



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

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MEETING OF THE

**TECHNICAL
WORKING GROUP**

*Thursday, April 20, 2023
10:00 a.m. – 12:00 p.m.*

**SCAG OFFICES
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800**

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MEETING ID: 142 774 637

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

1. Connect SoCal 2024 Forecasted Regional Development Pattern – Growth Vision Evaluation

Lyle Janicek & Kevin Kane

45 minutes

[Packet page 5](#)

2. Winter 2023 Demographic Data Update

Echo Zheng & Kevin Kane

10 minutes

[Packet page 18](#)

3. Connect SoCal 2024: Draft Regional Planning Policies

Sarah Dominguez

20 minutes

[Packet page 26](#)

4. SoCal Greenprint Update

India Brookover

5 minutes

5. Open Discussion

Meeting Minutes (Abridged)

March 16, 2023

10 a.m. – 12 p.m.

The meeting was held via Zoom teleconferencing.

Membership Attendance

LAND USE AUTHORITIES

Brekki, Kendall	City of Lancaster	Hofflinger, Michael	City of Chino Hills
Equina, Justin	City of Irvine / OCCOG	Lauffer, Amanda	City of Anaheim
Farnsworth, Nate	City of Yorba Linda	Pallini-Tipton, Conni	City of Los Angeles
Gable, Emily	City of Los Angeles	Shiomoto-Loehr, Gail	City of Mission Viejo
Gackstetter, Ryan	City of Chino Hills		

REGIONAL PARTNERS

Adamson, Heather	AMBAG	Koblasz, Ginger	SBCTA
Anderson, Kelsie	TCA	Masters, Martha	RCTC
Garfio, Angel	OCTA	Primmer, Marnie	OCCOG
Huddleston, Lori	LA Metro	Smith, Steve	SBCTA

REGULATORY & COORDINATING AGENCIES

Miranda, Jude	Caltrans – D12
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FIELD EXPERTS

Diep, Deborah	CDR/CSUF
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ALTERNATES & PUBLIC ATTENDEES

Anaya, Mairany	SBCTA/SBCOG
Aranguri, Cesar	Indigenous Ark Urban Technologies
Briska, Ari	City of Los Angeles
Jenison, Seth	Interwest Consulting Group
Lockwood, Wendy	Sirius Environmental
Mik, Lena	City of Los Angeles
Nguyen, Danica	–
Tso, Kristin	OCTA
Vivian Tricia	SBCTA

Meeting Summary

1. **LOCALLY REVIEWED GROWTH PROJECTIONS: DEMOGRAPHIC & ECONOMIC EVALUATION**

Kevin Kane and Gigi Moreno presented on the demographic and economic growth projects reviewed by local jurisdictions during the Local Data Exchange (LDX) process. Deborah Diep (CDR/CSUF) and Gail Shiimoto-Lohr (City of Mission Viejo) provided comments.

2. **SOCAL ECONOMIC TRENDS TOOL**

Gigi Moreno conducted a demo/tour of the new [SCAG Economic Trends Tool](#) that launched at the last Economic Summit. Deborah Diep participated in discussion.

3. **EQUITY ANALYSIS UPDATE – PRIORITY EQUITY COMMUNITIES**

Annaleigh Ekman presented an update on the Connect SoCal 2024 Equity Analysis and the Priority Equity Communities, seeking feedback from the TWG. Deborah Diep, Gail Shiimoto-Lohr, and a public participant provided comments.

4. **CONNECT SOCAL 2024 PEIR: STATUS UPDATE ON STAKEHOLDER OUTREACH & HIGHLIGHTS OF PRELIMINARY APPROACHES TO MAJOR COMPONENTS**

Karen Calderon an update on the PEIR stakeholder outreach and opportunities to date, such as the public scoping meetings and tribal outreach. The update also included highlights of the preliminary approaches to major components of the PEIR and next steps. Gail Shiimoto-Lohr participated in discussion.

5. **RHNA REFORM UPDATES**

Ma’Ayn Johnson presented an update on the RHNA Reform process and key dates to note. Marnie Primmer (OCCOG) provided comments.

6. **SOCAL GREENPRINT TAC – BACKGROUND & OVERVIEW**

Kim Clark and India Brookover presented an overview of the SoCal Greenprint Technical Advisory Committee, which undergoing the solicitation process, in time for the anticipated first TAC meeting in June. Marnie Primmer provided a comment.



Forecasted Regional Development Pattern – *and Growth Vision Evaluation*

Kevin Kane, PhD and Lyle Janicek, ACIP
Demographics and Growth Vision
April 20, 2023
Technical Working Group

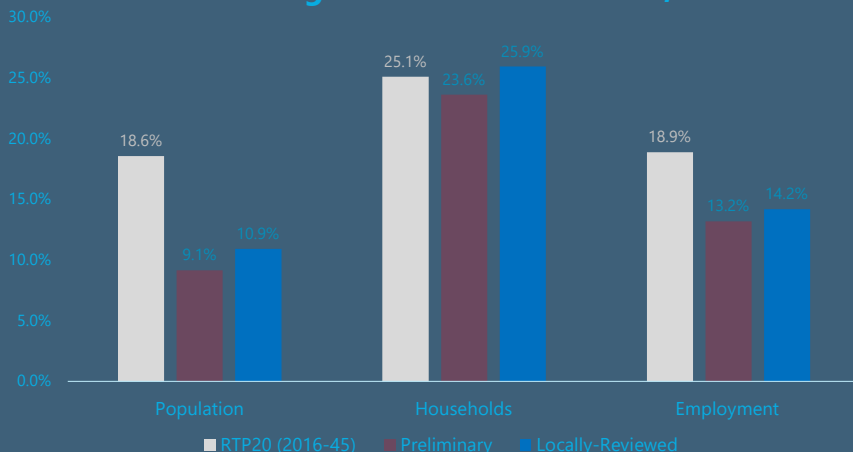
WWW.SCAG.CA.GOV

Presentation Outline

- Region & County Recap
- The Forecasted Regional Development Pattern
- Growth Vision, Growth Prioritization Scale
- SPM – Transportation Module
- TAZ data and early SCS consistency discussion

Region and County-Level Forecast (3/16/23 TWG)

SCAG Region Forecasted Growth, 2019-2050



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

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

3

Forecasted Regional Development Pattern

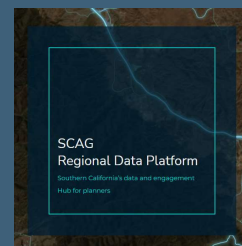
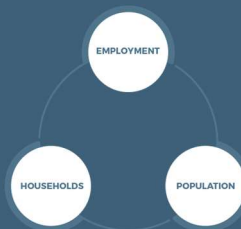
"set forth a *forecasted development pattern for the region*, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the *greenhouse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



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

www.scag.ca.gov/technical-working-group

- ✓ Demographic Expert Panel/Model
- ✓ Sustainability targets
- ✓ Data Available (TWG)



LDX Data/Verification Form

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

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

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

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

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

See Data Review and Verification form.

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Growth Forecast (“SED”) Input received during LDX

COUNTY	Number of Jurisdictions	SED Input			Data Verification Form
		Approved	Submitted	No Input	
Imperial	8	0	0	8	0
Los Angeles	89	18	29	42	43
Orange	35	1	34	0	31
Riverside	29	0	17	10	15
San Bernardino	25	0	25	0	9
Ventura	11	0	6	5	5
TOTAL	197	19	111	65	102
		10%	56%	33%	52%

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Preliminary small area household forecast methodology

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

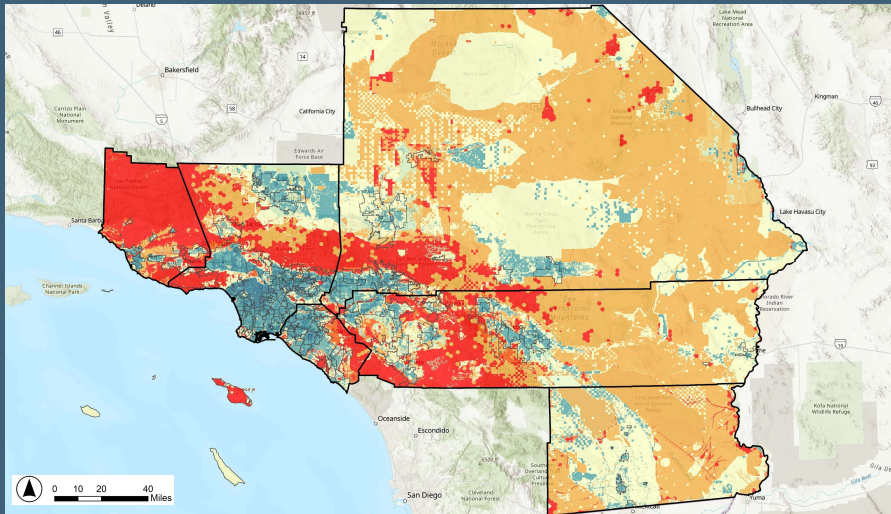
PDAS

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

GRRAs

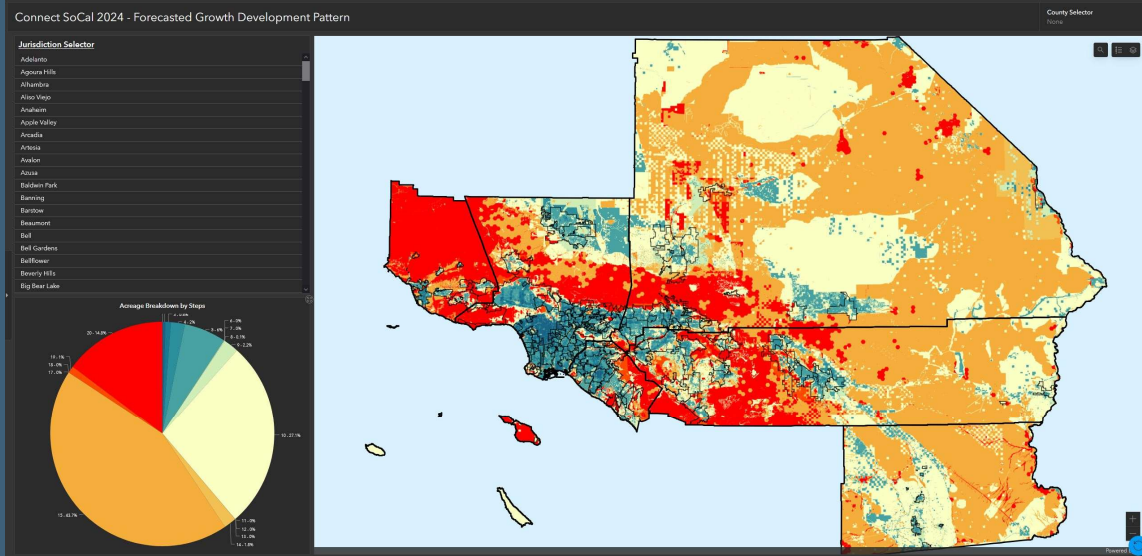
- 100-year floodplains
- Wildfire risk within high and very high risk areas
- Wildland-urban interface and intermix areas
- 3-ft sea level rise
- Wetlands
- Areas providing habitat connectivity
- Areas of conservation emphasis
- Open space and parks – SOAR (Ventura County only)
- Open space and parks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

Growth Prioritization Scale



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

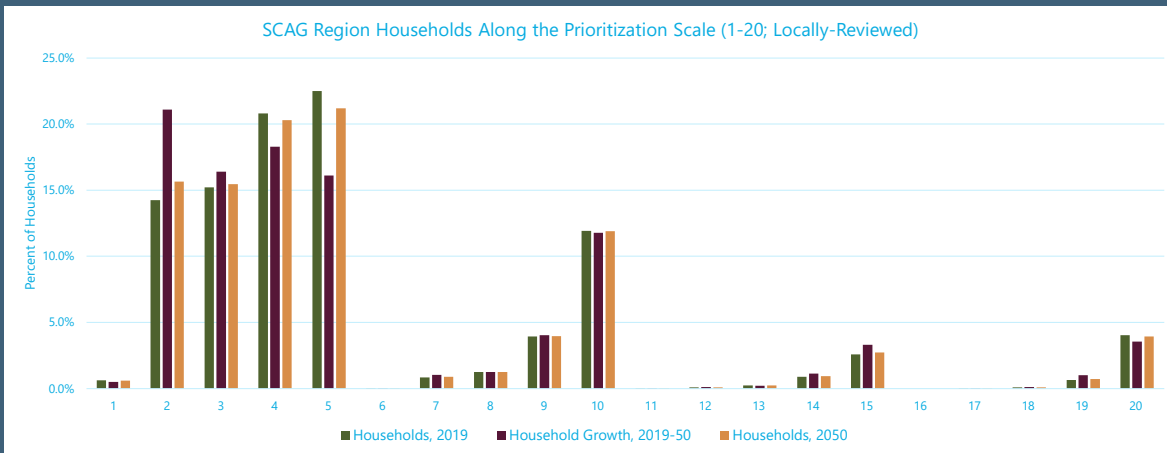
Describing the growth prioritization scale



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Comparing where households are along this scale

Objective: Measure how consistent household growth is with this regional vision.

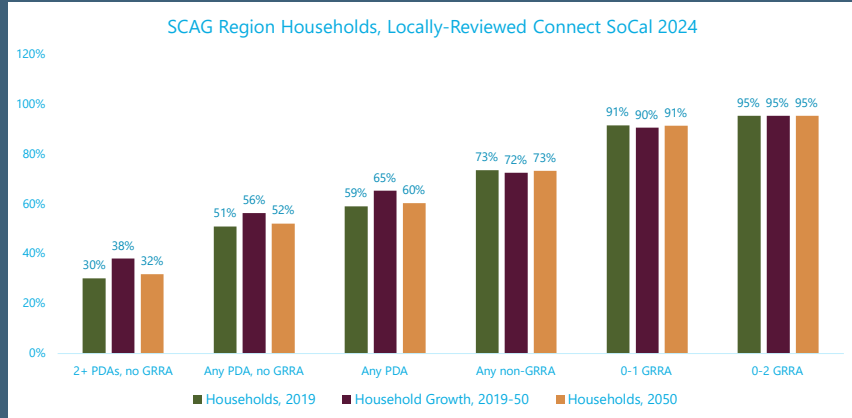


Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	3+	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

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Collapse the scale

- 2+ PDAs and no GRRAs (#1-3)
- Any PDA and no GRRAs (#1-4)
- Any PDA (#1-4, 6-9, 11-14, 16-19)
- Any non-GRRAs (#1-5)
- 0-1 GRRAs (#1-10)
- 0-2 GRRAs (#1-15)



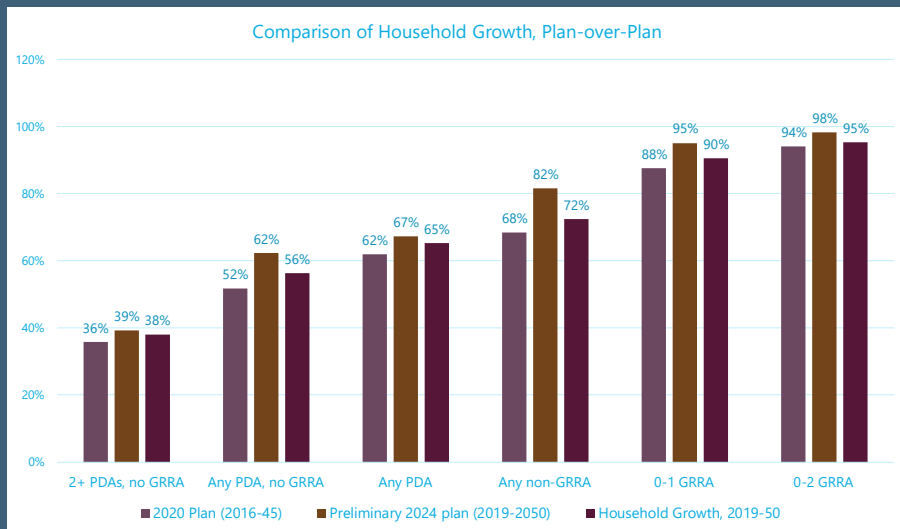
Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Region Resources Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Growth Prioritization Scale	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

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Plan Development – How does Household Growth Compare?

Three versions of the development pattern:

- Final Connect SoCal 2020 (2016-2045)
- Preliminary Connect SoCal 2024 (2019-2050)
 - SCAG approach
 - Basis: Available local general plan data
 - Not based on locally-reviewed data
- Locally-Reviewed Connect SoCal 2024 (2019-2050)



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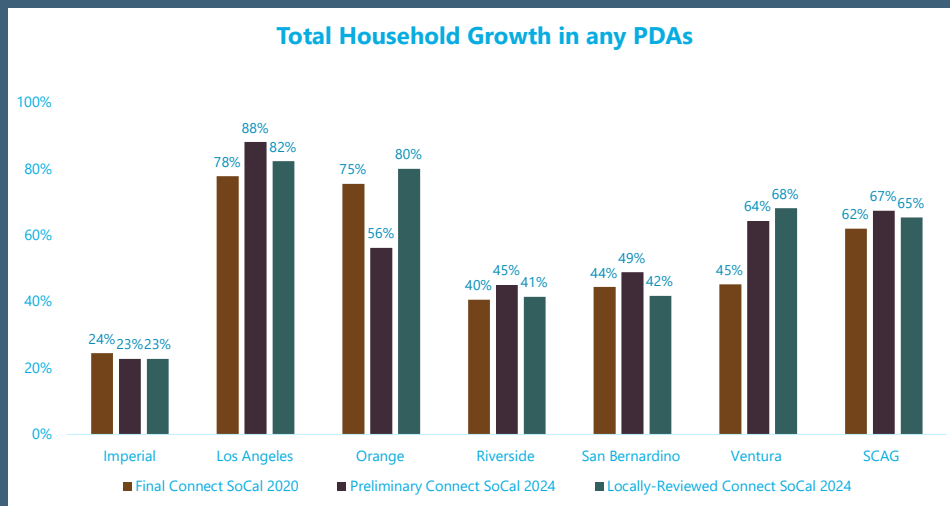
Single measure of household growth – median

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



13

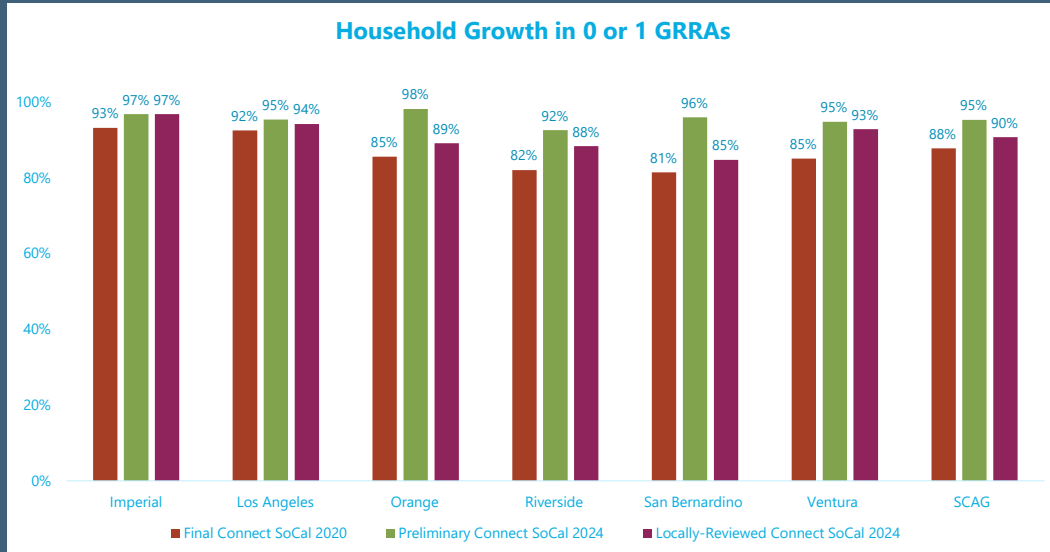
Household Growth Comparison by County



Notes: Imperial County household growth is much lower in the 2024 plan (+39%) than in the 2020 plan (+85%) and the county has a relatively low coverage of PDAs. No jurisdictions in Imperial County revised their growth projections. Orange County jurisdictions generally made more edits to PDAs than jurisdictions in other counties, specifically Neighborhood Mobility Areas, in order to better reflect local policies.

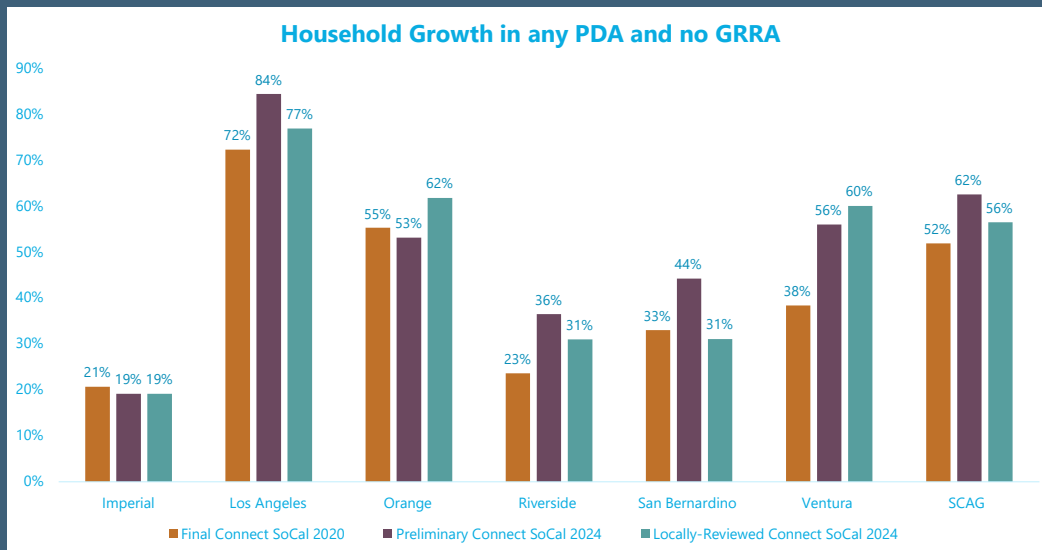
14

Household Growth Comparison by County



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Household Growth Comparison by County - Combination



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City A Example

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Household Growth
Final 2020 Plan	0	0	1,042	3,021	439	0	0	0	556	360	0	0	0	54	149	0	0	0	92	297	6,010
Prelim. 2024 Plan	0	0	291	2,479	452	0	0	0	315	1,423	0	0	0	60	58	0	0	0	43	320	5,442
LXD 2024 Plan	0	0	39	460	146	0	0	0	160	1,052	0	0	0	17	1,269	0	0	0	53	3,664	6,860

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

	Any PDA, no GRR	Any PDA	GRR=0	GRR=0,1	GRR=0-2	Median
Final 2020 Plan	67.6%	79.3%	74.9%	90.2%	93.5%	3.65
Prelim. 2024 Plan	50.9%	58.6%	59.2%	91.2%	93.3%	3.98
LXD 2024 Plan	7.3%	10.6%	9.4%	27.1%	45.8%	19.06

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City B Example

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Total Household Growth
Final 2020 Plan	0	313	3,337	4,521	600	0	0	35	81	30	0	0	53	83	6	0	0	9	0	4	9,071
Prelim. 2024 Plan	0	259	4,239	3,094	206	0	1	122	144	15	0	0	64	55	4	0	0	16	27	3	8,251
LXD 2024 Plan	0	579	13,164	2,733	1,081	0	1	169	808	533	0	0	285	132	104	0	0	151	508	1,987	22,234

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

	Any PDA, no GRR	Any PDA	GRR=0	GRR=0,1	GRR=0-2	Median
Final 2020 Plan	90.1%	93.0%	96.7%	98.3%	99.9%	3.20
Prelim. 2024 Plan	92.0%	97.2%	94.5%	97.9%	99.4%	2.91
LXD 2024 Plan	74.1%	83.3%	79.0%	85.8%	88.1%	2.80

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SPM Transportation Module (SPM-TM)



- Quantitative tool to predict VMT impact of different land use patterns
 - *Vary the population, not the network*
- Used alongside SCAG Regional Travel Model (ABM)
 - ABM represents behavioral detail *and* travel patterns
 - For identical land use, SPM-TM and ABM results will match
 - SPM-TM will use detailed land use changes to increase or decrease trips, trip distance, and mode split
- **Caveats:**
 - SPM-TM calibrated to ABM base year (2016) scenario data from Connect SoCal 2020
 - Doesn't reflect recent trends and model updates
 - Substantially different population and employment forecast (see slide 3)
 - *Impacts of these differences can interact and compound*

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FIRST DRAFT SPM-TM results

DRAFT Daily VMT/capita, SCAG Region				
	Base Year (2016/2019)	Horizon Year (2045/2050)	Change	% Change
Final Connect SoCal 2020	23.0	20.6	-2.4	-10.4%
Preliminary Connect SoCal 2024	23.6	20.9	-2.7	-11.6%
Locally-Reviewed Connect SoCal 2024	23.7	20.7	-3.0	-12.7%

Note: This is draft SCAG SPM-Transportation Module output produced on 4/18/2023 in order to provide a preliminary review of the possibly VMT/capita outcome of different forecasted regional development patterns

- **Caveats:**
 - SPM-TM calibrated to ABM base year (2016) scenario data from Connect SoCal 2020
 - Doesn't reflect recent trends and model updates
 - Substantially different population and employment forecast (see slide 3)
 - *Impacts of these differences can interact and compound*
- **Preliminary interpretation:**
 - Despite a higher base year VMT/capita in 2019, both Connect SoCal 2024 land use patterns appear to show marginal improvements in the level of VMT/capita reduction over the complete plan horizon

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Overall assessment



- Forecast slightly above expert panel's mid series
- Growth vision: nearly universal county & region-level improvements over Final Connect SoCal 2020
- SPM-TM suggests marginal improvement in VMT/capita reduction
- Proceed with using LDX input for draft Connect SoCal 2024 analysis
- Will await ABM results for more detail

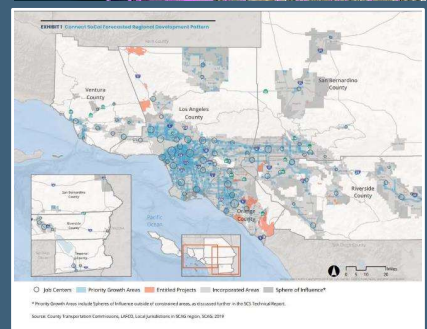
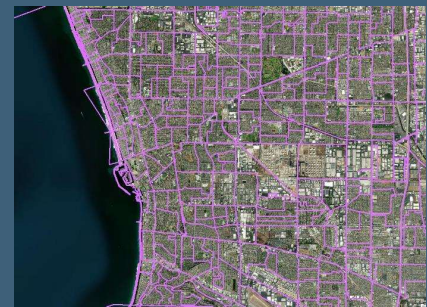
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What are TAZ-level data?



- TAZs are a building block of the plan:
 - Maps & data help understand how regional strategies **may** be reflected in neighborhoods
 - Fulfill required modeling purposes
 - Are advisory only and non-binding
- *Note: TAZ refers to City-split Tier2 TAZ*

**Total households.
Total employment.
2019. 2035. 2050.**



Top: Sample of TAZs in the SCAG region.

Bottom: 2020 Forecasted Regional Development Pattern

Locally-Reviewed TAZ Data Use Limitations Statement

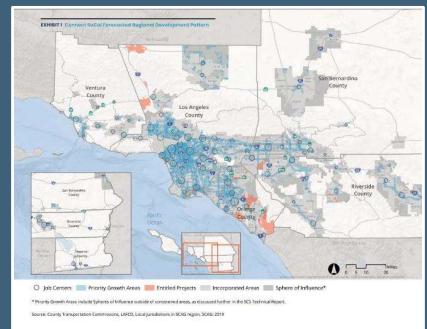
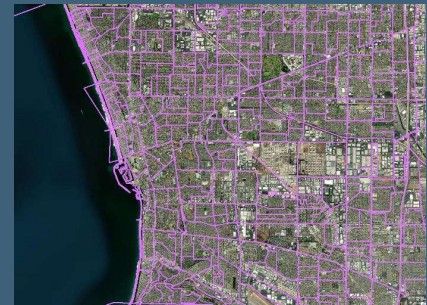
The locally-reviewed TAZ (Transportation Analysis Zone)-level growth projection reflects edits which local jurisdictions made to SCAG’s preliminary growth projection between May and December 2022 as part of the Connect SoCal 2024 Local Data Exchange (LDX) process. These data reflect final input from jurisdictions which provided input or were granted an extension prior to the December 2, 2022 deadline. As such they represent a snapshot in time and may not reflect subsequently available information.

TAZ-level growth projection data are a tool to understand how regional policies and strategies may be reflected at the neighborhood level. They are developed to conduct required modeling and are advisory and non-binding. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal TAZ-level growth projection data.

Neither SCAG nor a local jurisdiction shall incur any responsibility as to the completeness, correctness, or accuracy of this information. For details regarding the sources, methodologies, and contents of these data, please refer to SCAG’s Connect SoCal 2024 Data/Map Books or contact the Local Information Services Team (LIST) at LIST@scag.ca.gov. Please contact local jurisdictions directly to ensure the most up-to-date planning, development, and construction information.

Some CEQA Streamlining Discussion Points:

- A jurisdiction may consider streamlining the environmental review process (see <https://scag.ca.gov/development-streamlining-efforts> for housing development) under SB 375
- by being “consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in ... a sustainable communities strategy...” §21155(a).
 - In practice, growth number in a project area’s TAZ could be a straightforward way to demonstrate this.
 - However, there are many potential TAZ-level development patterns which could achieve GHG targets and SCAG cannot envision, include, or model all of them.
- The LDX and Growth Vision integrate regional and local growth strategies for an SCS, including:
 - General plans
 - Previous entitlements
 - 6th cycle housing element update
 - Priority Development Areas
 - Green Region Resource Areas
 - Local Data Exchange / review process



Top: Sample of TAZs in the SCAG region.

Bottom: 2020 Forecasted Regional Development Pattern

Next Steps

- Questions? Issues? Email LIST@scag.ca.gov
- October 2023: draft Connect SoCal release

SCAG Winter 2023 SCAG demographic update: New state population estimates, a new definition of “urban,” and what is happening with migration?

Echo Zheng, PhD, zheng@scag.ca.gov

Kevin Kane, PhD, kane@scag.ca.gov

After a monthlong delay, the California Department of Finance released [their E-2 population estimates](#). These provide county-level data on population, births, deaths, and migration as of July 2022. In January, the Census Bureau released the results of [new definitions of urban areas](#). While the overall impact is minimal, these change the definition of several SCAG region communities from urban to rural. Finally, year-end 2022 migration data is available from the [US Postal Service](#) and give us a more nuanced picture about who is moving between big and small regions, and between dense and sparse neighborhoods in Southern California and nationwide.

New State population estimates available.

The California Department of Finance (DOF) produces state and county level population estimates twice annually. In January 2023, the DOF released their [E-2 county-level population estimates](#) covering components of change for the year ending July 2022. This analysis focuses on population change in the SCAG region two years before the pandemic took place (July 2018 – July 2020) and two years after (July 2020 – July 2022) in order to highlight which changes appear primarily pandemic-related and which appear more associated with other factors.

- The SCAG region’s population was 18,570,746 in July 2022, dropping by more than 134 thousand people since July 2021 and more than a quarter million people since July 2020. Population loss in the region accounted for nearly two-thirds of the population loss statewide.
- The region’s population was almost unchanged between July 2018 and July 2020 (0.24 percent decrease) whereas over the next 24-month period after the pandemic the region’s population dropped nearly six times as much (1.3 percent decrease). Los Angeles County experienced the most substantial population loss during the most recent period (-113,048), followed by Orange County (-14,847) and Ventura County (-8,866). Riverside County saw a year-over-year increase in population during July 2018 and July 2022, but the growth slowed down significantly after the pandemic.

- Natural population increase (births minus deaths) has been slowing down in the region and in the state. During the first year of the pandemic (Jul 2020 – Jul 2021), the region gained 18,161 people from natural population increase, the lowest in at least fifty years. Natural population increase in the region rebounded during July 2021 and July 2022 (+46,636).
- A rough measure of excess deaths from an event such as the pandemic can be calculated by comparing against deaths the three years prior to the event, e.g. the annual average of 122,730 deaths in the SCAG region between July 2016 – July 2019. Using this measure, excess deaths were By this measure, “excess deaths” were 47,764 during July 2020 – July 2021 but dropped to only 24,321 during the following 12 months. However in the rest of California excess deaths only dropped slightly (29,493 and 25,890, respectively), resulting in only a minimal rebound in natural population gain.
- Births recovered slightly during the most recent year but remain below pre-pandemic levels in the SCAG region and statewide.
- While Southern California consistently loses more residents to other regions and states than it gains, its population has historically been buoyed by foreign immigration. During the peak of the pandemic (July 2020 – 2021) immigration to the region fell to nearly zero; however, over July 2021 – July 2022 it rebounded to a level of about 2/3 its average over the 2010s. The rest of California showed a similar trend in net immigration.
- Despite the return of moderate immigration levels, the region’s total population dropped about the same due to an increase in domestic out-migration in the DOF data. This suggests that, aside from the pandemic, other factors such as high housing costs have contributed to population loss.

Census Bureau changes the definition of “urban” – what does this mean for the SCAG region?

The Census Bureau delineates urban and rural areas for statistical purposes. The Census Bureau’s urban areas represent densely developed territory and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau’s delineation of urban areas is used as an important baseline for understanding the distribution and characteristics of urban and rural populations.

The urban and rural classification also provides the basis for how government agencies determine program and funding eligibility. For example, the Federal Transit Administration (FTA) uses the census delineation of urban and rural areas to determine the funding distribution and eligibility for various formula grant programs. For rural health programs, to qualify as a Rural Health Clinic and receive enhanced reimbursement rates for providing Medicare and Medicaid services, a healthcare facility must be located in rural, underserved areas.

Table 1 Population Estimates in the SCAG Region

County/Region	Year ending Jul 1:			
	2019	2020	2021	2022
California	39,529,566	39,541,786	39,239,554	39,028,571
12-month change	53,502	12,220	-280,517	-210,983
SCAG	18,856,471	18,823,532	18,704,846	18,570,746
12-month change	-11,623	-32,939	-128,817	-134,100
Rest of California	20,673,095	20,718,254	20,534,708	20,457,825
12-month change	65,125	45,159	-151,700	-76,883
Imperial	180,809	178,537	179,340	179,062
12-month change	182	-2,272	-842	-278
Los Angeles	10,063,851	10,012,474	9,905,215	9,792,167
12-month change	-36,820	-51,377	-108,328	-113,048
Orange	3,191,365	3,184,513	3,163,851	3,149,004
12-month change	-2,099	-6,852	-23,338	-14,847
Riverside	2,400,535	2,421,480	2,431,238	2,437,925
12-month change	16,762	20,945	9,104	6,687
San Bernardino	2,174,437	2,181,983	2,186,572	2,182,824
12-month change	14,401	7,546	575	-3,748
Ventura	845,474	844,545	838,630	829,764
12-month change	-4,049	-929	-5,988	-8,866

Following the 2020 Census, changes were made to the criteria for defining urban areas—the changes generally reduced the likelihood of a census block being urban and increased the likelihood of it being rural. These criteria include a minimum size threshold (up from 2,500 to 5,000 people¹), a minimum density (425 housing units/sqmi), and the maximum “jump distance” – i.e., how far away a block can be from an urbanized area and still be considered a part of it (down from 2.5 miles to 1.5 miles).

Nationally, the [Census Bureau](#) identifies 36 new urban areas that were classified as rural in 2010. Meanwhile, 1,140 areas classified as urban in 2010, containing approximately 4.2 million people, are now classified as rural. This brief highlights the changes in the distribution of urban and rural populations in the SCAG region.

- The SCAG region remains highly urban, with nearly 98% of the population living in urban areas. The region’s rural population increased slightly as a percentage of the total population from 1.8% in 2010 to 2.1% in 2020. The regional changes are relatively small compared to the state and the nation. These shifts in proportions are largely resulted from the changes to the Census’ criteria for urban area classification rather than indicating urban to rural migration.
- The criteria change increased the shares of population living in rural areas in all six counties in the region. Imperial County continues to have the highest percentage of population living in rural areas. Imperial's rural population increased from 30,399 people in 2010 to 33,019, now accounting for 18.4% of the county population.

¹ Could also be 2,000 households

Table 2 Components of Population Change by Year in SCAG

SCAG				
Components of Change	Jul 2018 - Jul 2019	Jul 2019 - Jul 2020	Jul 2020 - Jul 2021	Jul 2021 - Jul 2022
Pop. Change	-11,623	-32,939	-128,817	-134,100
<i>Natural Increase</i>	89,432	72,604	18,161	46,636
Births	212,938	203,913	188,655	193,688
Deaths	123,506	131,309	170,494	147,051
<i>Net Migration</i>	-101,055	-105,543	-146,978	-180,736
Net Immigration	61,291	35,560	608	44,584
Net Domestic Migration	-162,346	-141,103	-147,586	-225,320
California				
Components of Change	Jul 2018 - Jul 2019	Jul 2019 - Jul 2020	Jul 2020 - Jul 2021	Jul 2021 - Jul 2022
Pop. Change	53,502	12,220	-280,517	-210,983
<i>Natural Increase</i>	183,977	157,000	67,376	105,687
Births	451,227	437,289	412,503	423,768
Deaths	267,250	280,289	345,127	318,081
<i>Net Migration</i>	-130,475	-144,780	-347,893	-316,670
Net Immigration	123,201	76,990	-523	90,314
Net Domestic Migration	-253,676	-221,770	-347,371	-406,983
Rest of California				
Components of Change	Jul 2018 - Jul 2019	Jul 2019 - Jul 2020	Jul 2020 - Jul 2021	Jul 2021 - Jul 2022
Pop. Change	65,125	45,159	-151,700	-76,883
<i>Natural Increase</i>	94,545	84,396	49,215	59,050
Births	238,289	233,376	223,848	230,079
Deaths	143,744	148,980	174,633	171,030
<i>Net Migration</i>	-29,420	-39,237	-200,915	-135,933
Net Immigration	61,910	41,430	-1,130	45,730
Net Domestic Migration	-91,330	-80,667	-199,784	-181,663

- The delineation of urban and rural areas changes significantly in some unincorporated communities. Nine unincorporated communities that had at least 40% of the population living in urban areas in 2010 are now entirely (or nearly entirely) classified as rural: Sun Village (LA), Lake Los Angeles (LA), Littlerock (LA), North Shore (RV), Meadowbrook (RV), Hasley Canyon (LA), Winchester (RV), Oasis (RV), and Phelan (SB). These communities have similar (or higher) population and housing densities in 2020 compared to 2010, but their housing densities are well below the updated 425 units/mi² threshold. The California Department of Finance has developed a webmap to see these areas in detail statewide: <https://dru-data-portal-cacensus.hub.arcgis.com/apps/67f7e4aa0bc6450e8a052176a12d86b9/explore>. The percentages of population residing in rural areas also increased in several SCAG cities. Most notably, the City of Calipatria now falls entirely in rural areas, whereas in 2010, urban population accounted for 54% of the city. The City of Bradbury, which fell entirely in urban areas in 2010, now has 16.7% of its population living in rural areas.

Table 3 Population in Urban and Rural Areas based on 2010 and 2020 Census

Area	Census 2010				Census 2020			
	Population	Urban Pop.	Rural Pop.	% Rural Pop.	Population	Urban Pop.	Rural Pop.	% Rural Pop.
USA	308,754,538	249,253,271	59,501,267	19.3%	331,449,281	265,149,027	66,300,254	20.0%
CA	37,253,956	35,373,606	1,880,350	5.0%	39,538,223	37,270,965	2,267,258	5.7%
SCAG	18,051,534	17,734,102	317,432	1.8%	18,824,382	18,421,085	403,297	2.1%
Imperial	174,528	144,129	30,399	17.4%	179,702	146,683	33,019	18.4%
Los Angeles	9,818,605	9,759,181	59,424	0.6%	10,014,009	9,925,970	88,039	0.9%
Orange	3,010,232	3,005,917	4,315	0.1%	3,186,989	3,179,056	7,933	0.2%
Riverside	2,189,641	2,088,429	101,212	4.6%	2,418,185	2,289,551	128,634	5.3%
San Bernardino	2,035,210	1,938,853	96,357	4.7%	2,181,654	2,064,393	117,261	5.4%
Ventura	823,318	797,593	25,725	3.1%	843,843	815,432	28,411	3.4%

Table 4 Top Census Places with the Greatest Increase in the Share of Rural Population

County	Community	Population (2010)	% Rural Pop. (2010)	Population (2020)	% Rural Pop. (2020)	Pop. Density (2010)	Pop. Density (2020)	HU. Density (2010)	HU. Density (2020)
LA	Sun Village	11,565	2.1%	12,345	100%	1,070	1,143	309	315
LA	Lake Los Angeles	12,328	4.2%	13,187	100%	1,266	1,354	376	386
LA	Littlerock	1,377	6.4%	1,535	100%	747	833	250	262
RV	North Shore	3,477	13.4%	3,585	100%	311	321	76	79
RV	Meadowbrook	3,185	14.5%	3,142	99.7%	474	468	174	163
LA	Hasley Canyon	1,137	20.1%	1,195	100%	198	208	71	73
RV	Winchester	2,534	26.1%	3,068	93.5%	324	383	108	128
RV	Oasis	6,890	49.6%	4,468	100%	351	228	80	55
IM	Calipatria City	7,705	54.1%	6,515	100%	2,083	1,761	303	302
SB	Phelan	14,304	56.3%	13,859	100%	238	231	86	84
LA	Bradbury City	NA	NA	921	16.7%	533	469	203	182

Note. Bradbury City was classified as urban in 2010.

Domestic migration: Is the pandemic rush over?

The SCAG region and the state as a whole have lost more residents than they’ve gained every year since 2001. Net domestic out-migration has been trending upward since about 2013 –this is generally thought to reflect the pressure of high housing cost at least in part. In addition to the state data presented above, US Postal Service address change data now provides monthly trends in nationwide migration for areas as small as ZIP codes.²

² See data at <https://about.usps.com/who/legal/foia/library.htm>. The US Postal Service maintains Change of Address (COA) data at the ZIP-code level, which was made available online without the need for a Freedom of Information Act (FOIA) request beginning in August 2021. Monthly move data are available and published only weeks in arrears and provide total individual, business, and family movers to and from each ZIP code. We follow the Ramani and Bloom (2021; NBER working paper 28876) approach to data preparation with some modification. Data are bottom-coded at 0 for ZIPs with fewer than 10 moves in a

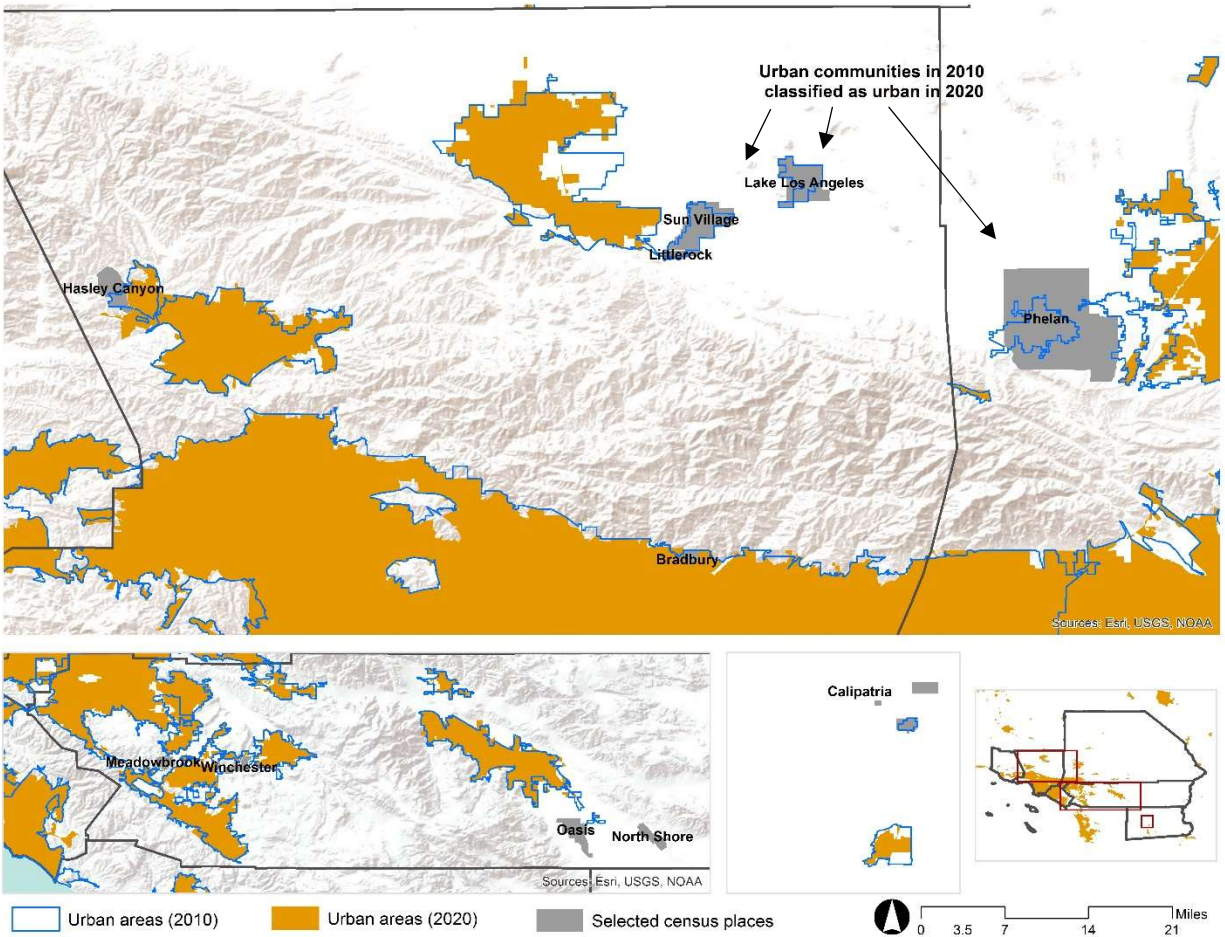


Figure 1 Urban Areas in the SCAG Region

- In the SCAG region through 2022, “outflow” has returned about 70 percent of the way to its pre-pandemic levels, meaning that the region is losing more residents than in 2019, but it is consistent with the trend seen since about 2013.
- LA county’s net out-migration jumped some 50 percent during 2020-2021; however, it’s now within about 3 percent of 2019 levels. New York and San Francisco metros show a similar pattern to LA county, suggesting that metros with large urban cores are generally back to pre-pandemic migration rates, though the return-to-trend took place slightly later in LA county.
- The state DOF’s data suggest that outflow in Los Angeles county increased dramatically between July 2021-July 2022, while these Postal Service data indicate LA county had far fewer net out-movers during the 2022 calendar year. This contrast suggests a substantial change during the second half of 2022 during which far fewer people left (or more people entered) LA county than in the prior two years.
- Both the DOF and USPS data indicate that far fewer people moved to the Inland Empire (Riverside and San Bernardino counties) in 2022 than during the prior two years. The subregion

month and due to the substantial right-skew of the vector overall, we re-code 0 move ZIPs as having 1 move. Since a family which shares a last name need only submit one COA, we multiply family moves by 2.5 individuals—the average household size in the US—and add individual COAs to report total persons moving. Substantial seasonality appears in the data with national moves higher during the summer months—thus we choose to report only 12-month periods.

shifted from being a net importer of people in 2020 (+21,330) to a net exporter of people in 2022 (-9,328). The Phoenix, AZ metro shows a similar trend in that the inflow has dropped not only below its pandemic highs, but also below its relatively high levels of inflow in 2018-19.

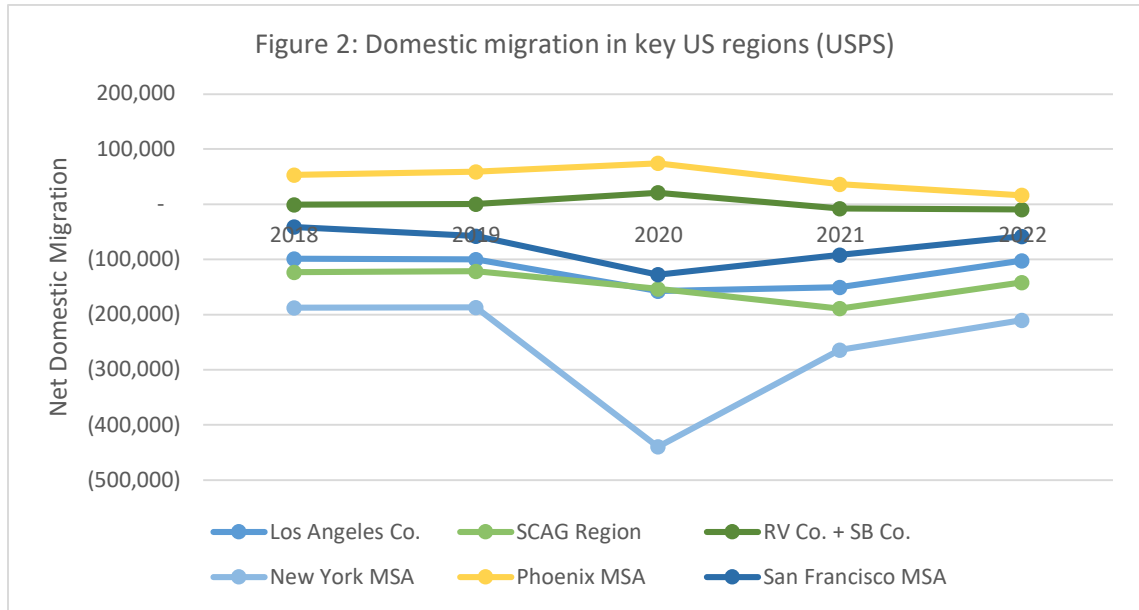


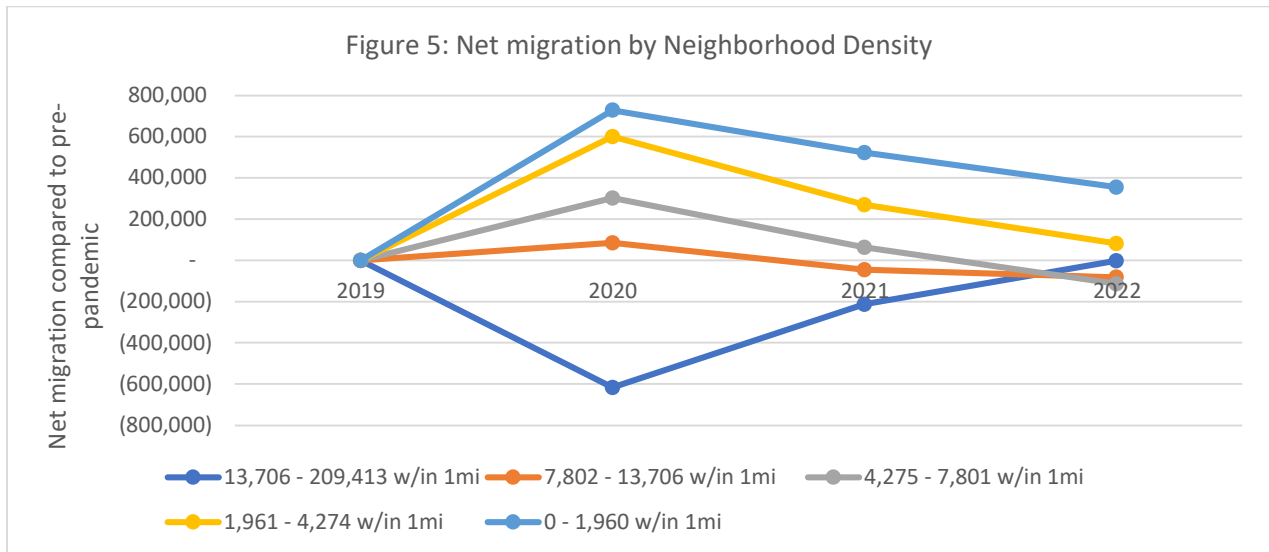
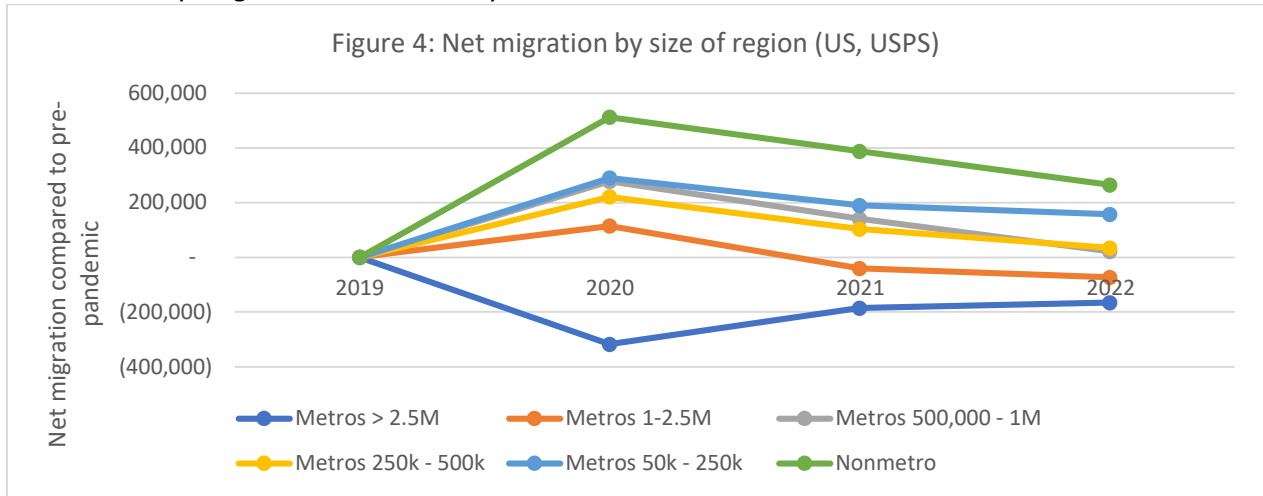
Table 5: Net Domestic Migration (USPS)

	2018	2019	2020	2021	2022
Imperial Co.	(230)	(715)	(463)	(1,057)	(1,317)
Los Angeles Co.	(98,436)	(99,733)	(157,018)	(150,564)	(102,389)
Orange Co.	(21,145)	(18,981)	(16,569)	(24,489)	(25,242)
Riverside Co.	13,625	11,503	26,683	10,610	7,989
San Bernardino Co.	(14,278)	(10,775)	(5,353)	(18,000)	(17,317)
Ventura Co.	(2,839)	(2,439)	(221)	(5,130)	(3,120)
SCAG Region	(123,302)	(121,139)	(152,940)	(188,629)	(141,395)
New York MSA	(187,357)	(186,849)	(439,424)	(264,058)	(210,074)
Phoenix MSA	53,534	59,115	74,504	36,237	16,543
San Francisco MSA	(40,743)	(57,223)	(127,229)	(91,828)	(57,804)

- During the height of COVID people did gravitate away from the largest of metros (those over 2.5 million) toward everywhere else – most strongly to the smallest areas or to nonmetropolitan areas. Large metros as a whole show the similar “partial rebound” in net migration as the SCAG region, San Francisco, and New York. What is newer in 2022 is a trend away from mid-sized regions as well.
- While there’s a lot more nuance to distinguishing “city versus suburbs” in Southern California, the USPS also allow us to observe the nationwide trend toward denser or less dense

neighborhoods. We split US ZIP codes into five categories of density, from the densest to the sparsest.³

- In 2022, residents do not appear to be leaving the densest one-fifth of US ZIP codes (meaning, more than 13,706 people living within a mile) any more than they were in 2019. At the pandemic’s peak in 2020-21, far more people had moved away from higher-density neighborhoods toward middle and lower-density neighborhoods. What’s new in 2022 is that more people now appear to be moving from middle-density neighborhoods toward lower-density neighborhoods nationally.



³ For this we generate an ego-centric measure of urban concentration using 2020 Census population counts at the block-group level. Using a python script, we derive the total population living within 1-mile of each block group. Block group means are spatially joined to ZCTA (ZIP code) geographies to generate a measure of nearby population. Migration is then evaluated across the quintiles of the population distribution. One-fifth of the US population (about 66 million) live in the densest ZIP codes in which a resident can be expected to have between 13,706 and 209,413 neighbors within 1 mile. The bottom one-fifth of the US population lives in ZIP codes with 1,960 or fewer neighbors within 1 mile. To provide further context, the “densest” 1% of the US population (3.29M) all lives in ZIP codes in Manhattan or on Long Island. The densest 5% of the US population lives in 455 ZIP codes which are in the following MSAs: 226 in New York (City), 58 in Los Angeles/Orange, 30 in Boston, 29 in Philadelphia, 28 in San Francisco, 23 in Chicago, 9 in each of Washington DC and Miami, 6 in each of Honolulu and Seattle, 2 in San Diego, and 1 each in Houston, Denver, and Allentown, PA.

SCAG Connect SoCal 2024: Draft Regional Planning Policies

APRIL 2023 STAKEHOLDER REVIEW DRAFT

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

For Connect SoCal 2024, SCAG has proposed to develop a set of Regional Planning Policies that will articulate broad regional policies or best practices for integrated land use and transportation planning. The below policies are meant to guide decision making for both SCAG and partner agencies as we work towards a sustainable, equitable, and resilient future for the region. It is also intended to be used as a resource by CTCs or local jurisdictions to refer to specific policies to demonstrate alignment with the RTP/SCS in seeking resources from state or federal programs.

Stakeholder review: Please provide input, suggestions and edits to the below regional planning policies by Friday, April 28 to connectsocial@scag.ca.gov. Your input will be used to inform an updated version of these policies to be presented as draft to SCAG Policy Committees on June 1, 2023.

Mobility

System Preservation and Resilience

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

Complete Streets

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

Transit and Multimodal Integration

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

Transportation Demand Management

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

Transportation System Management

15. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity.
16. Prioritize transportation investments that increase travel time reliability.
17. Proactively monitor and plan for the development, deployment, and commercialization of new technology as it relates to transportation management and infrastructure integration needs.

Technology Integration

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

Safety

23. Reduce transportation-related fatalities and serious injuries on the SCAG regional multimodal transportation system.
24. Integrate the assessment of equity into the regional transportation safety planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities.
25. Support the use of transportation safety data in investment decision-making.

Funding the System/User Pricing

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

Communities

15 Minute Communities

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

Housing the Region

35. Encourage housing development in areas with access to important resources (economic, educational, health, social, and similar) and amenities to further fair housing access and equity across the region.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.
37. Support local, regional, state, and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region.
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.

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

Priority Development Areas

42. Increase the share of household growth in areas where there are varied multi-modal options, like transit and active transportation, to support reduced single occupant vehicle dependency and vehicle miles travelled.
43. Promote the linkage of origins and destinations.
44. Ensure that population and housing leverages the benefits of existing and planned urban infrastructure including transit and utilities by being proximate to it.

Priority Equity Communities

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

Environment

Sustainable Development

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

Air Quality

50. Reduce hazardous air pollutants and greenhouse gas emissions and improve the air quality throughout the region through planning and implementation efforts.
51. Support and prioritize investments that reduce hazardous air pollutants and greenhouse gas emissions.
52. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve the air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.

Clean Transportation

53. Accelerate the deployment of a zero-emission transportation system and use near-zero emission technology to offer short term benefits where zero emissions solutions are not yet feasible or commercially viable.

54. Promote equitable use of and access to clean transportation technologies so that all may benefit from them.
55. Consider the full environmental life-cycle of clean transportation technologies including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity.
56. Maintain a technology neutral approach in the study of, advancement of, and, where applicable, investment in clean transportation technology.

Natural and Agricultural Lands Preservation

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

Nature-based Solutions

63. Support nature-based solutions to increase regional resilience of the natural and built environment.

Addressing Climate Hazards

64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places, and infrastructure that are most at risk for climate change impacts, recognizing that disadvantaged communities are often overburdened.
65. Support local and regional climate and hazard planning and implementation efforts.

Water Resilience

66. Promote sustainable water use planning and practices that improve regional water security and resilience in a drier environment.
67. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment.

Economy

Goods Movement

68. Leverage and prioritize investments particularly where there are mutual co-benefits to both freight and passenger/commuter rail.
69. Prioritize community and environmental justice concerns together with economic needs and support workforce development opportunities particularly around deployment of zero-emission and clean technologies, and their supporting infrastructure.
70. Explore and advance the transition toward zero-emissions and clean technologies and other transformative technologies where viable.

71. Conduct comprehensive systems-level planning of inland port concepts and corridor/supply chain operational strategies, integrated with road and rail infrastructure.
72. Ensure continued, significant investment in a safe, secure, clean and efficient multi-modal transportation system, including both highways and rail, to support the movement of goods across the region.

Broadband

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

Universal Basic Mobility

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

Workforce Development

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

Tourism

86. Consult and collaborate with state, county, and local agencies within the region charged with promoting tourism and transportation.
87. Encourage the reduced use of cars by visitors to the region by working with state, county, and city agencies to highlight and increase access to alternative options, including transit, passenger rail, and active transportation.

GLOSSARY

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

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

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

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

Universal Basic Mobility: Universal Basic Mobility (UBM) programs provide qualified residents subsidies for transit and other mobility services.

DRAFT