noted that daily travel times would be reduced if sufficient affordable housing options were available near job opportunities.
- **Density:** Concerns were expressed about higher density housing potentially increasing traffic without also providing adequate infrastructure or convenient transportation options.

Support was expressed for higher density in urban centers to help combat sprawl and reduce congestion.

- **Infill and Redevelopment:** Nearly 60% of respondents disagreed with the following statement: *"I think new growth and development should occur in other communities, mine should preserve its current character."* When asked where new development should occur to accommodate 3.6 million new people in the region by 2045, the greatest percentage of respondents indicated growth should locate within existing cities, by building on vacant lots and through redevelopment. Illustrating the challenge our region faces, the second most popular response to this question was future growth should be located outside of cities, on undeveloped land.
- **Climate Change:** Concerns were expressed about climate change and the persistent trend of auto dependence in the region. Comments encouraged growth where infrastructure exists, and to endeavor to mitigate future climate impacts of wildfires, loss of wetlands, and sea level rise.

Summary and Next Steps

SCAG's robust outreach strategy provided more diverse avenues for collecting input for the plan than have been provided in past cycles. The input provided through the outreach process is being used to reflect upon and evaluate the policies and programs to be included in the draft Connect SoCal plan. Generally, the feedback received supports the majority of SCAG's direction carried forward from past planning cycles but offers nuanced perspective on implementation details or strategies currently outside the scope of SCAG (such as increased police enforcement to improve transportation safety). A full report of all outreach activities will be included in the Public Participation Technical Report of the draft plan.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2019-2020 Overall Work Program (290.4826.01, SCS Scenario Development & Outreach; and 095.1533.01, Regional Transportation Plan Outreach).



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
August 1, 2019

To: Regional Council and Policy Committees (CEHD, EEC and TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Executive Director, Executive Management,
213-236-1835, Ajise@scag.ca.gov

Subject: Connect SoCal Performance Measures

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

With each new RTP/SCS development cycle, SCAG re-evaluates the region’s planning priorities and goals for the next 20-25 years and promulgates a corresponding set of performance outcomes and performance measures to guide development of the new Plan. The Connect SoCal goals consist of ten specific outcomes, each reflecting a planning priority focus area for the RTP/SCS. The draft list of Connect SoCal goals and performance measures are presented in Attachments 1 to 3 of this report.

The Connect SoCal performance measurement effort also takes into full account federal and state regulatory compliance including transportation conformity determination, Transportation System Performance Management and Monitoring, Environmental Justice Analysis, as well as Regional Greenhouse Gas Emission Quantification Methodology and Reduction Targets. Demonstrating compliance with federal and state regulations has become increasingly challenging in the SCAG region as higher standards continue to be established.

In addition to projecting plan impacts through setting and assessing performance outcomes, it is also important to monitor the performance of transportation system investments in our region after plan adoption. Performance monitoring has long been employed by SCAG as an important means for evaluating the level of progress being made toward meeting the regional goals outlined in the RTP/SCS and the efficiency of the various projects and policies that have been implemented toward achieving those goals. A separate but complementary list of metrics are developed in support of SCAG’s on-going RTP/SCS performance monitoring program.

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Be Open | Lead by Example | Make an Impact | Be Courageous

BACKGROUND:***CONNECT SOCAL PERFORMANCE MEASURES***

The Connect SoCal performance assessment process provides an important means for determining how well the program of investments identified in the Plan perform within context of the Plan's overall goals and objectives. To assess Plan performance, a set of quantitative metrics were devised to evaluate performance of the Plan under a number of distinct scenarios. These scenarios include a comparative 'Base Year', which is typically the year of the most recent RTP/SCS, in the case of Connect SoCal, 2016. The Connect SoCal 'Base Year' scenario was constructed using actual performance data compiled for the year 2016. SCAG then developed a future year 'Baseline' projection, which evaluates regional conditions as they would be in the year 2045 without implementation of the plans, projects, and strategies included in Connect SoCal. The 'Baseline' scenario may also be referred to as the 'No-Build' option. The 'Plan' scenario was then developed, assuming full implementation of the program of projects, plans, and strategies identified in Connect SoCal by the Plan's horizon year 2045. The draft list of performance measures to be used to assess performance of Connect SoCal is provided in Attachment 2 of this report.

PERFORMANCE OUTCOMES

The Connect SoCal performance measures are organized around eight outcome groups. Each of the outcome categories, provided in the first column of the table on Attachment 2, represents an area of planning focus for the RTP/SCS. The performance measures are more specific, quantifiable metrics that serve to evaluate regional progress that may be achieved within the associated outcome group. For purposes of simplicity and presentational clarity, each of the performance measures identified in Attachment 2 are linked to only one outcome category. However, many of the measures may actually serve multiple outcomes. The following is a summary of each of the 8 Connect SoCal performance outcome categories and their associated performance measures.

Outcome 1: Location Efficiency

The 'Location Efficiency' outcome group represents the RTP/SCS objective of improving land use and transportation planning coordination to focus new development in the SCAG region toward more sustainable, compact communities with reduced dependency on single occupancy vehicle usage. A location efficient community would tend to be more walkable and bicycle friendly, with easy access to high quality transit.

The specific performance measures associated with the 'Location Efficiency' outcome include: 1) Share of regional household growth occurring in 'High Quality Transit Areas' (HQTAs); 2) Share of regional employment growth occurring in HQTAs; 3) Amount of previously rural lands that have been converted to urban use ('Land Consumption'); 4) Vehicle Miles Traveled (VMT) per capita; 5) Average distance traveled; 6) Percent of trips that are less than 3 miles in length; and 7) The statistical distribution of regional work commute distances.

Outcome 2: Mobility and Accessibility

Mobility and accessibility are combined into a single outcome group to evaluate RTP/SCS performance in regard to the ability for people to reach desired destinations with relative ease within a reasonable amount of time, using reasonably available transportation choices. 'Mobility' refers to the ability to travel freely from place to place, with minimal delay. 'Accessibility' refers to the ability to reach particular destinations with minimal obstacles or barriers. Combined as a single outcome group, these two elements provide a comprehensive assessment of how our regional transportation investments are serving to improve movement of people and goods in the SCAG region.

The performance measures associated with the 'Mobility and Accessibility' outcome include: 1) Daily person-hours of delay per capita; 2) Person-hours of delay by facility type (freeway mixed flow lanes, HOV lanes, arterials); 3) Truck delay by facility type (highways and arterials); 4) Travel time distribution by mode (single occupancy vehicle, carpool, transit); 5) Transit mode share; and 6) Average travel time to work.

Outcome 3: Safety and Public Health

The combined 'Safety and Public Health' outcome category focuses on the physical well-being of residents in the SCAG region. 'Safety' refers specifically to how well our regional transportation system performs in minimizing serious collisions. 'Public Health' is focused on physical well-being related to environmental factors, including air quality and access to opportunities for physical activity.

Performance measures for the 'Safety and Public Health' outcome include: 1) Highway collision fatality rate; 2) Highway collision serious injury rate; 3) Air pollution-related respiratory disease incidence; 4) Physical activity/weight related health issues; and 5) Mode share for walking and biking.

Outcome 4: Environmental Quality

The 'Environmental Quality' performance outcome is measured in terms of criteria air pollutant and greenhouse gas (GHG) emissions.

'Environmental Quality' outcome performance metrics include: 1) Percent reduction in per capita GHG emissions (relative to 2005 levels); 2) Criteria air pollutant daily emissions (CO, NO_x, PM_{2.5}, NO₂, and ROG); and 3) Percentage of total trips using a travel mode other than driving alone.

Outcome 5: Economic Opportunity

The 'Economic Opportunity' outcome seeks to assess progress toward achievement of regional economic goals. Investments made through the RTP/SCS have the ability to create new

opportunities for employment and to create the foundation for an improved level of competitiveness of the SCAG region within the global economy.

Performance measures associated with the 'Economic Opportunity' outcome include: 1) Number of new jobs added to the regional economy as a result of improved transportation conditions; and 2) Number of new jobs added to the regional economy as a direct result of Connect SoCal transportation system investments.

Outcome 6: Investment Effectiveness

The 'Investment Effectiveness' outcome evaluates how effectively the investments made through Connect SoCal translate into user and social benefits in the SCAG region. The single performance measure for this outcome is the system investment benefit/cost ratio, which is the calculated ratio of monetized regional benefits provided by the Connect SoCal program of projects in relation to the total cost of the transportation system investments provided through the 2020 RTP/SCS.

Outcome 7: Transportation System Sustainability

The 'Transportation System Sustainability' performance outcome group reflects the Connect SoCal objective of preserving and maintaining our existing regional transportation system infrastructure. The performance measures for this outcome include: 1) Annual cost per capita required to preserve our regional multimodal transportation system to current state of good repair; 2) Interstate highway pavement condition; 3) Local roadways pavement condition.

Outcome 8: Environmental Justice

Environmental Justice is a federally mandated program designed to ensure the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development of the RTP/SCS. SCAG has developed a separate list of Connect SoCal performance measures to assess the Plan in regard to social equity concerns and its impact on specifically defined Environmental Justice communities in the SCAG region.

REGULATORY COMPLIANCE

The Connect SoCal performance monitoring program also takes into full account federal and state performance objectives and requirements.

Transportation Conformity Determination

The RTP/SCS evaluation process includes the federally mandated regional transportation conformity analysis to ensure that the RTP/SCS is consistent with or 'conform' to the goals and objectives of the applicable air quality implementation plans for meeting the federal ambient air quality standards in the SCAG region. Specifically, Connect SoCal is required not to create any new violations of the federal air quality standards, worsen the existing violations, or delay timely attainment of the federal air quality standards.

The Connect SoCal transportation conformity analysis must include the following four required transportation conformity tests:

1. Regional emissions analysis test to ensure that the Connect SoCal plan emissions do not exceed any applicable emission caps for all applicable air pollutants; for all applicable milestone, attainment, and planning horizon years; and in all nonattainment and maintenance areas within the SCAG region.
2. Timely implementation of transportation control measures (TCM) test to ensure that all TCM projects and programs in Connect SoCal are given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
3. Fiscal constraint test to ensure that adequate transportation revenues available from local, state, and federal sources have been identified in Connect SoCal to meet the plan's transportation expenditure totals.
4. Interagency consultation and public involvement test to ensure that Connect SoCal complies with all federal and state requirements for interagency consultation and public involvement.

Should Connect SoCal fail to demonstrate transportation conformity by June 1, 2020, a 12-month transportation conformity grace period would be triggered. During the conformity lapse grace period, all projects in the 2016 RTP/SCS or 2019 FTIP can still receive federal approval; however, no new projects may be added and no changes may be made to the projects in the regional transportation plan or program.

Should Connect SoCal continue failing to demonstrate transportation conformity after the 12-month grace period, a transportation conformity lapse would be triggered. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV lanes, transit, active transportation, and ITS projects) not in an approved air quality implementation plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding, federal approval, nor be amended into the regional transportation plan or program.

It is important to note that both a conformity lapse grace period and a lapse would affect transit capacity projects and regionally significant non-Federal projects.

Regional Greenhouse Gas (GHG) Emission Quantification Methodology and Reduction Targets

In addition to ensuring full compliance with the above federal requirements, SCAG is also required to meet two state requirements on GHG emission quantification methodology and regional GHG emission reduction targets.

SCAG is required to submit to ARB for its approval the technical methodology it intends to use to estimate the GHG emissions from the Sustainable Communities Strategy (SCS) (or, if necessary, Alternative Planning Strategy or APS) in Connect SoCal prior to starting the SB 375 required formal public participation process. SCAG has submitted the required Technical Methodology to ARB before the statutory deadline.

SCAG is also required to determine that the adopted Connect SoCal, if implemented, would achieve the 2020 and 2035 regional GHG emission reduction targets established by ARB. For the SCAG region, ARB set targets of an 8 percent reduction in per capita GHG emissions by 2020, relative to levels recorded in 2005; and for a 19 percent reduction in per capita GHG emissions by the year 2035.

If ARB did not accept SCAG's Technical Methodology, ARB would not be able to accept SCAG's determination that the adopted Connect SoCal would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets. Should Connect SoCal fail to demonstrate achieving the 2020 or 2035 GHG emission reduction targets through an SCS, SCAG would be required to prepare an APS to meet the regional GHG emission reduction targets.

Transportation System Performance Management and Monitoring

Transportation system performance management became a federal mandate with passage of the 'Moving Ahead for Progress in the 21st Century' (MAP-21) transportation authorization legislation in 2012. This federal commitment to performance monitoring was continued with passage of the subsequent federal transportation authorization package, the 'Fixing America's Surface Transportation' ('FAST') Act in 2015. While the federal performance monitoring and reporting process is focused primarily on highway system performance and is distinct from the process used to evaluate RTP/SCS, SCAG has made an effort to integrate the MAP-21 performance measures into our on-going regional performance monitoring program.

Environmental Justice Analysis

The conduct of a comprehensive Environmental Justice analysis is another federal requirement for assessing performance of the RTP/SCS. The Connect SoCal performance evaluation process includes an extensive Environmental Justice analysis, featuring a distinct set of performance measures specific to regional social equity considerations. The Connect SoCal Environmental Justice program and assessment will not be included within the scope of this report.

ON-GOING PERFORMANCE MONITORING

A secondary objective for the SCAG performance monitoring effort is to provide a quantitative mechanism to monitor the progress being made toward achieving the regional mobility, accessibility, and sustainability goals identified in Connect SoCal over the duration of the Plan. A separate but complementary list of metrics are developed in support of SCAG's on-going RTP/SCS performance monitoring program. The monitoring of regional performance over time is key to understanding which projects, programs, and strategies are proving successful in meeting specific regional goals and which ones may require modification or reconsideration. Ultimately, progress toward achieving SCAG's regional objectives is made through implementation of the RTP/SCS at the local level. The development of a carefully calibrated on-going monitoring program serves to guide and support future regional and local planning efforts and investment options. The draft list of on-going regional performance measures is featured in Attachment 3 to this report.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 19/20 Overall Work Program (150.4095.01: RTP/SCS Performance Monitoring).

ATTACHMENT(S):

1. Connect SoCal Goals
2. Draft Connect SoCal Performance Measures
3. Draft On-Going Performance Measures

Attachment 1: Connect SoCal Goals

2020 RTP/SCS (Connect SoCal) Goals	
1	Encourage regional economic prosperity and global competitiveness
2	Improve mobility, accessibility, reliability, and travel safety for people and goods
3	Enhance the preservation, security, and resilience of the regional transportation system
4	Increase person and goods throughput and travel choices within the transportation system
5	Reduce greenhouse gas emissions and improve air quality
6	Support healthy and equitable communities
7	Adapt to a changing climate and support an integrated regional development pattern and transportation network
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9	Encourage development of diverse housing types in areas well supported by multiple transportation options
10	Promote conservation of natural and agricultural lands and restoration of critical habitats

Attachment 2: Connect SoCal Outcomes & Performance Measures

Outcome	Performance Measure	Description	RTP Goals*	Data Source(s)
Location Efficiency	Share of regional household growth occurring in HQTAs	Percent of the region's total household growth occurring within HQTAs	7, 9	SCAG Integrated Growth Forecast
	Share of regional employment growth occurring in HQTAs	Percent of the region's total employment growth occurring within HQTAs	1, 7	SCAG Integrated Growth Forecast
	Land consumption	Total acreage of greenfield or otherwise rural land uses converted to urban use	7, 10	Scenario Planning Model
	VMT per capita	Daily vehicle miles driven per person (automobiles & light trucks)	2, 5	Travel Demand Model
	Average distance traveled	Average distance (in miles) traveled for work & non-work trips	2, 5	Travel Demand Model
	Percent of trips less than 3 miles	Percentage of work & non-work trips which are less than 3 miles in length	2, 5	Travel Demand Model
	Work trip length distribution	Statistical distribution of work trip length (10 miles or less/25 miles or less)	2, 5	Travel Demand Model
Mobility & Accessibility	Person delay per capita	Daily amount of delay experienced per capita due to traffic congestion	2, 4	Travel Demand Model
	Person hours of delay by facility type (mixed flow/ HOV/arterials)	Excess travel time resulting from the difference between a reference speed & actual speed	2, 4	Travel Demand Model
	Truck delay by facility type (highways/arterials)	Excess travel time for heavy duty trucks resulting from the difference between a reference speed & actual speed	1, 4	Travel Demand Model
	Travel time distribution by mode	Travel time distribution for transit, SOV, & HOV modes	2, 8	Travel Demand Model
	Transit mode share	Percentage of total trips that use transit (work & non-work trips)	4, 7	Travel Demand Model
	Mean commute time	Average travel time to work	2, 8	Travel Demand Model

Attachment 2: Connect SoCal Outcomes & Performance Measures

Outcome	Performance Measure	Description	RTP Goals*	Data Source(s)
Safety & Public Health	Collision fatality rate	Rate of collisions involving fatalities per 100 million vehicle miles traveled	2, 6	Statewide Integrated Traffic Records System
	Collision serious injury rate	Rate of collisions involving serious injuries per 100 million vehicle miles traveled	2, 6	SWITRS
	Air pollution-related health measures	Pollution-related respiratory disease incidence & cost	5, 6	Scenario Planning Model
	Physical activity-related health measures	Physical activity/weight related health issues & cost	6, 7	Scenario Planning Model
	Mode share for walking & biking	Percentage of trips using walking or biking (work & non-work trips)	6, 7	Travel Demand Model
Environmental Quality	Greenhouse gas (GHG) emissions reduction	Percent reduction in GHG emissions per capita (from 2005 levels)	5, 6	Travel Demand Model/ EMFAC Model
	Criteria pollutant emissions	CO, NOx, PM2.5, NO2, & ROG emissions (tons per day)	5, 6	Travel Demand Model/ EMFAC Model
	Non-SOV mode share	Percentage of total trips using a mode other than driving alone	2, 4	Travel Demand Model
Economic Opportunity	New jobs supported by improved economic competitiveness	Number of new jobs added to the regional economy as a result of improved transportation conditions	1, 4	Regional Economic Model (REMI)
	New jobs supported by transportation system investments	Number of new jobs added to the regional economy as a result of RTP/SCS transportation expenditures	1, 3	REMI
Investment Effectiveness	Transportation system investment benefit/cost ratio	Ratio of monetized user & social benefits to transportation system investment costs	1, 3	California Benefit/Cost Model

Attachment 2: Connect SoCal Outcomes & Performance Measures

Outcome	Performance Measure	Description	RTP Goals*	Data Source(s)
Transportation System Sustainability	Cost per capita to preserve the regional multimodal transportation system in current state of good repair	Annual cost per capita required to preserve the regional multimodal transportation system to current conditions	1, 3	SHOPP Plan/CTC Needs Assessment
	Interstate highway pavement condition	Percent of interstate lane miles in 'Good' & 'Poor' condition	1, 3	Caltrans Pavement Management System
	Local roadways pavement condition	Pavement Condition Index (PCI)	1, 3	Local Arterial Survey Database
Environmental Justice	Environmental Justice Performance Measures		6, 9	Various Sources

* RTP Goals correspond to Attachment 1

Attachment 3: Draft Performance Measures for On-Going Monitoring

Outcome	Performance Measure	Definition	Performance Target	Data Source(s)
Location Efficiency	Share of household growth in High Quality Transit Areas (HQTAs)	Share of total regional household growth occurring in HQTAs	Improvement (increase) over Base Year	American Community Survey (ACS), SCAG
	Share of employment growth in High Quality Transit Areas (HQTAs)	Share of total regional employment growth occurring in HQTAs	Improvement (increase) over Base Year	ACS, SCAG
	Land consumption	Number of acres of previously agricultural or otherwise rural land changed to urban uses	Improvement (decrease) over Base Year	California Farmland Mapping & Monitoring Program
	Vehicle Miles Traveled (VMT) per capita	Average annual vehicle miles traveled per person (automobiles & light trucks)	Improvement (decrease) over Base Year	Highway Performance Monitoring System
	Transit mode share	Share of transit for work & non-work trips	Improvement (increase) over Base Year	ACS, California Household Travel Survey (CHTS)
	Transit boardings per capita	Average annual number of transit boardings per person	Improvement (increase) over Base Year	National Transit Database (NTD)
	Annual household transportation cost	Annual household spending on transportation including cost of vehicle ownership, operation & maintenance, & transit	Improvement (decrease) over Base Year	Center for Neighborhood Technology
	Percent of income spent on housing & transportation	Share of household income spent on both housing & transportation	Improvement (decrease) over Base Year	U.S. Bureau of Labor Statistics, ACS
Mobility & Accessibility	Highway non-recurrent delay for mixed flow & HOV lanes	Delay caused by atypical traffic patterns including accidents, weather, planned lane closures, special events	Improvement (decrease) over Base Year	Caltrans Performance Measurement System (PeMS)
	Mode share for work trips	Share of work trips using various travel modes	Decrease in SOV mode share over Base Year	ACS
	Travel time to work	Average travel time to work	Improvement (decrease) over Base Year	ACS

Attachment 3: Draft Performance Measures for On-Going Monitoring

Outcome	Performance Measure	Definition	Performance Target	Data Source(s)
Safety & Public Health	Collision rates by severity & by mode	Serious injury & fatality rates per 100 million vehicle miles by mode (all, bicycle/pedestrian); & number of fatalities & serious injuries by mode	Improvement (decrease) over Base Year	PeMS, Traffic Accident Surveillance & Analysis System (TASAS)
	Mode share of walking & biking	Mode share of walking & biking for work & non-work trips	Improvement (increase) over Base Year	ACS, CHTS
	Daily amount of walking & biking related to work & non-work trips	Percent of population having walk or bike trips by age group; & number of minutes of walking & biking for those who had walk or bike trips	Improvement (increase) over Base Year	CHTS
	Asthma incidence	Share of population in the region who were ever diagnosed with asthma	Improvement (decrease) over Base Year	California Health Interview Survey (CHIS)
	Asthma exacerbation	Share of population in the region already diagnosed with asthma who had asthma-related emergency room visits	Improvement (decrease) over Base Year	CHIS
	Percent of households living <500 feet from high volume roadways	Share of households within 500 feet of a high volume roadway (volumes over 100,000 vehicles per day in urban areas; or 50,000 vehicles per day in rural areas)	Improvement (decrease) over Base Year	SCAG
	Premature deaths due to PM2.5	Number of premature deaths due to long-term exposure to particulate matter (estimated from monitored or modeled PM2.5 concentrations)	Improvement (decrease) over Base Year	California Air Resources Board (ARB)
	Percent of residents within 1/2 mile walk to parks or open space	Share of regional population living within walking distance to open space	Improvement (increase) over Base Year	SCAG GIS database
	Number of acres of parks for every 1,000 residents	Number of acres of parks (local, regional, & beach parks) for every 1,000 residents	Improvement (increase) over Base Year	SCAG GIS database
	Ambient air quality conditions	Existing condition of air quality in the various air basins	Improvement over Base Year	ARB

Attachment 3: Draft Performance Measures for On-Going Monitoring

Outcome	Performance Measure	Definition	Performance Target	Data Source(s)
Transportation System Sustainability	State Highway System pavement condition	Share of distressed lane miles of the State Highway System	Improvement (decrease) over Base Year	Pavement Management System (Caltrans)
	Local roads pavement condition	Pavement Condition Index (PCI) for local roads	Improvement over Base Year	Local Arterial Survey Database
Resource Efficiency	Energy consumption	Energy (electricity, natural gas, vehicle fuel) consumption per capita	Improvement (decrease) over Base Year	California Energy Commission, Caltrans
	Water consumption	Urban water consumption per capita	Improvement (decrease) over Base Year	Metropolitan Water District
Reliability	Variability of travel time for automobiles	Day-to-day change in travel times experienced by automobile travelers along a specified roadway	Improvement (decrease) over Base Year	PeMS
	Variability of travel time for trucks	Day-to-day change in travel times experienced by trucks along a specified roadway	Improvement (decrease) over Base Year	PeMS
Productivity	Lost lane miles for highways & percent seat miles utilized for transit	Percent utilization of regional transportation system during peak demand conditions	Decrease in highway lost lane miles & increase in transit seat miles utilized over Base Year	NTD



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
August 1, 2019

To: Regional Council and Policy Committees (CEHD, EEC and TC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Executive Director, Executive Management,
213-236-1835, Ajise@scag.ca.gov

Subject: Connect SoCal Growth Forecast

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Under the CEHD’s guidance and based on the comments received from the local jurisdictions, SCAG staff has developed the draft Connect SoCal growth forecast. SCAG is now ready to release the forecasted jurisdictional growth totals from 2016 through 2045.

BACKGROUND:

A critical component to addressing new challenges for a region as diverse as Southern California is the participation of our local government partners and a wide array of stakeholders early in the plan development process to identify issues and community based solutions for the region to thrive in the coming decades.

One area of long range planning that particularly relies on local feedback and ground-truthing is the forecast of future growth in population, households and employment at the jurisdictional level. SCAG began this effort through development of a preliminary county and regional growth forecast, which is based on a cohort-component model to project population, an econometric input-output model using the region’s share of national jobs to project employment, and household formation rates to project households. These growth projections were then evaluated by SCAG’s Panel of Experts in summer 2017, which is comprised of expert demographers and economists representing a wide array of subregional, regional, statewide, and national specialties.

SCAG’s jurisdictional growth forecasts are based on disaggregation of these county and regional

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forecasts utilizing information provided by local jurisdictions, such as general plan zoning and density, under the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). With the goal of refining these data elements to consider the latest on-the-ground conditions, SCAG engaged with local agency partners early in the transportation planning process to seek feedback on land use datasets and locally anticipated growth in population, households, and employment. This feedback was then utilized in SCAG's public workshops and scenario planning efforts to understand how Southern California can accommodate anticipated population growth in future decades.

SCAG's collaborative effort for this work, called the Bottom-Up Local Input and Envisioning Process, engaged all 197 local jurisdictions one-on-one to ensure all cities, towns, and counties in Southern California were informed of the process and had ample opportunity to ask questions, understand the data elements, seek technical support, and ultimately provide feedback to SCAG. This process was guided by SCAG's Community, Economic, and Human Development Committee based on guiding principles approved by the Regional Council in October 2017.

Below are key dates during the development and findings of the draft growth forecast:

- July 2017: Staff presented the draft preliminary range of forecasted regional population, household, and employment growth for the 2020 RTP/SCS
- October 2017: Regional Council adopted guiding principles for SCAG's engagement with local jurisdictions to seek feedback on the preliminary growth forecast through the Bottom-Up Local Input and Envisioning Process
- September and October 2017: SCAG hosted a series of webinars and classroom-style trainings to acquaint jurisdictional staff and management on SCAG's data and the process/interactive tools for providing feedback to SCAG
- December 2017: SCAG released the preliminary growth forecast for jurisdictions to review. Individual work plans and Data/Map Books were sent to City Managers, Community Development/Planning Directors, and City Clerks (for forwarding to local elected officials). This included population, household, and employment for years 2016, 2020, 2030, 2035, and 2045. Geographic data elements that help to inform the forecast - such as land use, protected open space, transportation amenities, and farmland - were also provided for review and refinement
- Fall 2017 - Summer 2018: SCAG met on-site with all 197 local jurisdictions to explain the review process, answer questions, and offer staff resources to cities, towns, and counties in their review of SCAG's data elements. SCAG also made presentations at standing subregional Board of Directors, City Managers, Planning Directors, and Technical Advisory Groups to ensure all stakeholders were aware of the opportunity and process for providing feedback

- October 1, 2018: SCAG's deadline for submission of local input. Extensions were offered to all jurisdictions, and were granted on a case-by-case basis. Ninety percent of local jurisdictions provided feedback on one or more data elements
- Fall 2018 and Spring 2019: SCAG staff reported a summary of feedback from local jurisdictions through the Bottom-Up Local Input and Envisioning to the Community, Economic, and Human Development Committee
- Spring and Summer 2019: Updated geographic data elements were made available directly to jurisdictions through interactive web tools (the Scenario Planning Model - Data Management Site and SCAG's Open Data Portal).

SCAG staff evaluated comments received and incorporated them for the development of the growth forecast.

- All jurisdictional level figures were incorporated as they were provided by the jurisdictions during the local input process.
- Population was calculated based on households for jurisdictions that didn't provide population.
- Household totals were calculated based on population for jurisdictions that didn't provide households.
- If employment totals were not provided, depending on the level of detail in the input received, employment growth was forecasted so as to maintain a reasonable growth trend.

Summary of the draft Connect SoCal growth forecast:

- From 2016 to 2045, the region is projected to grow by 3.67 million people, 1.63 million households, and 1.67 million jobs.
- Population to household ratios, also referred to as average household size, decrease from 3.13 in 2016 to 2.95 in 2045 as the population ages and the current housing shortfall is alleviated.
- Population to job ratios remain constant at 2.24 as unemployment remains low but labor force participation across the slowly growing population decreases.

FISCAL IMPACT:

Work associated with this item is included in the FY 2019-2020 Overall Work Program under project number 070.2665.02: Growth Forecasting - Development, Outreach, and Collaboration

ATTACHMENT(S):

1. DRAFT 2016 2045 Growth Forecast by Jurisdiction
2. Total Household Growth, 2016-2045
3. Total Population Growth, 2016-2045
4. Total Employment Growth, 2016-2045

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DRAFT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH FORECAST BY JURISDICTION
2016-2045

COUNTY	JURISDICTION	% POP			% HH			EMP		
		POP 2016	POP 2045	CHANGE	HH 2016	HH 2045	CHANGE	2016	EMP 2045	CHANGE
IM	Brawley city	26,800	41,100	53.4%	7,700	12,800	66.2%	8,000	13,600	70.0%
IM	Calexico city	40,800	67,500	65.4%	10,000	22,300	123.0%	10,800	20,800	92.6%
IM	Calipatria city	7,500	9,700	29.3%	1,000	1,700	70.0%	1,800	3,000	66.7%
IM	El Centro city	45,500	58,800	29.2%	13,100	20,500	56.5%	23,200	48,100	107.3%
IM	Holtville city	6,200	7,700	24.2%	1,800	2,600	44.4%	1,800	2,800	55.6%
IM	Imperial city	18,400	27,800	51.1%	5,100	10,100	98.0%	4,600	11,600	152.2%
IM	Westmorland city	2,300	2,400	4.3%	600	600	0.0%	300	300	0.0%
IM	Unincorporated	39,700	66,200	66.8%	10,700	21,800	103.7%	16,400	29,900	82.3%
LA	Agoura Hills city	21,000	22,400	6.7%	7,400	7,900	6.8%	13,600	15,300	12.5%
LA	Alhambra city	86,600	91,200	5.3%	29,900	32,000	7.0%	37,400	40,600	8.6%
LA	Arcadia city	57,300	62,200	8.6%	19,600	22,400	14.3%	32,600	36,100	10.7%
LA	Artesia city	16,800	17,800	6.0%	4,500	5,000	11.1%	6,100	6,600	8.2%
LA	Avalon city	3,700	4,100	10.8%	1,400	2,100	50.0%	2,600	2,800	7.7%
LA	Azusa city	49,600	56,200	13.3%	13,400	16,400	22.4%	19,400	21,800	12.4%
LA	Baldwin Park city	75,400	81,700	8.4%	16,900	19,200	13.6%	24,700	26,500	7.3%
LA	Bell city	36,400	37,100	1.9%	8,900	9,200	3.4%	12,400	13,200	6.5%
LA	Bellflower city	76,700	77,000	0.4%	23,200	23,400	0.9%	17,600	18,300	4.0%
LA	Bell Gardens city	42,800	44,300	3.5%	9,700	10,200	5.2%	9,600	10,300	7.3%
LA	Beverly Hills city	34,700	35,800	3.2%	14,800	15,700	6.1%	74,600	81,300	9.0%
LA	Bradbury city	1,100	1,100	0.0%	400	400	0.0%	200	200	0.0%
LA	Burbank city	105,000	115,400	9.9%	41,900	48,600	16.0%	114,000	138,700	21.7%
LA	Calabasas city	24,200	24,900	2.9%	8,800	9,300	5.7%	20,500	20,800	1.5%
LA	Carson city	93,600	105,200	12.4%	25,500	30,700	20.4%	63,400	70,000	10.4%
LA	Cerritos city	49,700	50,100	0.8%	15,500	15,600	0.6%	39,000	39,200	0.5%
LA	Claremont city	36,200	39,800	9.9%	11,800	13,700	16.1%	18,800	20,200	7.4%
LA	Commerce city	13,100	13,800	5.3%	3,400	3,700	8.8%	53,400	56,000	4.9%
LA	Compton city	100,000	103,100	3.1%	23,500	24,600	4.7%	28,600	30,200	5.6%
LA	Covina city	49,000	50,500	3.1%	16,000	16,800	5.0%	26,300	28,900	9.9%
LA	Cudahy city	24,400	25,600	4.9%	5,600	6,100	8.9%	2,900	3,000	3.4%
LA	Culver City city	40,100	41,600	3.7%	17,000	18,000	5.9%	59,300	64,100	8.1%
LA	Diamond Bar city	57,900	64,700	11.7%	18,900	22,400	18.5%	14,600	19,600	34.2%
LA	Downey city	113,300	119,200	5.2%	32,600	34,100	4.6%	42,900	45,800	6.8%
LA	Duarte city	22,000	25,100	14.1%	7,100	8,100	14.1%	11,300	15,700	38.9%
LA	El Monte city	114,300	137,500	20.3%	27,500	36,300	32.0%	30,600	37,100	21.2%
LA	El Segundo city	16,700	17,200	3.0%	7,000	7,300	4.3%	48,300	52,400	8.5%
LA	Gardena city	60,600	65,700	8.4%	20,800	23,700	13.9%	29,300	32,100	9.6%
LA	Glendale city	201,200	214,100	6.4%	74,500	82,300	10.5%	117,000	125,900	7.6%
LA	Glendora city	52,300	55,700	6.5%	17,600	19,500	10.8%	21,600	23,100	6.9%
LA	Hawaiian Gardens city	14,800	15,700	6.1%	3,600	4,000	11.1%	7,900	8,500	7.6%
LA	Hawthorne city	89,400	92,900	3.9%	29,700	31,600	6.4%	28,500	31,700	11.2%
LA	Hermosa Beach city	19,700	20,600	4.6%	9,500	9,900	4.2%	7,700	10,500	36.4%
LA	Hidden Hills city	1,900	2,000	5.3%	600	700	16.7%	300	300	0.0%
LA	Huntington Park city	59,400	64,000	7.7%	14,700	16,500	12.2%	15,900	17,800	11.9%
LA	Industry city	400	400	0.0%	100	100	0.0%	80,400	80,400	0.0%
LA	Inglewood city	114,300	137,100	19.9%	37,500	47,700	27.2%	33,800	45,900	35.8%
LA	Irwindale city	1,400	1,900	35.7%	400	500	25.0%	18,900	20,300	7.4%
LA	La Cañada Flintridge city	20,500	21,600	5.4%	6,800	7,200	5.9%	7,700	8,700	13.0%
LA	La Habra Heights city	5,500	5,800	5.5%	1,800	2,000	11.1%	900	1,000	11.1%
LA	Lakewood city	79,300	84,500	6.6%	25,800	28,700	11.2%	20,900	22,500	7.7%
LA	La Mirada city	49,400	52,400	6.1%	14,700	16,200	10.2%	18,000	19,600	8.9%
LA	Lancaster city	157,800	213,300	35.2%	46,900	74,600	59.1%	56,300	65,500	16.3%
LA	La Puente city	40,400	41,600	3.0%	9,400	9,900	5.3%	6,600	8,200	24.2%
LA	La Verne city	33,100	34,400	3.9%	11,700	12,400	6.0%	17,000	18,300	7.6%
LA	Lawndale city	33,400	34,400	3.0%	9,700	10,200	5.2%	7,400	8,300	12.2%
LA	Lomita city	20,400	21,200	3.9%	8,000	8,500	6.3%	5,600	6,100	8.9%
LA	Long Beach city	470,900	489,600	4.0%	168,600	198,200	17.6%	155,900	185,400	18.9%
LA	Los Angeles city	3,933,800	4,771,300	21.3%	1,367,000	1,793,000	31.2%	1,848,300	2,135,900	15.6%
LA	Lynwood city	71,900	76,900	7.0%	14,900	16,500	10.7%	12,000	13,100	9.2%
LA	Malibu city	12,700	13,000	2.4%	5,200	5,400	3.8%	9,900	11,000	11.1%
LA	Manhattan Beach city	35,400	35,600	0.6%	13,900	14,000	0.7%	22,000	23,600	7.3%
LA	Maywood city	28,000	29,000	3.6%	6,600	7,000	6.1%	4,000	4,300	7.5%
LA	Monrovia city	38,000	42,100	10.8%	14,000	16,700	19.3%	22,700	24,800	9.3%
LA	Montebello city	63,900	67,800	6.1%	19,100	21,100	10.5%	29,300	31,300	6.8%
LA	Monterey Park city	61,500	65,600	6.7%	20,000	22,200	11.0%	45,500	48,000	5.5%

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DRAFT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH FORECAST BY JURISDICTION
2016-2045

COUNTY	JURISDICTION	% POP			% HH			EMP		
		POP 2016	POP 2045	CHANGE	HH 2016	HH 2045	CHANGE	2016	EMP 2045	CHANGE
LA	Norwalk city	105,500	107,000	1.4%	26,700	27,300	2.2%	25,700	28,100	9.3%
LA	Palmdale city	158,600	207,000	30.5%	43,800	61,800	41.1%	36,700	45,900	25.1%
LA	Palos Verdes Estates city	13,700	14,000	2.2%	5,100	5,300	3.9%	3,000	3,300	10.0%
LA	Paramount city	55,900	57,500	2.9%	14,100	14,500	2.8%	21,400	23,000	7.5%
LA	Pasadena city	142,100	155,500	9.4%	56,300	65,100	15.6%	116,200	140,200	20.7%
LA	Pico Rivera city	63,500	67,400	6.1%	16,600	18,500	11.4%	24,900	27,200	9.2%
LA	Pomona city	154,700	187,600	21.3%	39,300	52,800	34.4%	55,700	63,400	13.8%
LA	Rancho Palos Verdes city	42,800	43,000	0.5%	15,700	15,800	0.6%	8,000	8,200	2.5%
LA	Redondo Beach city	68,200	72,900	6.9%	29,200	31,100	6.5%	25,400	28,300	11.4%
LA	Rolling Hills city	1,900	2,000	5.3%	700	700	0.0%	100	100	0.0%
LA	Rolling Hills Estates city	8,100	8,500	4.9%	2,900	3,200	10.3%	7,100	7,600	7.0%
LA	Rosemead city	55,000	60,300	9.6%	14,300	16,500	15.4%	16,400	18,100	10.4%
LA	San Dimas city	34,200	35,000	2.3%	12,100	12,300	1.7%	11,500	12,900	12.2%
LA	San Fernando city	24,500	27,100	10.6%	6,100	7,100	16.4%	11,400	12,500	9.6%
LA	San Gabriel city	40,700	45,800	12.5%	12,600	15,300	21.4%	14,900	16,700	12.1%
LA	San Marino city	13,500	13,600	0.7%	4,400	4,400	0.0%	4,400	4,800	9.1%
LA	Santa Clarita city	218,200	258,800	18.6%	71,800	95,200	32.6%	91,200	105,200	15.4%
LA	Santa Fe Springs city	17,700	20,600	16.4%	5,200	6,500	25.0%	57,000	61,000	7.0%
LA	Santa Monica city	93,600	114,700	22.5%	48,100	51,400	6.9%	105,800	105,800	0.0%
LA	Sierra Madre city	11,000	11,300	2.7%	4,800	5,000	4.2%	2,200	2,400	9.1%
LA	Signal Hill city	11,600	12,500	7.8%	4,300	4,800	11.6%	16,900	18,400	8.9%
LA	South El Monte city	20,800	22,600	8.7%	4,600	5,300	15.2%	16,800	17,700	5.4%
LA	South Gate city	98,600	116,000	17.6%	23,900	30,800	28.9%	22,400	24,600	9.8%
LA	South Pasadena city	26,000	27,200	4.6%	10,400	11,200	7.7%	11,400	12,100	6.1%
LA	Temple City city	35,600	42,300	18.8%	11,500	15,100	31.3%	7,400	9,500	28.4%
LA	Torrance city	147,100	153,100	4.1%	55,600	57,300	3.1%	126,600	133,800	5.7%
LA	Vernon city	200	200	0.0%	100	100	0.0%	43,300	44,600	3.0%
LA	Walnut city	30,100	31,300	4.0%	8,700	9,200	5.7%	8,600	9,600	11.6%
LA	West Covina city	107,800	118,900	10.3%	31,500	34,800	10.5%	31,600	34,600	9.5%
LA	West Hollywood city	36,700	42,600	16.1%	26,000	30,100	15.8%	21,700	38,100	75.6%
LA	Westlake Village city	8,400	8,800	4.8%	3,200	3,500	9.4%	17,100	18,700	9.4%
LA	Whittier city	87,100	98,900	13.5%	29,600	33,500	13.2%	35,900	38,900	8.4%
LA	Unincorporated	1,044,500	1,258,000	20.4%	294,800	419,300	42.2%	269,100	320,100	19.0%
OR	Aliso Viejo city	50,300	52,700	4.8%	18,700	19,700	5.3%	23,000	24,200	5.2%
OR	Anaheim city	356,700	416,800	16.8%	101,100	122,700	21.4%	197,200	250,500	27.0%
OR	Brea city	43,900	48,000	9.3%	15,300	17,000	11.1%	50,400	54,400	7.9%
OR	Buena Park city	83,400	96,200	15.3%	24,200	28,600	18.2%	33,600	38,200	13.7%
OR	Costa Mesa city	113,900	123,700	8.6%	40,500	44,200	9.1%	95,700	104,000	8.7%
OR	Cypress city	49,600	51,300	3.4%	15,800	16,600	5.1%	27,500	30,600	11.3%
OR	Dana Point city	33,600	35,600	6.0%	14,300	15,200	6.3%	11,700	13,500	15.4%
OR	Fountain Valley city	56,700	59,000	4.1%	18,800	19,400	3.2%	31,600	34,200	8.2%
OR	Fullerton city	141,900	158,300	11.6%	46,400	52,900	14.0%	63,200	85,400	35.1%
OR	Garden Grove city	176,000	185,800	5.6%	46,300	49,200	6.3%	57,800	68,200	18.0%
OR	Huntington Beach city	196,900	205,300	4.3%	77,000	80,300	4.3%	83,400	90,800	8.9%
OR	Irvine city	261,600	327,700	25.3%	93,300	121,700	30.4%	265,300	330,200	24.5%
OR	Laguna Beach city	23,400	23,500	0.4%	10,900	11,000	0.9%	5,800	6,100	5.2%
OR	Laguna Hills city	31,200	34,000	9.0%	10,400	11,700	12.5%	18,300	18,800	2.7%
OR	Laguna Niguel city	66,100	69,700	5.4%	24,800	26,200	5.6%	19,600	22,200	13.3%
OR	Laguna Woods city	16,300	16,500	1.2%	11,400	11,500	0.9%	5,400	6,800	25.9%
OR	La Habra city	61,900	66,200	6.9%	19,200	20,600	7.3%	18,200	19,700	8.2%
OR	Lake Forest city	84,100	92,900	10.5%	27,700	30,800	11.2%	42,500	48,900	15.1%
OR	La Palma city	16,000	16,100	0.6%	5,100	5,100	0.0%	15,300	15,700	2.6%
OR	Los Alamitos city	11,600	12,300	6.0%	4,100	4,400	7.3%	14,800	16,000	8.1%
OR	Mission Viejo city	96,600	98,600	2.1%	33,900	34,200	0.9%	38,600	38,800	0.5%
OR	Newport Beach city	84,900	92,000	8.4%	38,900	41,800	7.5%	83,400	84,900	1.8%
OR	Orange city	140,900	154,000	9.3%	43,700	48,700	11.4%	123,000	131,300	6.7%
OR	Placentia city	52,300	58,900	12.6%	16,600	18,800	13.3%	19,900	21,500	8.0%
OR	Rancho Santa Margarita city	48,600	49,800	2.5%	16,700	17,000	1.8%	15,600	18,800	20.5%
OR	San Clemente city	65,900	69,600	5.6%	24,200	25,400	5.0%	28,600	31,100	8.7%
OR	San Juan Capistrano city	36,100	41,900	16.1%	11,600	13,400	15.5%	17,200	19,200	11.6%
OR	Santa Ana city	340,200	360,100	5.8%	73,900	80,100	8.4%	162,900	172,400	5.8%
OR	Seal Beach city	25,000	25,400	1.6%	13,100	13,300	1.5%	12,700	13,700	7.9%
OR	Stanton city	39,300	44,200	12.5%	10,800	12,300	13.9%	9,100	10,300	13.2%
OR	Tustin city	82,100	92,600	12.8%	26,500	30,600	15.5%	49,200	70,800	43.9%

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DRAFT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH FORECAST BY JURISDICTION
2016-2045

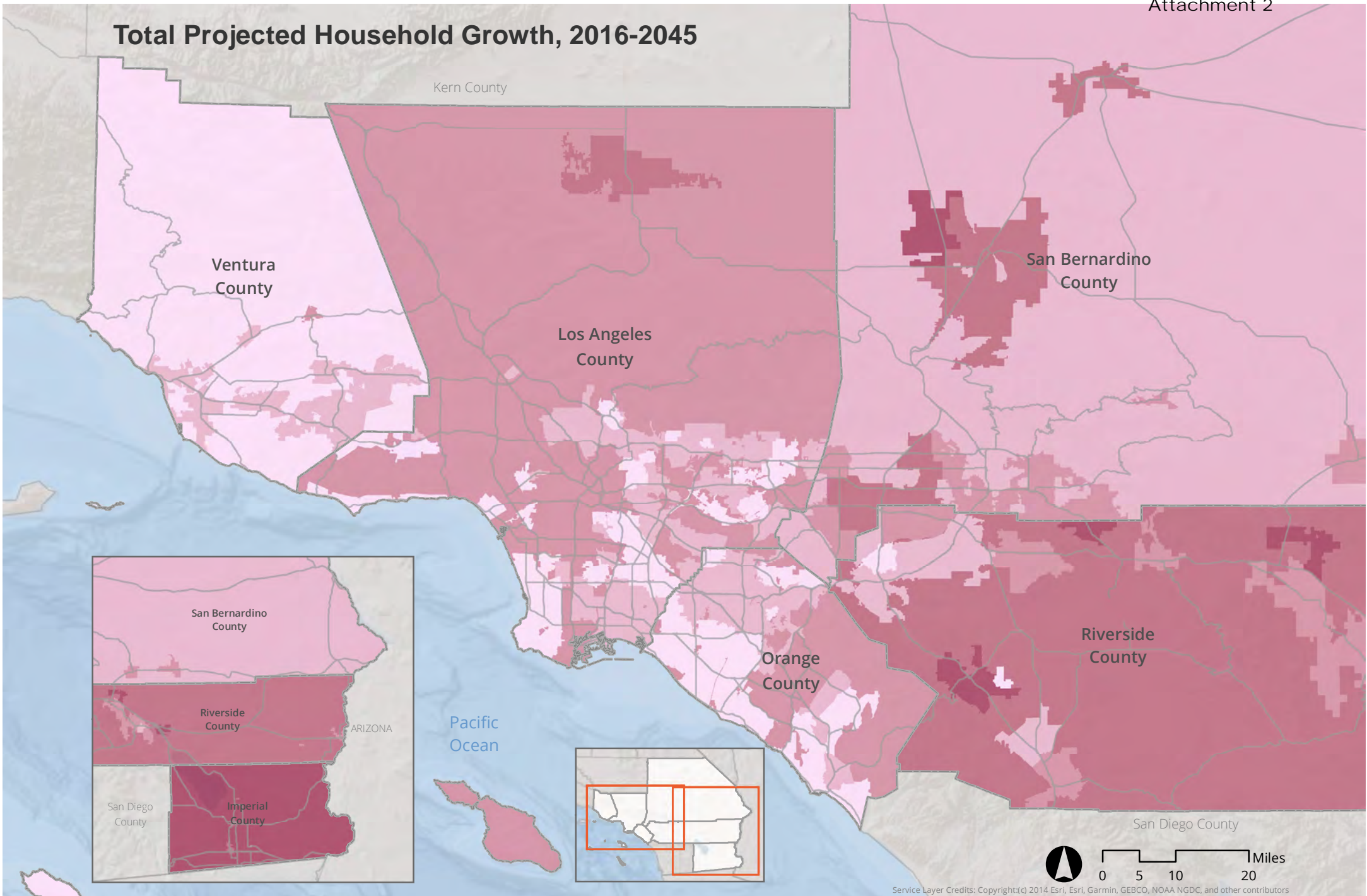
COUNTY	JURISDICTION	% POP			% HH			EMP		
		POP 2016	POP 2045	CHANGE	HH 2016	HH 2045	CHANGE	2016	EMP 2045	CHANGE
OR	Villa Park city	5,900	6,100	3.4%	2,000	2,000	0.0%	2,100	2,300	9.5%
OR	Westminster city	93,200	98,300	5.5%	26,200	27,800	6.1%	25,900	27,400	5.8%
OR	Yorba Linda city	67,800	70,600	4.1%	22,400	23,300	4.0%	17,400	19,300	10.9%
OR	Unincorporated	125,900	181,000	43.8%	39,000	56,600	45.1%	24,300	40,300	65.8%
RI	Banning city	31,000	41,500	33.9%	10,900	16,100	47.7%	7,300	11,400	56.2%
RI	Beaumont city	45,500	80,200	76.3%	14,200	25,100	76.8%	9,300	15,900	71.0%
RI	Blythe city	19,800	28,600	44.4%	4,600	6,300	37.0%	4,800	6,300	31.3%
RI	Calimesa city	8,500	20,600	142.4%	3,400	10,400	205.9%	1,600	4,100	156.3%
RI	Canyon Lake city	10,800	11,400	5.6%	3,900	4,200	7.7%	1,800	2,600	44.4%
RI	Cathedral City city	54,300	76,300	40.5%	17,400	28,000	60.9%	12,300	18,000	46.3%
RI	Coachella city	45,300	129,300	185.4%	9,600	36,400	279.2%	8,900	23,500	164.0%
RI	Corona city	165,800	185,100	11.6%	46,900	52,400	11.7%	79,200	92,800	17.2%
RI	Desert Hot Springs city	29,000	61,000	110.3%	9,300	24,700	165.6%	3,700	8,700	135.1%
RI	Eastvale City	63,900	72,700	13.8%	16,300	18,500	13.5%	7,400	21,600	191.9%
RI	Hemet city	81,500	124,000	52.1%	29,900	53,500	78.9%	21,700	40,200	85.3%
RI	Indian Wells city	5,400	6,400	18.5%	2,900	3,400	17.2%	5,200	6,800	30.8%
RI	Indio city	88,100	129,300	46.8%	26,000	44,000	69.2%	26,600	38,300	44.0%
RI	Lake Elsinore city	61,500	111,600	81.5%	16,900	37,800	123.7%	14,000	24,900	77.9%
RI	La Quinta city	40,400	47,700	18.1%	15,400	19,400	26.0%	16,700	18,700	12.0%
RI	Menifee city	89,600	129,800	44.9%	30,500	51,200	67.9%	13,800	29,200	111.6%
RI	Moreno Valley city	205,700	266,800	29.7%	52,700	76,200	44.6%	35,500	64,900	82.8%
RI	Murrieta city	113,600	127,700	12.4%	34,500	42,300	22.6%	31,300	52,200	66.8%
RI	Norco city	27,100	27,300	0.7%	7,100	7,100	0.0%	15,200	22,100	45.4%
RI	Palm Desert city	50,400	64,100	27.2%	23,100	32,300	39.8%	43,300	54,800	26.6%
RI	Palm Springs city	47,100	61,600	30.8%	23,100	31,300	35.5%	31,900	42,500	33.2%
RI	Perris city	74,900	121,000	61.5%	17,200	33,800	96.5%	16,100	26,400	64.0%
RI	Rancho Mirage city	18,200	25,200	38.5%	9,000	13,000	44.4%	16,600	21,200	27.7%
RI	Riverside city	325,300	395,800	21.7%	94,500	115,100	21.8%	145,400	188,700	29.8%
RI	San Jacinto city	44,800	69,900	56.0%	14,000	25,000	78.6%	6,900	13,100	89.9%
RI	Temecula city	110,300	138,400	25.5%	33,600	46,400	38.1%	56,400	71,600	27.0%
RI	Wildomar city	35,400	55,200	55.9%	10,600	19,600	84.9%	6,500	11,200	72.3%
RI	Jurupa Valley City	100,100	117,800	17.7%	25,300	31,800	25.7%	27,100	31,300	15.5%
RI	Unincorporated	370,500	525,600	41.9%	113,600	180,900	59.2%	76,100	139,600	83.4%
SB	Adelanto city	33,900	66,600	96.5%	8,200	19,800	141.5%	6,100	10,000	63.9%
SB	Apple Valley town	74,300	101,400	36.5%	24,700	37,400	51.4%	18,000	30,200	67.8%
SB	Barstow city	24,200	36,900	52.5%	8,400	12,800	52.4%	11,700	18,500	58.1%
SB	Big Bear Lake city	4,900	6,600	34.7%	2,100	2,800	33.3%	4,700	5,800	23.4%
SB	Chino city	86,900	121,300	39.6%	23,200	33,100	42.7%	50,400	57,400	13.9%
SB	Chino Hills city	79,700	92,800	16.4%	23,800	28,000	17.6%	16,400	17,900	9.1%
SB	Colton city	53,700	70,700	31.7%	15,000	21,700	44.7%	19,500	29,000	48.7%
SB	Fontana city	211,000	286,700	35.9%	51,500	77,800	51.1%	56,700	75,100	32.5%
SB	Grand Terrace city	12,400	14,500	16.9%	4,400	5,600	27.3%	3,500	6,100	74.3%
SB	Hesperia city	93,700	168,100	79.4%	26,800	53,200	98.5%	22,500	46,100	104.9%
SB	Highland city	54,200	68,900	27.1%	15,400	21,400	39.0%	6,900	11,100	60.9%
SB	Loma Linda city	24,500	30,100	22.9%	9,000	12,000	33.3%	24,200	28,300	16.9%
SB	Montclair city	38,700	49,200	27.1%	9,900	11,200	13.1%	19,300	20,900	8.3%
SB	Needles city	5,000	5,600	12.0%	1,900	2,200	15.8%	1,700	2,100	23.5%
SB	Ontario city	172,200	269,100	56.3%	46,000	74,500	62.0%	113,900	169,300	48.6%
SB	Rancho Cucamonga city	176,500	201,300	14.1%	56,800	66,400	16.9%	88,300	105,100	19.0%
SB	Redlands city	69,500	80,800	16.3%	24,400	30,800	26.2%	42,600	56,300	32.2%
SB	Rialto city	99,300	139,100	40.1%	26,500	37,100	40.0%	25,500	35,500	39.2%
SB	San Bernardino city	216,300	230,500	6.6%	59,700	68,800	15.2%	101,300	125,600	24.0%
SB	Twentynine Palms city	26,500	33,300	25.7%	8,400	11,800	40.5%	4,400	8,600	95.5%
SB	Upland city	76,400	93,000	21.7%	26,100	32,800	25.7%	35,900	42,200	17.5%
SB	Victorville city	123,300	194,500	57.7%	33,900	61,800	82.3%	41,200	61,200	48.5%
SB	Yucaipa city	53,800	75,200	39.8%	18,700	26,100	39.6%	10,800	17,600	63.0%
SB	Yucca Valley town	21,400	25,800	20.6%	8,400	10,900	29.8%	6,900	10,900	58.0%
SB	Unincorporated	308,100	353,100	14.6%	97,100	115,000	18.4%	58,800	72,900	24.0%
VE	Camarillo city	68,200	76,100	11.6%	25,200	28,100	11.5%	32,700	37,500	14.7%
VE	Fillmore city	15,600	18,600	19.2%	4,300	5,300	23.3%	3,000	4,800	60.0%
VE	Moorpark city	36,700	42,200	15.0%	11,000	13,000	18.2%	11,300	15,000	32.7%
VE	Ojai city	7,500	7,900	5.3%	3,100	3,200	3.2%	5,600	5,800	3.6%
VE	Oxnard city	206,000	238,100	15.6%	51,200	61,600	20.3%	61,100	76,100	24.5%
VE	Port Hueneme city	22,000	22,400	1.8%	6,900	7,100	2.9%	3,800	4,000	5.3%

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DRAFT POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH FORECAST BY JURISDICTION
2016-2045**

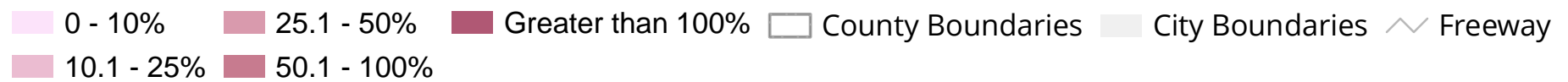
COUNTY	JURISDICTION	% POP			% HH			% EMP		
		POP 2016	POP 2045	CHANGE	HH 2016	HH 2045	CHANGE	EMP 2016	EMP 2045	CHANGE
VE	San Buenaventura (Ventura) city	108,800	123,900	13.9%	41,100	46,700	13.6%	60,800	64,500	6.1%
VE	Santa Paula city	30,700	35,400	15.3%	8,600	10,300	19.8%	7,800	11,000	41.0%
VE	Simi Valley city	127,100	137,000	7.8%	41,600	46,100	10.8%	46,700	53,800	15.2%
VE	Thousand Oaks city	129,500	144,700	11.7%	46,000	51,300	11.5%	70,100	80,000	14.1%
VE	Unincorporated	98,200	101,300	3.2%	32,200	33,600	4.3%	31,800	36,900	16.0%
SCAG	SCAG TOTAL	18,832,300	22,507,300	19.5%	6,012,000	7,638,300	27.1%	8,389,400	10,048,500	19.8%

Notes: 1. All figures rounded to hundreds, thus final Region/County figures may differ slightly. 2. Interim year data available upon request

Total Projected Household Growth, 2016-2045

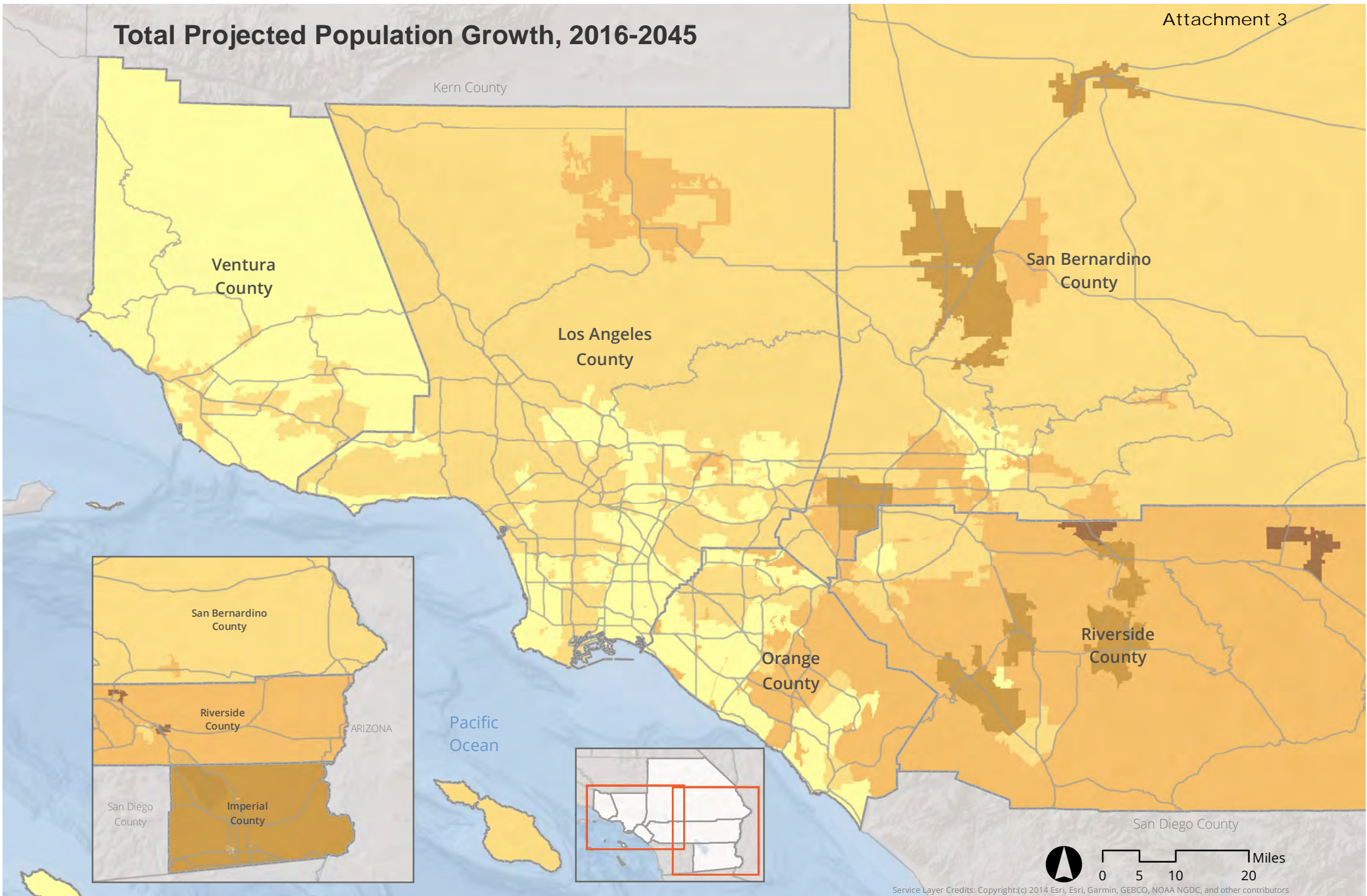


Percentage Growth by Jurisdiction

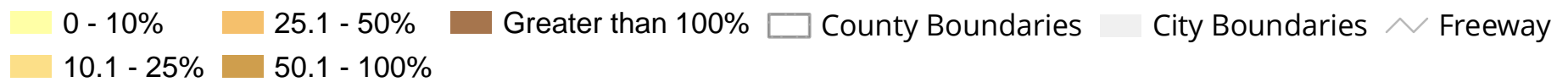


Source: SCAG, 2019

Total Projected Population Growth, 2016-2045

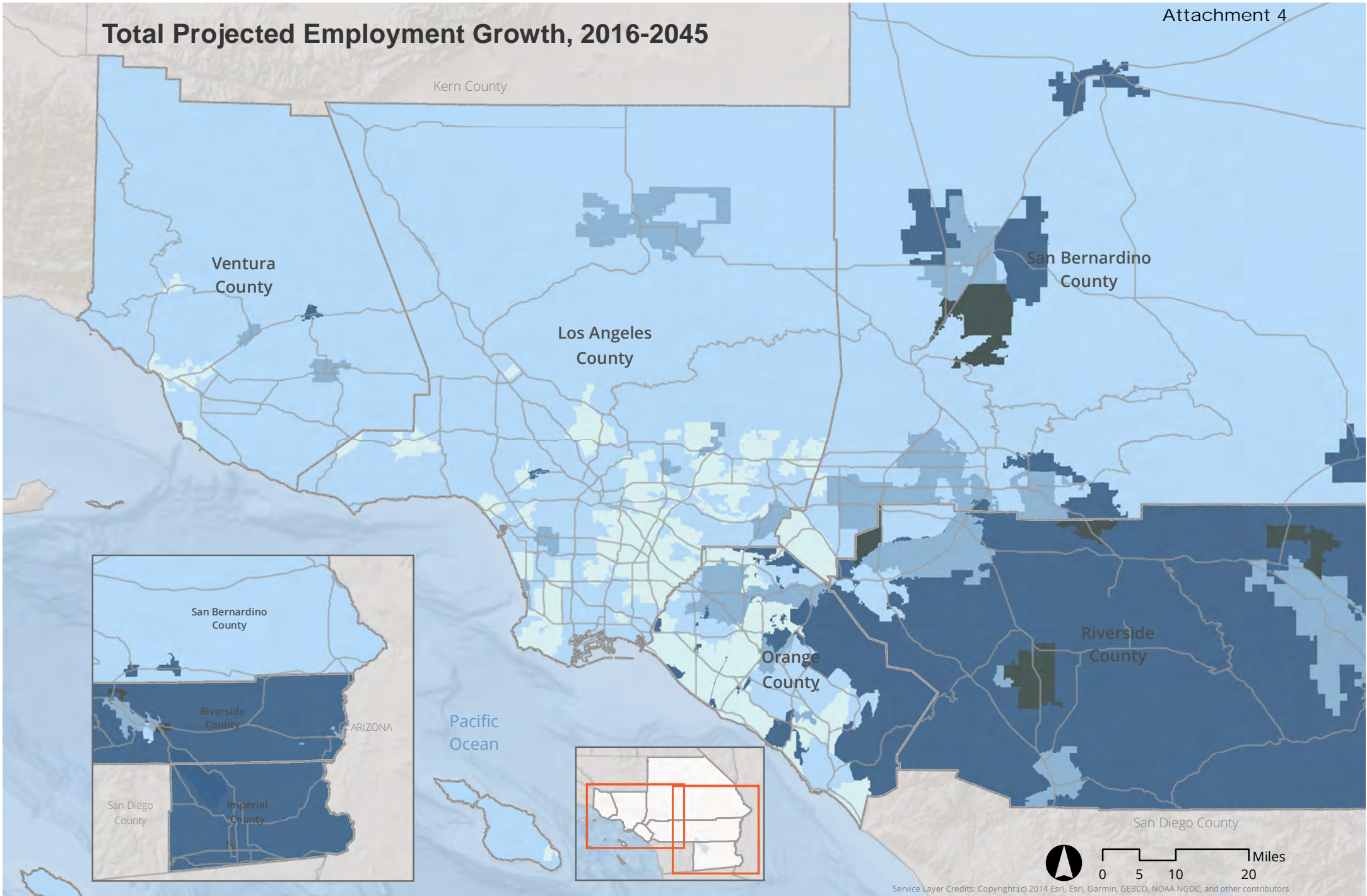


Percentage Growth by Jurisdiction



Source: SCAG, 2019

Total Projected Employment Growth, 2016-2045



Percentage Growth by Jurisdiction

- 0 - 10%
- 10.1 - 25%
- 25.1 - 50%
- 50.1 - 100%
- Greater than 100%
- County Boundaries
- City Boundaries
- Freeway

Source: SCAG, 2019