



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

REGIONAL COUNCIL OFFICERS

President
Clint Lorimore, Eastvale

First Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**

Second Vice President
Carmen Ramirez, County of Ventura

Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

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Clint Lorimore, Eastvale

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

SPECIAL MEETING

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

REMOTE PARTICIPATION ONLY

Thursday, February 3, 2022
9:30 a.m. – 11:30 a.m.

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

To Participate on Your Computer:

<https://scag.zoom.us/j/771718638>

To Participate by Phone:

Call-in Number: 1-669-900-6833
Meeting ID: 771 718 638

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

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) 630-1420. 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.



Instructions for Public Comments

You may submit public comments in two (2) ways:

1. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, February 2, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Wednesday, February 2, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@scag.ca.gov.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

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Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

To Watch a “View-Only” Live Stream (for those who do not desire to offer public comments): Click the following link: <http://scag.ca.gov/RCLiveStream>

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/771718638>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 249 187 052**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

CEHD - Community, Economic and Human Development Committee *Members – February 2022*

1. **Hon. Jorge Marquez**
CEHD Chair, Covina, RC District 33
2. **Hon. Frank A. Yokoyama**
CEHD Vice Chair, Cerritos, RC District 23
3. **Hon. Adele Andrade-Stadler**
Alhambra, RC District 34
4. **Hon. Al Austin**
Long Beach, GCCOG
5. **Hon. David Avila**
Yucaipa, SBCTA
6. **Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
7. **Hon. Drew Boyles**
El Segundo, RC District 40
8. **Hon. Wendy Bucknum**
Mission Viejo, RC District 13
9. **Hon. Juan Carrillo**
Palmdale, RC District 43
- 1 . **Hon. Ramon Castro**
Imperial County CoC
- 1 . **Hon. Letitia Clark**
Tustin, RC District 17
- 1 . **Hon. Paula Devine**
Glendale, RC District 42
- 1 . **Hon. Steve DeRuse**
La Mirada, RC District 31
- 1 . **Hon. Diane Dixon**
Newport Beach, RC District 15

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

15. **Hon. Rose Espinoza**
La Habra, OCCOG
16. **Hon. Waymond Fermon**
Indio, CVAG
17. **Hon. Margaret Finlay**
Duarte, RC District 35
18. **Hon. Alex Fisch**
Culver City, RC District 41
19. **Hon. Mark Henderson**
Gardena, RC District 28
20. **Hon. Peggy Huang**
TCA Representative
21. **Hon. Cecilia Hupp**
Brea, OCCOG
22. **Hon. Kathleen Kelly**
Palm Desert, RC District 2
23. **Sup. Matt LaVere**
Ventura County CoC
24. **Hon. Jed Leano**
Claremont, SGVCOG
25. **Hon. Patricia Lock Dawson**
Riverside, RC District 68
26. **Hon. Marisela Magana**
Perris, RC District 69
27. **Hon. Anni Marshall**
Avalon, GCCOG
28. **Hon. Andrew Masiel**
Tribal Govt Regl Planning Board Representative
29. **Hon. Lauren Meister**
West Hollywood, WSCCOG
30. **Hon. Bill Miranda**
Santa Clarita, SFVCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 31. Hon. John Mirisch**
Beverly Hills, Pres. Appt. (Member at Large)
- 32. George Nava**
Brawley, ICTC
- 33. Hon. Kim Nguyen**
Garden Grove, RC District 18
- 34. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 35. Hon. Ed Paget**
Needles, SBCTA
- 36. Hon. Sunny Park**
Buena Park, OCCOG
- 37. Hon. Ariel Pe**
Lakewood, GCCOG
- 38. Hon. Michael Posey**
Huntington Beach, RC District 64
- 39. Hon. Misty Perez**
Port Hueneme, Pres. Appt. (Member at Large)
- 40. Hon. Nithya Raman**
Los Angeles, RC District 51
- 41. Hon. Gabriel Reyes**
San Bernardino County CoC
- 42. Hon. Rex Richardson**
Imm. Past President, Long Beach, RC District 29
- 43. Hon. Sonny Santa Ines**
Bellflower, GCCOG
- 44. Hon. Nicholas Schultz**
Burbank, AVCJPA
- 45. Hon. David J. Shapiro**
Calabasas, RC District 44
- 46. Hon. Becky Shevlin**
Monrovia, SGVCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 47. Hon. Andy Sobel**
Santa Paula, VCOG

- 48. Hon. Wes Speake**
Corona, WRCOG

- 49. Hon. Mark Waronek**
Lomita, SBCCOG

- 50. Hon. Acquanetta Warren**
Fontana, SBCTA

- 51. Hon. Christi White**
Murrieta, WRCOG

- 52. Hon. Tony Wu**
West Covina, SGVCOG

- 53. Hon. Frank Zerunyan**
Rolling Hills Estates, SBCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – February 2022*

1. **Hon. David Pollock**
EEC Chair, Moorpark, RC District 46
2. **Hon. Deborah Robertson**
EEC Vice Chair, Rialto, RC District 8
3. **Hon. Cindy Allen**
Long Beach, RC District 30
4. **Hon. Ana Beltran**
Westmorland, ICTC
5. **Hon. Daniel Brotman**
Glendale, AVCJPA
6. **Hon. Margaret Clark**
Rosemead, SGVCOG
7. **Hon. Robert Copeland**
Signal Hill, GCCOG
8. **Hon. Maria Davila**
South Gate, GCCOG
9. **Hon. Ned Davis**
Westlake Village, LVMCOG
10. **Hon. Rick Denison**
Yucca Valley, SBCTA
11. **Hon. Julian Gold**
Beverly Hills, WSCCOG
12. **Hon. Shari Horne**
Laguna Woods, OCCOG
13. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG
14. **Hon. Jonathan Ingram**
Murrieta, WRCOG
15. **Hon. Dan Kalmick**
Huntington Beach, OCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 16. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 17. Hon. Elaine Litster**
Simi Valley, VCOG
- 18. Hon. Diana Mahmud**
South Pasadena, SGVCOG
- 19. Hon. Cynthia Moran**
Chino Hills, SBCTA
- 20. Hon. Oscar Ortiz**
Indio, CVAG
- 21. Sup. Luis Plancarte**
Imperial County
- 22. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 23. Sup. Carmen Ramirez**
Ventura County
- 24. Hon. Greg Raths**
Mission Viejo, OCCOG
- 25. Hon. Richard Rollins**
Port Hueneme, VCOG
- 26. Hon. Jesus Silva**
Fullerton, Pres. Appointment (Member at Large)
- 27. Hon. Sharon Springer**
Burbank, SFVCOG
- 28. Hon. Connor Traut**
Buena Park, OCCOG
- 29. Hon. John Valdivia**
San Bernardino, SBCTA
- 30. Hon. Edward Wilson**
Signal Hill, GCCOG

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TC - Transportation Committee *Members – February 2022*

1. **Hon. Sean Ashton**
TC Chair, Downey, RC District 25
2. **Hon. Art Brown**
TC Vice Chair, Buena Park, RC District 21
3. **Hon. Phil Bacerra**
Santa Ana, RC District 16
4. **Hon. Kathryn Barger**
Los Angeles County
5. **Hon. Elizabeth Becerra**
Victorville, RC District 65
6. **Hon. Ben Benoit**
Air District Representative
7. **Hon. Russell Betts**
Desert Hot Springs, CVAG
8. **Hon. Lorrie Brown**
Ventura, RC District 47
9. **Hon. Joe Buscaino**
Los Angeles, RC District 62
10. **Hon. Michelle Chambers**
Los Angeles County CoC
11. **Hon. Ross Chun**
Aliso Viejo, OCCOG
12. **Hon. Jonathan Curtis**
La Canada Flintridge, RC District 36
13. **Sup. Andrew Do**
Orange County CoC
14. **Hon. Darrell Dorris**
Lancaster, NCTC
15. **Hon. JJohn Dutrey**
Montclair, SBCTA

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TRANSPORTATION COMMITTEE AGENDA

- 16. Hon. James Gazeley**
Lomita, RC District 39
- 17. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 18. Sup. Curt Hagman**
San Bernardino County
- 19. Hon. Ray Hamada**
Bellflower, RC District 24
- 20. Hon. Jan C. Harnik**
RCTC
- 21. Hon. Laura Hernandez**
Port Hueneme, RC District 45
- 22. Hon. Lindsey Horvath**
West Hollywood, WSCCOG
- 23. Hon. Mike Judge**
VCTC
- 24. Hon. Trish Kelley**
Mission Viejo, OCCOG
- 25. Hon. Paul Krekorian**
RC District 49/Public Transit Rep.
- 26. Hon. Linda Krupa**
Hemet, WRCOG
- 27. Hon. Richard Loa**
Palmdale, NCTC
- 28. Hon. Clint Lorimore**
Eastvale, RC District 4
- 29. Hon. Steven Ly**
Rosemead, RC District 32
- 30. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 31. Hon. Ray Marquez**
Chino Hills, RC District 10

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TRANSPORTATION COMMITTEE AGENDA

- 32. Hon. Larry McCallon**
Highland, RC District 7
- 33. Hon. Marsha McLean**
Santa Clarita, RC District 67
- 34. Hon. L.Dennis Michael**
Rancho Cucamonga, RC District 9
- 35. Hon. Fred Minagar**
Laguna Niguel, RC District 12
- 36. Hon. Carol Moore**
Laguna Woods, OCCOG
- 37. Hon. Ara Najarian**
Glendale, SFVCOG
- 38. Hon. Maria Nava-Froelich**
ICTC
- 39. Hon. Frank Navarro**
Colton, RC District 6
- 40. Hon. Blanca Pacheco**
Downey, GCCOG
- 41. Hon. Jonathan Primuth**
South Pasadena, AVCJPA
- 42. Hon. Ed Reece**
Claremont, SGVCOG
- 43. Hon. Crystal Ruiz**
San Jacinto, WRCOG
- 44. Hon. Ali Saleh**
Bell, RC District 27
- 45. Hon. Tim Sandoval**
Pomona, RC District 38
- 46. Hon. Rey Santos**
Beaumont, RC District 3
- 47. Hon. Zak Schwank**
Temecula, RC District 5

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TRANSPORTATION COMMITTEE AGENDA

48. **Hon. Ugo**
Brea, RC District 22
49. **Hon. Jeremy Smith**
Canyon Lake, Pres. Appt. (Member at Large)
50. **Hon. Ward Smith**
Placentia, OCCOG
51. **Hon. Jose Luis Solache**
Lynwood, RC District 26
52. **Hon. Hilda Solis**
Los Angeles County
53. **Sup. Karen Spiegel**
Riverside County
54. **Hon. Cynthia Sternquist**
Temple City, SGVCOG
55. **Hon. Jess Talamantes**
Burbank, Pres. Appt. (Member at Large)
56. **Hon. Steve Tye**
Diamond Bar, RC District 37
57. **Hon. Michael Vargas**
Riverside County CoC
58. **Hon. Cheryl Viegas-Walker**
El Centro, RC District 1
59. **Hon. Scott Voigts**
Lake Forest, OCCOG
60. **Sup. Donald Wagner**
Orange County
61. **Hon. Colleen Wallace**
Banning, President's Appt. (Member at Large)
62. **Hon. Alan Wapner**
SBCTA
63. **Hon. Alicia Weintraub**
Calabasas, LVMCOG

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64. Mr. Paul Marquez

Caltrans, District 7, Ex-Officio Non-Voting Member

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JOINT MEETING OF THE POLICY COMMITTEES (CEHD, EEC, AND TC) SPECIAL MEETING AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, February 3, 2022
12:30 PM

The Joint Policy Committees may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Clint Lorimore, President

The Honorable Jorge Marquez, Chair, Community, Economic and Human Development Committee

The Honorable David Pollock, Chair, Energy and Environment Committee

The Honorable Sean Ashton, Chair, Transportation Committee

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is **not** listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Wednesday, February 2, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Joint Policy Committees regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, February 2, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Joint Policy Committees in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.



JOINT MEETING OF THE
POLICY COMMITTEES (CEHD, EEC, AND TC)
SPECIAL MEETING AGENDA

CONSENT CALENDAR

Approval Items

1. Minutes of the Meetings – September 3, 2020 and March 4, 2021

Receive and File

2. REAP 2.0 Application for Advance Funding
3. Connect SoCal 2024 Preliminary Regional and County Growth Projections

INFORMATION ITEM

4. Connect SoCal 2024: Emerging Issues Update 90 Mins.
(Sarah Jepson, Director of Planning)

- Connect SoCal Update and SCAG Regional Growth Forecast (30 min)
(Sarah Dominguez and Kevin Kane, Program Managers)
- Panel Discussion on Emerging Issues (60 min)
(Moderator: Kome Ajise, Executive Director)

Guest Speakers:

- *Anne Mayer, Executive Director of Riverside County Transportation Commission (RCTC); Managing Agency of the Western Riverside Regional Conservation Authority (RCA)*
- *Darrell Johnson, Chief Executive Officer of the Orange County Transportation Authority (OCTA)*
- *Lynn von Koch-Liebert, Executive Director of the California Strategic Growth Council (SGC)*
- *Seleta Reynolds, General Manager of the Los Angeles Department of Transportation (LADOT)*

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
February 3, 2022

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SPECIAL JOINT MEETING OF THE JOINT POLICY COMMITTEES
(COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE (CEHD);
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND TECHNOLOGY COMMITTEE (TC))
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 3, 2020**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE JOINT POLICY COMMITTEES. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.igm2.com/Citizens/>

The Joint Policy Committees of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20. A quorum was present.

CEHD Members Present:

Hon. Jorge Marquez, Chair
Hon. Frank Yokoyama, Vice Chair
Hon. Megan Beaman Jacinto
Hon. Drew Boyles
Hon. Wendy Bucknum
Hon. Juan Carrillo
Hon. Steve De Ruse
Hon. Paula Devine
Hon. Margaret E. Finlay
Hon. Micheal Goodland
Hon. Mark Henderson
Hon. Tim Holmgren
Hon. Peggy Huang
Hon. Bill Jahn
Hon. Kathleen Kelly
Hon. Jed Leano
Hon. Anni Marshall
Hon. Lauren Meister
Hon. John Mirisch

Covina
Cerritos
Coachella
El Segundo
Mission Viejo
Palmdale
La Mirada
Glendale
Duarte
Jurupa Valley
Gardena
Fillmore

Big Bear Lake
Palm Desert
Claremont
Avalon
West Hollywood
Beverly Hills

RC District 33
RC District 23
District 66
District 40
District 13
North L.A. County
GCCOG
District 42
District 35
WRCOG
District 28
District 47
TCA
District 11
District 2
SGVCOG
GCCOG
WSCCOG
Pres. Apt., Member-at-Large



Hon. James Mulvihill	<i>San Bernardino</i>	<i>Pres. Appt., Member at Large</i>
Hon. Steve Nagel	<i>Fountain Valley</i>	<i>District 15</i>
Hon. Kim Nguyen	<i>Garden Grove</i>	<i>District 18</i>
Hon. Trevor O’Neil	<i>Anaheim</i>	<i>District 19</i>
Hon. Jim Predmore		<i>ICTC</i>
Hon. Jan Pye	<i>Desert Hot Springs</i>	<i>CVAG</i>
Hon. Rex Richardson	<i>Long Beach</i>	<i>District 29</i>
Hon. Sonny Santa Ines	<i>Bellflower</i>	<i>GCCOG</i>
Hon. Lyn Semeta	<i>Huntington Beach</i>	<i>District 64</i>
Hon. David Shapiro	<i>Calabasas</i>	<i>LVMCOG</i>
Hon. Becky Shevlin	<i>Monrovia</i>	<i>SGVCOG</i>
Hon. Mark Waronek	<i>Lomita</i>	<i>SBCCOG</i>
Hon. Acquanetta Warren	<i>Fontana</i>	<i>SBCTA</i>
Hon. Tony Wu	<i>West Covina</i>	<i>SGVCOG</i>
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	<i>SBCCOG</i>

CEHD Members Not Present

Hon. Al Austin, II	<i>Long Beach</i>	<i>GCCOG</i>
Hon. David Avila	<i>Yucaipa</i>	<i>SBCTA</i>
Hon. Michael C. Carroll	<i>Irvine</i>	<i>District 14</i>
Hon. Rose Espinoza	<i>La Habra</i>	<i>OCCOG</i>
Hon. Bill Hodge	<i>Calexico</i>	<i>ICTC</i>
Hon. Cecilia Hupp	<i>Brea</i>	<i>OCCOG</i>
Hon. Robert “Bob” Joe	<i>South Pasadena</i>	<i>AVCJPA</i>
Hon. Marisela Magana	<i>Perris</i>	<i>District 69</i>
Hon. Andrew Masiel, Sr.	<i>Tribal Gov’t Regl Planning Rep.</i>	
Hon. Bill Miranda	<i>Santa Clarita</i>	<i>SFVCOG</i>
Hon. Edward Paget	<i>Needles</i>	<i>SBCTA</i>
Hon. Sunny Park	<i>Buena Park</i>	<i>OCCOG</i>
Hon. Michael Posey	<i>Huntington Beach</i>	<i>OCCOG</i>
Hon. Rita Ramirez	<i>Victorville</i>	<i>District 65</i>
Hon. Paul Rodriguez	<i>Chino</i>	<i>Pres. Appt., Member-at-Large</i>

EEC Members Present

Hon. David Pollock, (Chair)	<i>Moorpark</i>	<i>District 46</i>
Hon. Carmen Ramirez, (Vice Chair)	<i>Oxnard</i>	<i>District 45</i>
Hon. Margaret Clark	<i>Rosemead</i>	<i>SGVCOG</i>
Hon. Robert Copeland	<i>Signal Hill</i>	<i>GCCOG</i>
Hon. Ned Davis	<i>Westlake Village</i>	<i>LVMCOG</i>



Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
Hon. Diana Mahmud	<i>South Pasadena</i>	SGVCOG
Hon. Toni Momberger	<i>Redlands</i>	SBCTA
Hon. Cynthia Moran	<i>Chino Hills</i>	SBCTA
Sup. Linda Parks		Ventura County
Hon. Jeannine Pearce	<i>Long Beach</i>	District 30
Sup. Luis Plancarte		Imperial County
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. Meghan Sahli-Wells	<i>Culver City</i>	District 41
Hon. Sharon Springer	<i>Burbank</i>	SFVCOG
Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG
 <u>EEC Members Not Present</u>		
Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Maria Davila	<i>South Gate</i>	GCCOG
Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
Hon. Elaine Litster	<i>Simi Valley</i>	VCOG
Hon. Oscar Ortiz	<i>Indio</i>	CVAG
Hon. James Osborne	<i>Lawndale</i>	SBCCOG
Hon. Miguel Pulido	<i>Santa Ana</i>	OCTA
Hon. Greg Rath	<i>Mission Viejo</i>	OCCOG
Hon. Richard Rollins	<i>Port Hueneme</i>	VCOG
Hon. Rhonda Shader	<i>Placentia</i>	President's Appointment
Hon. Jesus Silva	<i>Fullerton</i>	President's Appointment
Hon. John Valdivia	<i>San Bernardino</i>	SBCTA
Hon. Bonnie Wright	<i>Hemet</i>	WRCOG
 <u>TC Members Present:</u>		
Hon. Cheryl Viegas-Walker, (Chair)	<i>El Centro</i>	District 1
Hon. Steven Hofbauer, (Vice Chair)	<i>Palmdale</i>	District 43
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Ben Benoit	<i>Wildomar</i>	South Coast AQMD
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. John Dutrey	<i>Montclair</i>	SBCTA
Hon. Emily Gabel-Luddy		AVCJPA
Hon. Dean Grose	<i>Los Alamitos</i>	District 20



Hon. Jack Hadjinian	<i>Montebello</i>	District 34
Hon. Curt Hagman		San Bernardino County
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
Hon. Mike T. Judge	<i>Simi Valley</i>	VCTC
Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
Hon. Linda Krupa	<i>Hemet</i>	WRCOG
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steven Ly	<i>Rosemead</i>	District 32
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Larry McCallon	<i>Highland</i>	SBCTA
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Ara Najarian	<i>Glendale</i>	AVCJPA
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Hector, Pacheco	<i>San Fernando</i>	District 67
Hon. Charles Puckett	<i>Tustin</i>	District 17
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Thomas Small	<i>Culver City</i>	
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Jess Talamantes		SFVCOG
Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Alan Wapner	<i>Ontario</i>	SBCTA/SBCOG
Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG
Hon. Paul Marquez	<i>Caltrans District 7</i>	Ex-Officio Member

TC Members Not Present:

Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Kathryn Barger		Los Angeles County
Hon. Will Berg	<i>Port Hueneme</i>	VCOG
Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Ross Chun	<i>Aliso Viejo</i>	OCTA



Hon. Jonathan Curtis	<i>La Cañada-Flintridge</i>	District 36
Hon. Diane B. Dixon	<i>Newport Beach</i>	OCCOG
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Paul Krekorian		District 49
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Ali Saleh	<i>Bell</i>	GCCOG
Hon. Rey Santos	<i>Beaumont</i>	District 3
Hon. Jeremy Smith	<i>Canyon Lake</i>	
Hon. Larry Smith	<i>Calimesa</i>	
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Justine Block, Acting Chief Counsel/Director of Legal Services
Ruben Duran, Board Counsel
Art Yoon, Director of Policy and Public Affairs
Sarah Jepson, Director of Planning
Basil Panas, Chief Financial Officer
Julie Shroyer, Chief Information Officer
Maggie Aguilar, Clerk of the Board
Peter Waggoner, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Richardson called the meeting to order at 10:34 a.m. A quorum was confirmed. President Richardson asked Jorge Marquez, CEHD Chair, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Richardson opened the Public Comment Period. President Richardson outlined instructions for public comments and announced that comments received before the 5 p.m. deadline on Wednesday, September 1 had been posted to SCAG’s website and were transmitted to members.

Board Counsel Ruben Duran stated that there were comments received after the deadline. Mr.

Duran read three comments received after the deadline into the record for up to two minutes each at the direction of President Richardson.

The first comment was received from Michael Hughes, Hills for Everyone, supporting conservation policies in Connect SoCal and restoration of biological corridors.

The second comment was received from Kevin Shin, Los Angeles County Bicycle Coalition, in support of the Connect SoCal Plan and urging the Regional Council to approve the Plan.

The third comment was received from Eugene D. Seroka, Port of Los Angeles, in support of the Connect SoCal Plan and urging the Regional Council to approve the Plan.

President Richardson asked the Clerk to confirm quorum before closing the Public Comment period. The Clerk confirmed there was a quorum present.

Seeing no other public comment speakers, President Richardson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ACTION ITEM

1. Final Connect SoCal Technical Refinements and PEIR Addendum

Kome Ajise, Executive Director, provided brief remarks and thanked the policymakers who had been with them since the beginning of the Connect SoCal plan.

Sarah Jepson, Planning Director provided a brief overview of the final Connect SoCal plan with technical refinements and noted that the final Connect SoCal outlined more than \$638 billion in transportation system investments and targets growth in areas so that housing, jobs, and transit can be closer together, while helping to preserve natural lands and open space. She also provided an update on the outreach activities with stakeholders to better understand how Connect SoCal could be impacted by the COVID-19 pandemic. She further noted that they were asking the Regional Council to approve the final Connect SoCal PEIR Addendum and revised mitigation monitoring and reporting program.

President Richardson stated that this was a great presentation and an incredible effort by the entire team. He noted that this plan was significant and helped set the stage for Southern California. He indicated they had a responsibility to really think about air quality, transportation, and access to

housing. He transitioned the chairing responsibility to Regional Councilmember and Transportation Chair Cheryl Viegas-Walker, El Centro, District 1.

Chair Viegas-Walker reminded the JPC members of the action they were taking on this day. She outlined instructions for public comments and proceeded to open the Public Comment Period for Agenda Item 1. She asked Board Counsel Duran to help facilitate the Public Comment period.

Ruben Duran called on the public comment speakers as follows:

Jerard Wright, BizFed and Grassroots Alliance, thanked staff for the collaborative effort with the business community and noted that the final version of Connect SoCal had improved since May and was ready for adoption.

Rich Lambros, Southern California Leadership Council, echoed the comments of Mr. Wright and expressed support for adopting the Connect SoCal resolution before them.

Jennifer Ward, Senior Vice President of Government Affairs for Orange County Business Council, echoed the prior comments and expressed support for the Connect SoCal Plan, and asked that they recommended approval to the Regional Council.

Jeff Montejano, Chief Executive Officer of Building Industry of Southern California, echoed President's Richardson's comments about the significance of the plan and expressed support for the Connect SoCal Plan.

Luis Portillo, Director of Public Policy for the Inland Empire Economic Partnership, expressed support for the Connect SoCal Plan and urged them to support adoption of the plan.

Mike Lewis, Construction Industry Air Quality Coalition, stated it was worthwhile to take the pause and noted changes to look out for in the future in preparation for the next plan. He stated he looked forward to working with SCAG.

Ray Baca, Executive Director of Engineering Contractors Association, expressed support for the Connect SoCal Plan and urged them to support adoption of the plan.

Seeing no further other public comment speakers, Chair Viegas-Walker closed the Public Comment Period.

Chair Viegas-Walker proceeded to allow for comments from members of the Joint Policy Committees.

Board Counsel Duran help facilitate comments by the Joint Policy Committee members.

CEHD Policy Committee Member John Mirisch noted that the goals of Connect SoCal were very laudable but expressed concern about the unbalanced outreach for the addendum, which he had expressed in greater detail at the CHD meeting. He noted that they needed to take advantage of the paradigm shifting potential of remote work to further their shared goals of equity, inclusivity and diversity. He further stated that in a post COVID world they had unique opportunities to be a part of a new paradigm, which promotes economic balance and geographic equity for Californians throughout the SCAG region, state and country. He asked if there was a way, he could vote in favor of Connect SoCal and the broader goals, while registering an oppose position to what he considered to be the lack of balance in some aspects of the addendum.

Chair Viegas-Walker indicated that he had just accomplished this [registering his opposition] by noting it before the Joint Policy Committee members and the 400 people that were listening.

Regional Council Member (CEHD) Peggy Huang expressed concern over the urban growth emphasis that was in the Connect SoCal plan. She further noted that everybody has recognized that COVID has changed the world. She expressed support for the plan and concern over inconsistencies in the plan, and stated they needed to be addressed.

Chair Viegas-Walker asked staff to be prepared to address comments at the end of the comment portion.

Regional Council Member (TC) Steve Tye indicated that when they started the process for the Connect SoCal plan nobody had ever heard of COVID-19, and they couldn't have planned around it. He agreed that it was going to be different, and they were making the best decisions that could be made at this time. He stated they extended the timing to be sure everybody was heard and thought this was a good product and that staff had done a terrific job. He indicated that when appropriate he would be glad to move for adoption of the Connect SoCal plan.

Regional Council Member (TC) Steve Hoffbauer indicated there was no document that was going to make everybody happy on everything. He stated there would certainly be additional changes as new information became available, as different technologies were available, and as policies got refined. He expressed support for the plan and seconded the motion by Policy Committee Member Tye.

Regional Council Member (TC) Hector Pacheco provided comments in support of the Connect SoCal plan. He stated their community was looking forward to recognizing this as another step in a long road of planning for what they really want to see in the Southern California region.

Policy Committee Member (EEC) Diana Mahmud echoed the comments made by Policy Committee Members Mirisch and Huang. She stated she recognized the importance of moving the plan forward but asked if there was some way to document the reservations being expressed.

Chair Viegas-Walker clarified that these comments would be captured in the minutes of this Joint Policy Committee meeting.

Policy Committee Member (EEC) Sandra Genis expressed concern that if they continue this emphasis on urbanism, people who want the traditional housing choices won't just content themselves with a high-density condo or a high-rise apartment, they will go to other states, and these will be their most highly educated people. She stated that while she did support the plan in concept, she did not want to stand in the way of them getting funding but did have reservations.

Policy Committee Member (CEHD) Lauren Meister stated she appreciated all of staff's hard work on this plan. She stated she agreed with the comments provided by Mike Lewis. She stated she wanted to register her concerns about the assumptions made and echoed the comment by Policy Committee Member Huang, Mirisch and Genis. She stated that as they moved forward, they really needed to focus on the impacts of COVID-19 on housing, transportation, and business.

Regional Council Member (EEC) David Pollock expressed it was too early to know the long-term effects of the pandemic but agreed that it was going to impact them in some way. He indicated that he thought the full impacts were going to be reflected in the next Connect SoCal report in 2024.

Regional Council Member (EEC) Meghan Sahli-Wells thanked SCAG for the appointment to the Cal STA Zero Traffic Fatalities Task Force. She expressed support for the plan and hoped they were all there for racial equality and equity. She indicated she was happy and proud of the work that SCAG had done and especially staff, given the extensive outreach to multiple groups.

Chair Viegas-Walker thanked everyone for their courtesy, professionalism, and the respectful way in which they were making their comments.

Regional Council Member (CEHD) Drew Boyles echoed comments made by Policy Committee Members Mirisch, Huang and Genis. He also expressed support for the plan but stated he had concerns about some of the components and encouraged staff to fully understand the effects of COVID-19.

Regional Council Member (CEHD) Trevor O'Neil stated he supported the plan but wanted to register similar concerns as raised by many other members for the record.

Policy Committee Member (CEHD) Juan Carrillo asked staff to be mindful and make sure that they address the social justice concerns in the plan. He stated he was looking forward to making sure

they address everybody's concerns. He indicated he wanted them to make sure that social justice was something that they strived to provide for everybody.

Regional Council Member (CEHD) Margaret Finlay expressed support and stated she appreciated the work that staff had done.

Regional Council Member (TC) Karen Spiegel noted that once they decide on this plan, they needed to take notes from it for the next process. She stated the pandemic had changed all of them and telecommuting would probably change transportation and many other factors.

Regional Council Member (CEHD) Lynn Semeta echoed some of the same concerns expressed by Policy Committee Members Huang, O'Neil, and others regarding the plan.

President Richardson thanked Chair Viegas-Walker for chairing the meeting. He stated they had confidence in the Connect SoCal plan, which was a product of rigorous collaboration and meticulous vetting. He expressed that further delay threaten their regional recovery from the devastating impacts of the COVID-19 pandemic and that adopting this plan had many benefits to help move the region forward.

Chair Viegas-Walker noted they were reserving some time for staff to respond to comments.

Ms. Jepson addressed the comments and concerns expressed by the members and noted they would take into consideration the impacts of the pandemic and continue to monitor it over the next year.

A MOTION was made (Tye) that the Regional Council adopt Resolution No. 20-624-1 to 1) adopt the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal or Plan) Program Environmental Impact Report (PEIR) Addendum and Revised Mitigation Monitoring and Reporting Program; 2) approve Connect SoCal in its entirety; and 3) submit Connect SoCal to the California Air Resources Board (ARB) for confirmation that the Plan meets greenhouse gas (GHG) reduction targets. Motion was SECONDED (Hofbauer). The motion passed by the following roll call votes:

AYES: (CEHD) Beaman Jacinto, Boyles, Bucknum, Carrillo, De Ruse, Devine, Finlay, Goodland, Henderson, Holmgren, Huang, Jahn, Kelly, Leano, J. Marquez, Marshall, Meister, Mirisch, Mulvihill, Nagel, Nguyen, O'Neil, Predmore, Pye, Richardson, Santa Ines, Shapiro, Shevlin, Warren, Wu, Yokoyama, Zerunyan, (EEC) Clark, Copeland, Genis, Horne, Mahmud, Momberger, Moran, Parks, Pearce, Pollock, Ramirez, Sahli-Wells, Springer, (TC) Ashton, Benoit, Brown, Dutrey, Gabel-Luddy, Grose, Hadjinian, Hamada, Harnik, Hofbauer, Judge, Kelley, Loa, Lorimore, Ly, Manos, R. Marquez, McCallon, McLean, Michael, Najarian, Navarro, Pacheco, Puckett, Ruiz, Sandoval,

Schwank, Simonoff, Small, W. Smith, Spiegel, Talamantes, Tye, Viegas-Walker, Wapner, Weintraub (81)

NOES: NONE (0)

ABSTAIN: SEMETA (1)

Regional Council Member (CEHD) David Shapiro indicated he was trying to unmute and could not. He noted his vote as a yes.

Regional Council Member (CEHD) Kim Nguyen also noted her vote as a yes.

Policy Committee Member (CEHD) Anni Marshall asked if her vote was heard. President Richardson confirmed her vote as yes.

Policy Committee Member (CEHD) Acquanetta Warren asked if her vote was heard. The Clerk confirmed her vote was heard.

Policy Committee Member (CEHD) Carrillo noted his vote was a yes.

CONSENT CALENDAR

Receive and File

2. Connect SoCal – Aligning Implementation with Pandemic Response
3. Connect SoCal – Emerging Issues and Trends for Future Planning

President Richardson indicated he had received a request from CEHD Policy Committee Member Huang to pull the two items on the Consent Calendar. He asked her if the issues had been resolved with Agenda Item No. 1 or if she would still like to speak to these separately.

Regional Council Member (CEHD) Huang indicated most of her concerns had been addressed. She stated her concern on Agenda Item No. 3 was the fact that when they were talking about post COVID and density as issue that more research needed to be done.

President Richardson asked Regional Council Member (CEHD) Huang if she wanted to pull the item.

Regional Council Member (CEHD) Huang confirmed she wanted to pull only Agenda Item 3.

President Richardson entertained a motion on Agenda Item 2. A motion was made by Bill Jahn and seconded by Ben Benoit.



After being provided direction by staff and to avoid having to do several roll call votes on the pulled item, President Richardson proceeded to allow discussion on the items first.

Regional Council Member (CEHD) Huang stated that for Agenda Item No. 2 she thought they needed to do a better job in terms of outreach and repeated her concerns on Agenda Item 3.

Ms. Jepson addressed the comments and indicated they would continue to look at research as more information became available on the pandemic.

Board Counsel Duran noted for the record that SCAG did not receive any public comments or requests to speak on Agenda Items 2 or 3 from the public.

President Richardson confirmed they had a motion and a second.

Policy Committee Member (CEHD) Mirisch thanked SCAG staff for all their work. He also asked for a little bit more balance going forward when it comes to exploring the potential for looking at long term solutions that take advantage of the new reality, as he thought there were some exciting opportunities here.

A MOTION was made (Jahn) to approve Consent Calendar Agenda Item Nos. 2 and 3. Motion was SECONDED (Benoit). The motion passed by the following roll call votes:

AYES: (CEHD) Beaman Jacinto, Boyles, Bucknum, Carrillo, De Ruse, Devine, Finlay, Goodland, Henderson, Holmgren, Huang, Jahn, Kelly, Leano, Meister, Mirisch, Mulvihill, Nagel, Nguyen, O’Neil, Predmore, Pye, Richardson, Santa Ines, Shapiro, Shevlin, Wu, Yokoyama, Zerunyan, (EEC) Clark, Copeland, Davis, Genis, Horne, Mahmud, Momberger, Moran, Pearce, Pollock, Ramirez, Sahli-Wells, Springer, Wilson, (TC) Ashton, Benoit, Brown, Dutrey, Grose, Hadjinian, Hamada, Harnik, Hofbauer, Judge, Kelley, Loa, Lorimore, Ly, Manos, R. Marquez, McCallon, McLean, Michael, Navarro, Puckett, Sandoval, Schwank, Simonoff, Small, W. Smith, Spiegel, Talamantes, Tye, Viegas-Walker, Wapner, Weintraub (75)

NOES: NONE (0)

ABSTAIN: NONE (0)

ANNOUNCEMENT/S

President Richardson reminded Regional Councilmembers that they still had a meeting of the



Regional Council at 1:00 p.m.

ADJOURNMENT

There being no further business, President Richardson adjourned the Joint Policy Committee meeting at 12:31 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE JOINT POLICY COMMITTEES]

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Southern California Association of Governments
Remote Participation Only
February 3, 2022

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
SPECIAL JOINT MEETING OF THE JOINT POLICY COMMITTEES
(COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE (CEHD);
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND TECHNOLOGY COMMITTEE (TC))
MINUTES OF THE MEETING
THURSDAY, MARCH 4, 2021**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE JOINT POLICY COMMITTEES. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: <http://scag.igm2.com/Citizens/>

The Joint Policy Committees of the Southern California Association of Governments (SCAG) held its meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s Executive Order N-29-20. A quorum was present.

CEHD Members Present:

Hon. Frank Yokoyama, Vice Chair

- Hon. Adele Andrade-Stadler
- Hon. Al Austin, II
- Hon. David Avila
- Hon. Russell Betts
- Hon. Juan Carrillo
- Hon. Letitia Clark
- Hon. Steve De Ruse
- Hon. Paula Devine
- Hon. Diane B. Dixon
- Hon. Rose Espinoza
- Hon. Margaret E. Finlay
- Hon. Alex Fisch
- Hon. Mark Henderson
- Hon. Peggy Huang
- Hon. Kathleen Kelly
- Hon. Jed Leano
- Hon. Patricia Lock-Dawson
- Hon. Marisela Magana

Cerritos

- Alhambra*
- Long Beach*
- Yucaipa*
- Desert Hot Springs*
- Palmdale*
- Tustin*
- La Mirada*
- Glendale*
- Newport Beach*
- La Habra*
- Duarte*
- Culver City*
- Gardena*
- Palm Desert*
- Claremont*
- Riverside*
- Perris*

District 23

- District 34
- GCCOG
- SBCTA
- CVAG
- District 43
- District 17
- GCCOG
- District 42
- District 15
- OCCOG
- District 35
- District 41
- District 28
- TCA
- District 2
- SGVCOG
- District 68
- District 69



Hon. Andrew Masiel, Sr.	<i>Tribal Gov't Regl Planning Rep.</i>	
Hon. Lauren Meister	<i>West Hollywood</i>	WSSCOG
Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
Hon. John Mirisch	<i>Beverly Hills</i>	<i>Pres. Appt., Member-at-Large</i>
Hon. Gregory A. Nava	<i>Brawley</i>	ICTC
Hon. Kim Nguyen	<i>Garden Grove</i>	District 18
Hon. Trevor O'Neil	<i>Anaheim</i>	District 19
Hon. Misty Perez	<i>Port Hueneme</i>	<i>Pres. Appt., Member-at-Large</i>
Hon. Michael Posey	<i>Huntington Beach</i>	OCCOG
Hon. Jan Pye	<i>Desert Hot Springs</i>	CVAG
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Sonny Santa Ines	<i>Bellflower</i>	GCCOG
Hon. Nick Schultz	<i>Burbank</i>	AVCJPA
Hon. David Shapiro	<i>Calabasas</i>	LVMCOG
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Andy Sobel	<i>Santa Paula</i>	VCOG
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Christi White	<i>Murrieta</i>	WRCOG
Hon. Tony Wu	<i>West Covina</i>	SGVCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

CEHD Members Not Present

Hon. Megan Beaman Jacinto	<i>Coachella</i>	District 66
Hon. Drew Boyles	<i>El Segundo</i>	District 40
Hon. Wendy Bucknum	<i>Mission Viejo</i>	District 13
Hon. Michael C. Carroll	<i>Irvine</i>	District 14
Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
Hon. Jorge Marquez, Chair	<i>Covina</i>	District 33
Hon. Anni Marshall	<i>Avalon</i>	GCCOG
Sup. Holly Mitchell		Los Angeles County
Hon. Edward Paget	<i>Needles</i>	SBCTA
Hon. Sunny Park	<i>Buena Park</i>	OCCOG
Hon. Nithya Ramen	<i>Los Angeles</i>	District 29
Hon. Acquanetta Warren	<i>Fontana</i>	SBCTA

EEC Members Present

Hon. David Pollock, (Chair)	<i>Moorpark</i>	District 46
Hon. Deborah Robertson, (Vice Chair)	<i>Rialto</i>	District 8



Hon. Cindy Allen	<i>Long Beach</i>	District 30
Hon. Victoria Baca	<i>Moreno Valley</i>	WRCOG
Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Daniel Brotman	<i>Glendale</i>	AVCJPA
Hon. Margaret Clark	<i>Rosemead</i>	SGVCOG
Hon. Robert Copeland	<i>Signal Hill</i>	GCCOG
Hon. Ned Davis	<i>Westlake Village</i>	LVMCOG
Hon. Julian A. Gold	<i>Beverly Hills</i>	WSCCOG
Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
Hon. Britt Huff	<i>Rolling Hills Estates</i>	SBCCOG
Hon. Dan Kalmick	<i>Huntington Beach</i>	OCCOG
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Elaine Litster	<i>Simi Valley</i>	VCOG
Hon. Diana Mahmud	<i>South Pasadena</i>	SGVCOG
Hon. Cynthia Moran	<i>Chino Hills</i>	SBCTA
Sup. Luis Plancarte		Imperial County
Hon. Randall Putz	<i>Big Bear</i>	District 11
Sup. Carmen Ramirez		Ventura County
Hon. Greg Rath	<i>Mission Viejo</i>	OCCOG
Hon. Richard Rollins	<i>Port Hueneme</i>	VCOG
Hon. Rhonda Shader	<i>Placentia</i>	President's Appointment
Hon. Jesus Silva	<i>Fullerton</i>	President's Appointment
Hon. Sharon Springer	<i>Burbank</i>	SFVCOG
Hon. Connor Traut	<i>Buena Park</i>	OCCOG
Hon. John Valdivia	<i>San Bernardino</i>	SBCTA
Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG
<u>EEC Members Not Present</u>		
Hon. Maria Davila	<i>South Gate</i>	GCCOG
Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
Hon. Oscar Ortiz	<i>Indio</i>	CVAG
<u>TC Members Present:</u>		
Hon. Cheryl Viegas-Walker, (Chair)	<i>El Centro</i>	District 1
Hon. Art Brown, (Vice Chair)	<i>Buena Park</i>	District 21
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Phil Bacerra	<i>Santa Ana</i>	District 16
Hon. Kathryn Barger		Los Angeles County
Hon. Ben Benoit	<i>Wildomar</i>	South Coast AQMD



Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Ross Chun	<i>Aliso Viejo</i>	OCTA
Hon. Darrell Dorris	<i>Lancaster</i>	NCTC
Hon. John Dutrey	<i>Montclair</i>	SBCTA
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Curt Hagman		San Bernardino County
Hon. Ray Hamada	<i>Bellflower</i>	District 24
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
Lindsey Horvath	<i>West Hollywood</i>	WSCCOG
Hon. Mike T. Judge	<i>Simi Valley</i>	VCTC
Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
Hon. Linda Krupa	<i>Hemet</i>	WRCOG
Hon. Richard Loa	<i>Palmdale</i>	NCTC
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Larry McCallon	<i>Highland</i>	SBCTA
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Hector, Pacheco	<i>San Fernando</i>	District 67
Hon. Ed Reece	<i>Claremont</i>	SGVCOG
Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Rey Santos	<i>Beaumont</i>	District 3
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Tim Shaw		OCTA
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Jeremy Smith	<i>Canyon Lake</i>	
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
Hon. Karen Spiegel		Riverside County
Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Jess Talamantes		SFVCOG
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	
Hon. Alan Wapner	<i>Ontario</i>	SBCTA/SBCOG



Hon. Alicia Weintraub
Hon. Paul Marquez

Calabasas
Caltrans District 7

LVMCOG
Ex-Officio Member

TC Members Not Present:

Lorrie Brown
Hon. Jonathan Curtis
Laura Hernandez
Hon. Paul Krekorian
Hon. Steven Ly
Hon. Ara Najarian
Hon. Jon Primuth
Hon. Ali Saleh
Hon. Scott Voigts

Ventura
La Cañada-Flintridge
Port Hueneme

Rosemead
Glendale
South Pasadena
Bell
Lake Forest

District 47
District 36
District 45
District 49
District 32
AVCJPA
AVCJPA
GCCOG
OCCOG

Staff Present

Kome Ajise, Executive Director
Darin Chidsey, Chief Operating Officer
Debbie Dillon, Chief Strategy Officer
Art Yoon, Director of Policy and Public Affairs
Sarah Jepson, Director of Planning
Cindy Giraldo, Chief Financial Officer
Julie Shroyer, Chief Information Officer
Mike Houston Chief Counsel/Director of Legal Services
Ruben Duran, Board Counsel
Peter Waggonner, Office of Regional Council Support
Maggie Aguilar, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Richardson called the meeting to order at 9:32 a.m. A quorum was confirmed. President Richardson asked Mike Posey, CEHD Policy Committee Member, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Richardson opened the Public Comment Period and outlined instructions for public comments.

The Clerk stated that there were no written public comments received by email before and after the deadline of 5pm of Wednesday, March 3, 2021. Additionally, The Clerk confirmed that there were no public comment speakers.

Seeing no other public comment speakers, President Richardson closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

INFORMATION ITEM

1. Racial Equity & Regional Planning: History, Perspectives and Discussion to Guide SCAG's Equity Efforts

President Richardson provided a brief update on SCAG's equity efforts which included 1) the adoption by the Regional Council of a Resolution acknowledging systemic racism as a human rights and public health crisis and committed SCAG to taking action toward becoming a more equitable and just region; and 2) convening a Special Committee on Equity & Social Justice to discuss the meaning of regional equity and ways for SCAG and its partners to advance equity. He further noted that this meeting would feature presentations from experts that explored the historical roots and dimensions of their inequities and would provide food for thought on the actions SCAG can take to advance regional equity. He noted that Mr. Charles Brown, Founder and Managing Principal of Equitable Cities, LLC would help facilitate the discussions.

Kome Ajise, Executive Director provided a brief update on SCAG's equity efforts and noted that they had been working with the Special Committee on Equity and Social Justice for the last six months to better define equity for SCAG and develop a framework for consistently incorporating equity awareness into every aspect of the agency's work. He noted that the staff report [in the agenda packet] highlighted the work they had undertaken with the Special Committee and now had a working definition of what advancing racial equity meant at SCAG and a set of high-level goals and strategies to guide the development of more specific recommendations to achieve it. Lastly, he thanked staff for their work.

Mr. Brown proceeded to provide instructions on how the meeting would run and order of presentations and questions. He introduced Ms. Tunua Thrash-Ntuk, Executive Director, Los Angeles Local Initiative Support Corporation.

Ms. Thrash-Ntuk provided a presentation on Land Use and Housing Policies and Practices with a focus on exclusionary zoning. Specifically, she addressed what it meant, how they got here, what were some of the obstacles to really being able to overcome it, why it was so important that they tackle this issue, and how it interacts with the housing crisis today. She noted that when it came to exclusionary zoning, what they were really talking about was concentrated poverty, which was

defined as census tracts where the federal poverty level was 40% or more – lack resources to provide quality schools, job opportunities, safe streets, and access to quality healthcare. She indicated that that exclusionary zoning was really in some ways a silent policy that keeps affordable housing out of neighborhoods through land use and building code requirements. Lastly, she stated that eliminating exclusionary zoning will not be enough alone, and that they still needed to: 1) continue to do up zoning to allow for all kinds of housing options; 2) subsidize affordable housing to make sure that the lowest income people have access; 3) do the kind of planning that eliminates or reduces parking; and 4) continue to develop near transit.

Policy Committee Member (EEC) Margaret Clark asked Ms. Thrash-Ntuk if she had studied the unintended consequences of SB 9 (Atkins) and SB 10 (Wiener). Ms. Thrash-Ntuk acknowledged the question.

Regional Council Member (CEHD) Kathleen Kelly asked what tools were available to them to make sure that the recommended up zone actually produces diversity of housing types. Ms. Thrash-Ntuk acknowledged the question.

Regional Council Member (CEHD) Adele Andrade-Stadler asked how they get developers to understand that mixed economic statuses are important in their projects. She noted that at her city they had an inclusionary housing ordinance. Ms. Thrash-Ntuk acknowledged the question.

Policy Committee Member (TC) Carol Moore stated that what she saw was wealthy developers making more money, less affordable housing, and more expensive housing. She expressed concern over some of the ideas.

Policy Committee Member (CEHD) John Mirisch asked how they deal with the impacts of further financialization of housing and the speculation that some of the policies she was advocating might cause. Ms. Thrash-Ntuk acknowledged the question.

Regional Council Member (TC) Steve Manos asked how they make sure that they are actually placing people, who have been disadvantaged historically, into places where they can mingle with wealth. He further asked how they can strip local control away from local decision makers, to go ahead and achieve the goal that they are looking for. Ms. Thrash-Ntuk acknowledged the question.

Policy Committee Member (TC) Darrell Dorris asked what was it that they were really trying to do, so that they don't allow it to become segregated within a city, while trying to create wealth for housing. Ms. Thrash-Ntuk acknowledged the question.

Mr. Brown introduced Ms. Beth Osborne, Director of Transportation for America.

Ms. Osborne provided a presentation on Urban Renewal and Transportation Policies and Practices. Her presentation addressed the inequities of the early highway program, the legacy of the highway program, the inequities of the transportation program and changes to support equity. She displayed several pictures of highways before and after, specifically noting the displacement of black communities in building those highways. She noted that the legacy of the highway program was the generational damage to minority neighborhoods, that standards around highways had been applied to all roads, and that current officials had inherited this legacy even in projects to undo damage. She also provided a brief overview of the inequities in the program and highlighted that multimodal access was the right goal.

Regional Council Member (EEC) Deborah Robertson expressed concern over communities being displaced and no investment of dollars being placed to help those communities. She asked how they could address this and what was the solution. Ms. Osborne addressed the question.

Councilwoman Gomez, a member of the public, asked how councils can begin to address equity and if there were any resolution templates. Ms. Osborne addressed the question.

Regional Council Member (CEHD) Mike Posey asked Ms. Osborne what her recommendation was to respond to the NIMBYs about more density equals more traffic. He indicated that he had data for Huntington Beach that showed this was not the case and was the opposite. He also asked what her recommendation was for elected officials so they could message this for the public to try to get them to accept this. Ms. Osborne addressed the question.

Mr. Brown introduced Professor William A. Darity, Duke University's Sanford School of Public Policy.

Mr. William provided a presentation on Understanding American Economic Inequality. His presentation included exploring the income and wealth gaps, causes of the racial income gap, which could be attributed to education, discrimination in the labor market and unequal wealth, and the wealth gap at the intersections of race and gender. He also provided an explanation on the difference between wealth and income. He also mentioned that wealth mattered because it indicated the amount of economic opportunity/security that an individual or household might have. Lastly, he noted sources of wealth inequality, the primary source being intergenerational, such as inheritances and gifts, and that the overall wealth and racial gaps were a product of government policy.

Dr. Brown asked why it was important to disaggregate by race or ethnicity? Mr. Darity addressed the question.

Regional Council Member (CEHD) Letitia Clark expressed concern over homeownership becoming more difficult and the unfairness in property appraisals. She asked how they create some equity

around some of these issues when they know that there's a systemic background, and if there was an approach that he [Mr. Darity] recommended that they take as local elected officials. Mr. Darity addressed the question.

Regional Council Member (TC) Karen Spiegel expressed concern over disregarding other groups if they continue to focus only on racial inequities. She stated they had not solved gender inequity or social economic inequities and asked that instead of using the word racial if they could use systematic inequities so they can cover more of the inequities rather than just focusing on racial. She further asked how they could get more of an equitable conversation going. Mr. Darity addressed the question.

Regional Council Member (CEHD) Alex Fisch asked Mr. Darity what the direct interventions were that he would do or recommend for local leaders to address the racial wealth gap. Mr. Darity addressed the question.

President Richardson thanked Dr. Brown for facilitating the meeting, the presenters for their insightful presentations, and the Regional Council and Policy Committee members for their participation.

The comprehensive staff report was included in the agenda packet. A recording of the meeting, including the presentations, can be found on SCAG's website.

ANNOUNCEMENT/S

There were no announcements.

ADJOURNMENT

There being no further business, President Richardson adjourned the Joint Policy Committee meeting at 11:27 p.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE JOINT POLICY COMMITTEES]



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Megan Dearing, Pincipal Management Analyst
(213) 630-1522, dearing@scag.ca.gov

Subject: REAP 2.0 Application for Advance Funding

RECOMMENDED ACTION FOR EAC:

That the Regional Council approve:

1. Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

RECOMMENDED ACTION FOR JPC:

Receive and File

RECOMMENDED ACTION FOR RC:

1. Approve Resolution No. 22-640-1 and authorize SCAG to apply for advance funding of 10%, or up to \$24,602,408, the maximum eligible early funding allowed under the REAP 2021 Program; and
2. Authorize SCAG to use available fund balances to commence the REAP 2021 allowable pre-award activities, including hiring required program limited-term staff, in advance of formal budget amendment.

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. 4: Provide innovative information and value-added services to enhance member agencies’

EXECUTIVE SUMMARY:

The Regional Early Action Planning Grant Program for 2021 (REAP 2021) was established as a part of Assembly Bill 140 (AB 140) for the FY 21-22 budget to support transformative and innovative projects that implement a region’s Sustainable Communities Strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. REAP 2021 will provide grants to regional entities, primarily metropolitan planning organizations (MPOs), through a combination of formula and competitive-based programs. The SCAG region’s formula share is \$246,024,084. To support outreach, program development and development of a full program application, the State has made advance funds of up to ten percent (10%) of the total allocation (amounting to \$24,602,408) available starting in January 2022. Staff is seeking approval to apply for up to the full 10% in REAP 2021 advance funding, by requesting adoption of a Resolution authorizing the application for and acceptance of the advance funding, and authorization for SCAG to use available fund balances to commence REAP 2021 allowable pre-award activities, including hiring required program limited-term staff prior to the formal budget amendment to support REAP 2021 program development.

BACKGROUND:**REAP 2021**

REAP 2021 was established through AB 140 (July 2021) as part of the mid-year budget revise for the state’s FY 21-22 budget. Approximately \$600 million is available statewide to support transformative and innovative projects that implement a region’s sustainable communities strategy and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$500 million of these funds are from Federal American Recovery Act funding and the balance is state General Fund resources. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. The SCAG region’s formula share is \$246,024,084, of which an initial allocation of 10 percent (10%) of funds are available now, pending approval of SCAG’s early application. All REAP 2021 funds are to be obligated by June of 2024 and expended by June 2026, with a final closeout report due June 2026.

The California Housing and Community Development Department (HCD) is the lead for the program and will work collaboratively with the Strategic Growth Council (SGC), Governor’s Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation.

At the time of this drafting, the REAP program development process is as follows:

- November 22, 2021 – HCD released the REAP 2021 Framework Paper, to solicit stakeholder feedback on their approach to program guidelines. SCAG staff provided comprehensive feedback by the due date of December 8, 2021
- January 3, 2022 – HCD released the Advance Application which allows eligible entities to seek up to 10 percent (10%) of their REAP 2021 allocations, in support of regional engagement in the development of the full application and of an education and outreach

strategy, along with other activities determined consistent with program goals and objectives in consultation with the state collaborative partners (CARB, HCD, OPR and SGC).

- Spring 2022 – HCD has stated that draft program guidelines will be released by February 2022 with full program guidelines published in Spring 2022. While applications for the remaining 90 percent (90%) of REAP 2021 funds can be submitted on a rolling basis through December 2022, the State expects robust engagement efforts to drive the proposed programming, thus it is anticipated that a full application will be submitted later in the application window.

Given the need for robust engagement and the large amount of funding that SCAG will receive, staff are seeking authority to submit an advance application that includes both outreach and program development as well as implementation of a suite of early program activities that are ongoing and part of SCAG’s Connect SoCal Implementation Strategy. Staff is waiting for guidance from the state as to whether SCAG’s early program work can be funded by the initial ten percent (10%) funding. To that end, staff is seeking authority to apply for the most robust work program and maximum funding available at this time but may need to remove some proposed programs and funding if the state determines some activities ineligible for Advance funding. Applying for less than the 10% Advance Funding will not affect the total funding available to SCAG.

The proposed programming of the ten percent (10%) funds is designed to allow for staff to move swiftly into stakeholder engagement, building on the draft REAP Program Framework shared with the SCAG Policy Committees in October 2021.

Draft REAP 2021 Program Framework

SCAG staff presented the Draft REAP 2021 Program Development Framework to all three SCAG Policy Committees in October 2021. The Draft Framework was developed based on the language in the Trailer Bill that established REAP 2021 and includes a set of core objectives that are aligned with the REAP 2021 priorities, the Connect SoCal Implementation Strategy and the EAC Strategic Work Plan. The core objectives are:

- Support transformative planning and implementation activities that realize Connect SoCal objectives
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- Represent best practices in vehicle miles traveled reduction
- Establish that projects are shovel ready and shovel worthy
- Demonstrate consistency with Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas

To meet these core objectives, the Draft REAP 2021 Program Framework proposes three (3) main programmatic areas: Connect SoCal Implementation Strategy Program Expansion, Housing Supportive Infrastructure Program, and County Transportation Commission Partnership Program.

Early Application

With board authorization, staff will pursue funding through the advance application to further refine the Draft REAP 2021 Program Framework and activities supported within each programmatic area. In addition, staff anticipates requesting some early implementation funds to expand successful programs that SCAG currently supports as part of the Connect SoCal Implementation Strategy. Based on this engagement and program development work—and with clearer guidance from the state on program guidelines (anticipated in February 2022), staff would return to the board by the end of the calendar year to approve the REAP 2021 Program Framework and for authorization to submit the full application to implement it. The major activities and work products to be funded in SCAG’s advance application include:

1. Outreach and Engagement

With the advance funding, staff will develop an outreach plan, conduct outreach in the first two quarters of 2022, and refine the REAP 2021 Program Development Framework based on feedback from stakeholders and SCAG’s Policy Committees. Outreach activities may include, but are not limited to, open convenings, listening sessions, focus groups, webinars, public opinion surveys and engagement with SCAG Policy Committees. The requested resources will cover staff time, administrative costs and consultant efforts to complete this work. In addition, resources will be requested to enable partner agencies to more fully support outreach efforts. This could include funding for staff time or fellowship program support for County Transportation Commission (CTC) and Subregional Council of Government (COG) partners to support outreach activities, if approved by the State.

2. Early Studies/Partnerships in Support of Program Development

Staff is exploring and anticipates pursuing resources for early studies/program development outreach activities to shape the Housing Supportive Infrastructure Program and the County Transportation Commission Partnership Program and support later stage REAP 2021 work. This would include requesting resources for planning and program development studies as well as the acquisition of big data services to support program design and evaluation. The planning and program development studies would align with policy priorities identified in Connect SoCal and the core objectives in the Draft REAP 2021 Program Development Framework, and could include, for example: a set of studies with policy and programmatic recommendations for preservation of affordable units,, program design work to facilitate execution of SCAG’s Mobility Wallet Pilot Programs, an initial process framework for implementing SCAG’s Transportation Demand Management (TDM) Strategic Plan, program design and analysis to support 743 Implementation,

VMT-Reduction Project Acceleration Analysis, and the initial acquisition of big data services to support REAP 2021 program performance measurement efforts and related assessments.

3. Expansion of Existing Programs in Connect SoCal Implementation Strategy

With advance funding, SCAG will also request approval to expand Connect SoCal implementation strategies that were developed through an extensive local engagement process to align land-use and transportation policies and investments, and are coordinated with air quality, housing and other planning efforts to achieve multiple goals and meet state requirements. These strategies address the REAP 2021 goals of housing production and preservation, affirmatively furthering fair housing (AFFH), promoting infill development, and fostering accessibility and mobility while reducing VMT. The activities proposed for Advance Funding include:

- a. **Sustainable Communities Program Call 4: Call for Equity, Civic Engagement and Environmental Justice** – SCAG will seek to leverage this SCP Call to fund transformative Planning Activities in the region that further housing, equity, and VMT reduction Goals and to continue our work to engage more deeply at the grassroots level on implementation of the SCS. This program is an early action in the RC adopted Racial Equity Early Action Plan.
- b. **General Plan Update Technical Support, SCS & REAP Performance Monitoring through Regional Data Platform (RDP)** - Advance funding through REAP 2021 will allow SCAG to expand RDP outreach and trainings in partnership with Councils of Governments and other organizations to increase the uptake and use of RDP across the region, while also developing new modules and functionalities focused on performance monitoring and enhanced community engagement in local planning. SCAG will develop a regional SCS performance planning and monitoring application to track local progress on regional goals. This **Regional Performance Monitoring Dashboard** will provide immediate benefit by facilitating the strategic investment and monitoring of REAP funds.
- c. **Go Human: Active Transportation & Safety Planning & Community Engagement expansion** - A proposed expansion of Go Human aims to leverage the program’s current strengths of supporting equity, tactical on-the-ground projects, inclusive & participatory engagement, community-based partnerships, and creative strategies to support broader local planning and community engagement strategies. The expansion of Go Human will develop a suite of resources for local planning partners to access, with the main goal of supporting local jurisdictions and partners to build the capacity for more meaningful and inclusive engagement.
- d. **Community Fellows Program** - SCAG will develop a multi-year program focused on building local planning and outreach capacity in low-resourced jurisdictions by placing “planning fellows” with partner agencies to support the development of plans and programs at the intersection of quality affordable housing, access to high-opportunity communities and public health. Staff would explore the best way to deploy these fellows including through providing grant funds to non-profit organization, like Partners for Better Health and the



Local Government Commission, that currently operate successful planning fellowship programs.

A resolution authorizing the application for initial funding by the Regional Council is required prior to submitting an application. Pending recommendation from the EAC and approval from the Regional Council, SCAG staff will submit an application for the full 10 percent (10%) in advance of REAP 2021 funding in order to accelerate the program development and early initiatives described above. A draft resolution for advance funding is attached to this staff report.

Authorization to Hire REAP 2021-funded staff

Staff have developed an initial staffing plan for REAP 2021 based on the work activities above, which includes new, limited-term staff which will be key in implementing the REAP 2021 program. The initial staff proposed are:

Department Manager
Senior Regional Planner (x2)
Retired Annuitant (x2)
Program Manager II
Management Analyst
Associate Regional Planner (x3)
Community Engagement Specialist

Staff's desires to hire and extend offers of employment to those selected through the hiring process for the above positions upon receipt of an award letter from the State for the advance funding requested. In this regard, as included in the recommended action, SCAG will use available fund balances to commence the REAP 2021 allowable pre-award activities, hiring required program limited-term staff, in advance of a formal budget amendment. The positions listed above may be subject to change as the program develops.

NEXT STEPS

If approved by the Regional Council, staff will submit the advance application and work on the comprehensive outreach and engagement strategies, as well as preparation for those early program activities deemed eligible for the advance funding. Staff will report back to the appropriate Policy Committees, EAC and the Regional Council with the outreach plan and final outcome of the early application process, along with a proposed regular reporting schedule once the full REAP 2021 program guidelines are available.

FISCAL IMPACT:

If approved by the Regional Council, SCAG will use available fund balances to commence REAP 2021 allocable pre-award activities and the funding for advance application activities will be included and



reconciled in a future amendment of the FY 2021-22 Overall Work Program (OWP) upon receipt of an award letter from the State for the advance funding.

ATTACHMENT(S):

1. Resolution No. 22-640-1 REAP 2.0 10 Percent Advance Required
2. PowerPoint Presentation - REAP 2021 Early Application 2spp



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

RESOLUTION NO. 22-640-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING REGIONAL EARLY ACTION PLANNING GRANTS
OF 2021 (REAP 2.0) RESOLUTION FOR ADVANCE ALLOCATION REQUEST**

A NECESSARY QUORUM AND MAJORITY OF THE REGIONAL COUNCIL OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (“APPLICANT”) HEREBY CONSENTS TO, ADOPTS AND RATIFIES THE FOLLOWING RESOLUTION:

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties;

WHEREAS, the State of California (the “State”), Department of Housing and Community Development (“Department”) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10.

WHEREAS, the Department issued a Notice and Request for Advance Allocation on January 3, 2022 for REAP 2.0 grants available to Metropolitan Planning Organizations and Councils of Government;

WHEREAS, Applicant is a Metropolitan Planning Organization or Council of Government eligible to submit a Request for Advance Allocation pursuant to Health and Safety Code Section 50515.08(c)(3) to develop and accelerate the implementation of the requirements described in Health and Safety Code section 50515.08(c)(1) including, but not limited to, regional engagement in the development of the full application and of an education and outreach strategy; and

WHEREAS, the Department shall approve the advance allocation request, subject to the terms and conditions of Eligibility, Guidelines, NOFAs, Program requirements, and the Standard Agreement by and between the Department and REAP 2.0 Grant Recipients.

NOW, THEREFORE, BE IT RESOLVED, SCAG is hereby authorized and directed to request an advance allocation not to exceed \$24,602,408 (up to 10% of the amount allocated pursuant to Health and Safety Code section 50515.07(a) consistent with the methodology described in 50515.09(a)).

REGIONAL COUNCIL OFFICERS

President
Clint Lorimore, Eastvale

First Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**

Second Vice President
Carmen Ramirez, County of Ventura

Immediate Past President
Rex Richardson, Long Beach

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Executive/Administration
Clint Lorimore, Eastvale

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

Attachment: Resolution No. 22-640-1 REAP 2.0 10 Percent Advance Required (REAP 2.0 Application for Advance Funding)

BE IT FURTHER RESOLVED THAT the Executive Director or his designee is authorized to execute the Advance Allocation Request, on behalf of SCAG as required by the Department for receipt of REAP 2.0 funds.

BE IT FURTHER RESOLVED THAT when SCAG receives an advance allocation of REAP 2.0 funds in the authorized amount of \$24,602,408 from the Department pursuant to the above referenced Advanced Allocation Request, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.08(c)(1), as approved by the Department and in accordance with all REAP 2.0 requirements, guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between the Applicant and the Department.

BE IT FURTHER RESOLVED THAT the Executive Director or his designee is authorized to enter into, execute, and deliver a State of California Standard Agreement for the amount of \$24,602,408, and any and all other documents required or deemed necessary or appropriate to evidence and secure the REAP 2.0 Advance Allocation, SCAG's obligations related thereto and all amendments the Department deems necessary and in accordance with REAP 2.0.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of February, 2022.

Clint Lorimore
President, SCAG
Mayor, Eastvale

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Michael R.W. Houston
Chief Counsel

Regional Early Action Program REAP 2021

REAP 2021 Application for Advance Funding

Sarah Jepson, Director of Planning

February 3, 2022

www.scag.ca.gov



Regional Early Action Planning Grant 2021 (REAP 2021)

AB140 – FY21–22 state budget (May revise)

- ~ **\$600 million** statewide
- ~ **\$500 million** from Federal American Recovery

Objectives

- Implement regional **Sustainable Communities Strategy (SCS)**
- More **housing and transportation** options / reduce reliance on cars

SCAG Region

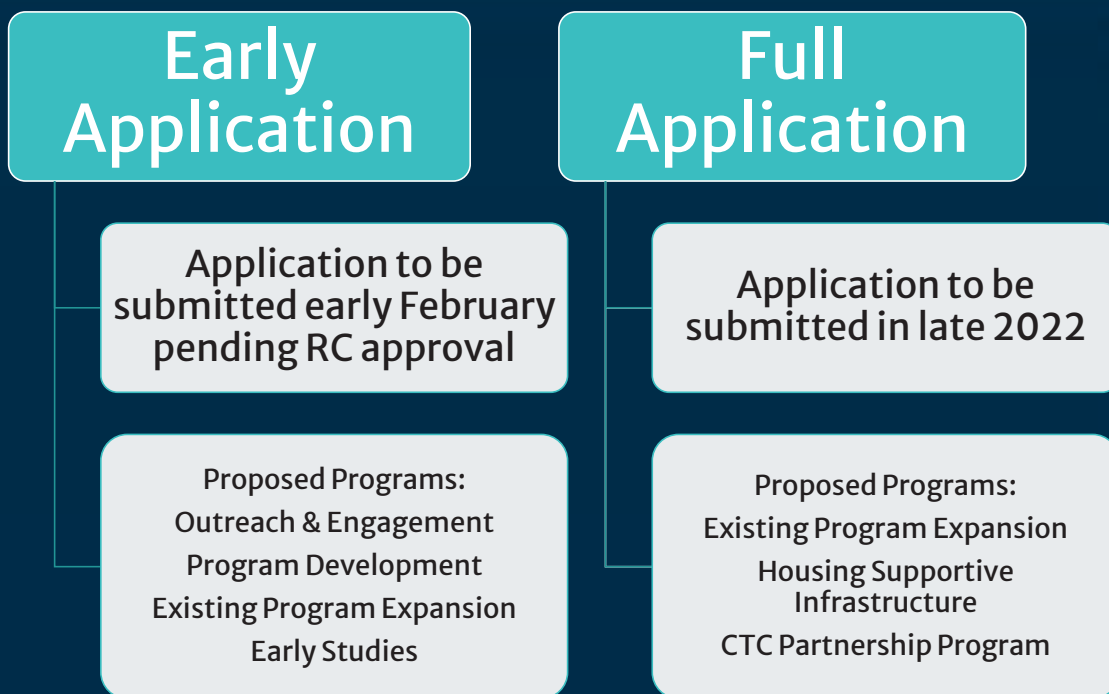
- ~ **\$246 million** SCAG region's formula share,
- 10 % of funds available January 1, 2022.
- All funds obligated June of 2024 / **expended by June 2026**
- Final closeout June 2026.

Draft Program Development Framework Core Objectives

Core Objectives

- Support **transformative planning** that realize Connect SoCal
- Leverage and augment activities that can be **implemented quickly** and in line with community-driven, **pandemic recovery priorities**
- Build regional capacity to **deliver 6th cycle RHNA** goals
- Represent best practices in **VMT reduction**
- Establish that projects are **shovel ready & shovel worthy**
- Demonstrate consistency with **Equity Early Action Plan**
- Promote infill in **Connect SoCal Priority Growth Areas**

REAP 2021 Draft Framework



Advance Application Programs



Outreach & Engagement

- CTC and Subregional COG Engagement
- Open Convenings
- Listening Sessions
- Focus Groups
- Public Opinion Surveys
- SCAG Policy Committee Engagement



Expansion of Existing Programs

- SCP Call 4
 - Staff Time/Program Development
- RDP Expansion
- General Plan Update Support
- SCS/REAP Performance Monitoring
- Go Human
- Community Fellows
- Early Program Expansion pending approval by State Agencies



Early Studies/Partnerships

- Support Program Development
- Preservation of Expiring Covenants and NOAH
- Mobility Wallet Pilots
- Curbside Mgt Study—SCP Call 3
- TDM Strategic Plan
- Big Data Services
- 743 Implementation Support
- VMT Reduction
- Regional Advanced Mitigation Program (RAMP)
- Early Studies/Partnerships pending approval by State Agencies

Thank You.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Executive/Administration Committee (EAC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kevin Kane, Senior Regional Planner
(213) 236-1828, kane@scag.ca.gov

Subject: Connect SoCal 2024 Preliminary Regional and County Growth Projections

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Among the first steps in Connect SoCal 2024 is the development of growth projections for households, employment, and population in the region and six counties. With the help of an expert panel and consultants, staff developed a framework and high, medium, and low regional growth ranges for discussion. These ranges were presented to CEHD in September and November 2021. As background for the Joint Policy Committee Meeting, this report presents the preliminary regional and county forecast for growth from 2019 to 2050, the Connect SoCal horizon, and next steps. In March, the CEHD will consider principles and a process which will guide local jurisdiction input and review of Connect SoCal 2024's forecasted regional development pattern at the local levels.

BACKGROUND:

Understanding the demographic and economic underpinnings of the region's future growth sets the stage for Connect SoCal 2024's next formative steps, which include allocating where within each of the region's counties this growth is likely to occur and the development of additional plan strategies.

Even before the COVID-19 pandemic, emerging data suggested that the growth trajectory of Connect SoCal 2020 would require reassessment and downward revisions were likely.¹ Fewer

¹ For its horizon year of 2045, Connect SoCal 2020 had projected a regional population of 22.5 million, 7.6 million households, and 10.0 million jobs.

births, more deaths, and temporary slowdown of foreign immigration from the pandemic will result in a few years of near-zero or even negative population growth. While these near-term shocks have been assessed and integrated into forecast assumptions, the primary goal of the Connect SoCal 2024 forecast is to assess growth to 2050. This long-range exercise is more influenced by the strengths of Southern California compared to other US regions. With a favorable mix of industries, strong innovation hubs, a welcoming culture, and desirable natural amenities, it is difficult to foresee Southern California decreasing in jobs compared to the US. As such, the middle growth scenario titled “Slower growth, steady improvement” reflects the overall direction of the preliminary Connect SoCal 2024 projection.

While population growth is expected to continue, albeit more slowly, there are two major reasons why the growth rate in households is expected to exceed the population growth rate. First, the population is ageing even more quickly than previously anticipated which increases the number of small households. Second, evidence is also emerging that continued strength in housing production despite low population growth is beginning to address the previously existing housing shortage. This is reflected in the forecast with household formation rates which gradually return to more normal levels such as those seen during the mid-2000s.

While there are still unknowns, that is the nature of long-range forecasting. Staff have integrated new 2020 Census data and completed a deep, expert-driven review of these unknowns to deliver the most robust possible forecast for 2050 upon which to build the rest of Connect SoCal 2024.

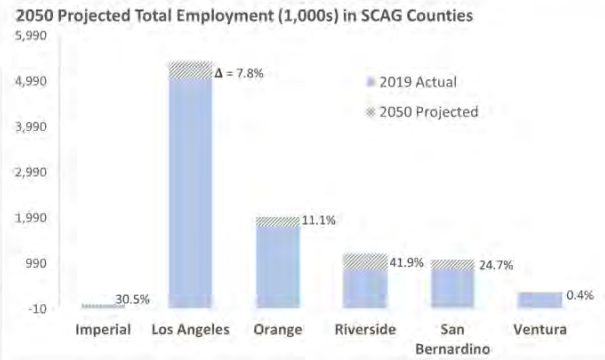
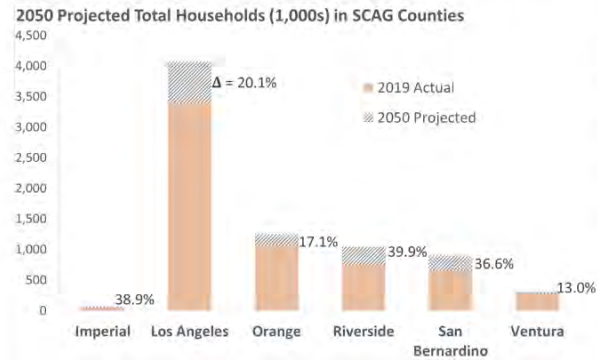
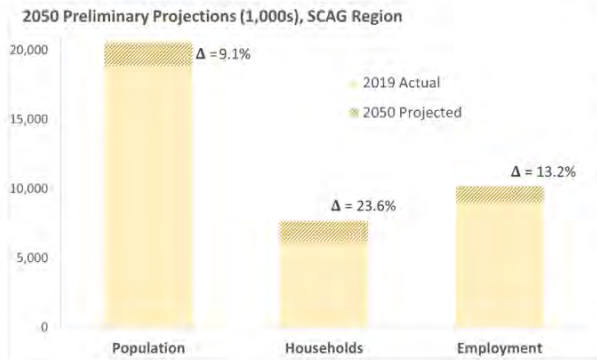
The below tables and figures provide SCAG’s preliminary growth forecast for the region and six counties for the Connect SoCal 2024 horizon. The attached reports from the Population Reference Bureau and the Center for the Continuing Study of the California Economy provide additional detail on forecast assumptions and modeling practice.



SCAG Connect SoCal 2024 Preliminary Regional and County Growth Forecast
Provided to SCAG's Joint Policy Committee on February 3, 2022

	2019	2020	2025	2030	2035	2040	2045	2050	2019-2050	
									Growth	% Growth
Total Population										
Imperial	181,000	180,000	186,000	193,000	198,000	203,000	207,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,018,000	10,079,000	10,233,000	10,423,000	10,590,000	10,673,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,188,000	3,212,000	3,253,000	3,307,000	3,372,000	3,422,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,418,000	2,509,000	2,608,000	2,699,000	2,783,000	2,866,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,182,000	2,222,000	2,263,000	2,306,000	2,376,000	2,433,000	2,477,000	302,000	13.9%
Ventura	846,000	844,000	841,000	842,000	845,000	846,000	843,000	838,000	(8,000)	-1.0%
CAG	18,832,000	18,830,000	19,049,000	19,392,000	19,780,000	20,171,000	20,444,000	20,551,000	1,719,000	9.1%
Total Households										
Imperial	52,000	52,000	56,000	61,000	65,000	68,000	70,000	72,000	20,000	38.9%
Los Angeles	3,392,000	3,420,000	3,602,000	3,785,000	3,931,000	4,019,000	4,067,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,077,000	1,122,000	1,165,000	1,199,000	1,227,000	1,247,000	1,249,000	182,000	17.1%
Riverside	747,000	763,000	822,000	883,000	935,000	977,000	1,013,000	1,045,000	298,000	39.9%
San Bernardino	657,000	668,000	725,000	776,000	816,000	851,000	878,000	898,000	241,000	36.6%
Ventura	277,000	280,000	293,000	305,000	313,000	316,000	315,000	313,000	36,000	13.0%
SCAG	6,192,000	6,260,000	6,622,000	6,975,000	7,259,000	7,456,000	7,590,000	7,652,000	1,460,000	23.6%
Total Employment										
Imperial	69,000	69,000	73,000	78,000	82,000	85,000	88,000	91,000	21,000	30.5%
Los Angeles	5,037,000	4,622,000	5,112,000	5,262,000	5,384,000	5,454,000	5,461,000	5,430,000	393,000	7.8%
Orange	1,806,000	1,657,000	1,869,000	1,926,000	1,974,000	2,004,000	2,011,000	2,006,000	200,000	11.1%
Riverside	848,000	805,000	905,000	973,000	1,041,000	1,103,000	1,156,000	1,204,000	356,000	41.9%
San Bernardino	860,000	838,000	903,000	948,000	992,000	1,028,000	1,053,000	1,072,000	212,000	24.7%
Ventura	366,000	346,000	371,000	376,000	379,000	379,000	374,000	367,000	2,000	0.4%
SCAG	8,986,000	8,337,000	9,233,000	9,562,000	9,851,000	10,053,000	10,144,000	10,170,000	1,184,000	13.2%

Note: Figures rounded to the nearest 1000. Regional totals and growth percents based on unrounded data.



The next step of the Connect SoCal 2024 growth forecast is to develop a forecasted regional development pattern consistent with SB375 (2008) requirements which allocates growth to the jurisdictional and transportation analysis zone (TAZ) levels. Government Code 65080(b)(2)(B) et seq. requires that SCAG:

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

With the assistance of the Technical Working Group (TWG), SCAG plans to engage directly with all 197 local jurisdictions through the Local Data Exchange (LDX) process² in order to review data inputs and preliminary projections. While data development and initial outreach is underway, staff plan to complete a preliminary set of jurisdictional and traffic analysis zone (TAZ)-level projections for local review in Spring 2022. Based on prior adopted plan practice and statutory requirements,

² For Connect SoCal 2020, this process was referred to as the Bottom-Up Local Input and Envisioning Process

staff proposes the following principles in developing and refining the forecasted regional development pattern in collaboration with local jurisdictions:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use available local general plan information as a starting point, and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and ongoing planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council with Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect policies including the 6th cycle housing element process and be assessed considering SCAG's SB 375 greenhouse gas emission reduction targets.

Following additional refinement, staff plans to present these principles and additional detail of the Local Data Exchange process to the CEHD Committee in March 2022.

FISCAL IMPACT:

Work for this item is covered by OWP item 055.4856.04 Regional Growth and Policy Analysis.

ATTACHMENT(S):

1. Population Reference Bureau - SCAG forecast summary
2. CCSCE - Preliminary Job Projections
3. PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection



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Memorandum

Date: January 11, 2022
From: Beth Jarosz, PRB
To: SCAG Joint Policy Committee
Subject: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050

In consultation with an expert panel, the Population Reference Bureau (PRB), SCAG staff, and Center for Continuing Study of the California Economy (CCSCE) jointly developed a projection of population, households, and employment for the SCAG region and its six individual counties from 2019-2050 for use as Connect SoCal 2024's preliminary forecast. This report details:

- Long range forecast development and practice
- Brief description of models used
- Expert panelists and key points
- Regional ranges: exploring high, medium, and low growth
- SCAG regional projection
- Assumptions and model results
 - Population growth and aging
 - Relationship to job growth
 - Household formation
- County projections

Producing any long-range projection requires making assumptions in the face of future uncertainty. While uncertainty may seem particularly high in light of the ongoing pandemic, sociopolitical polarization, labor shortages, supply chain disruptions, and inflation, the reality is that any three-decade period is likely to have dramatic disruptions such as 1970s stagflation, 1980s banking crisis, 1990s digital revolution, and 2000s Great Recession. The early years of the projections presented here predict very slow growth and, in some years, population decline, but—as described at the December 2021 SCAG Economic Summit—the region continues to demonstrate economic resilience in the face of current challenges. There is reason to be confident that the region will resume growth over the long term.

Long-range forecasting can and must use the best available expert opinion to assess the effects of existing and likely future policy and other conditions which can change the future levels of population, households, and jobs. This includes, for example, the future of federal immigration policy, the likelihood and potential scope of future childcare-supportive policy, changes in state housing policy, as well as technological and environmental change.

To solicit expert input, SCAG held two Panel of Experts meetings in August 2021. SCAG staff and outside experts reviewed trend predictions and assumptions for the regional growth forecast. Panelists were asked to consider the most likely, but also reasonable higher and lower levels of seven key inputs to SCAG’s long-range forecast. These included **jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation**. Panelists did not always achieve consensus in their feedback, but in general, they expect conditions that would result in slowing population growth, moderate job growth, and faster household growth.

The regional growth forecast reflects recent and past trends, key demographic and economic assumptions, and expectations for local, regional, state, and national policy, with input from the Panel of Experts, mentioned above and described in more detail below. The objective of the forecast is to project reasonably foreseeable future growth in population, households, and employment over a long-range time horizon extending from 2019-2050. It is the technical underpinning of much of the policy work associated with the development of the RTP/SCS.

Technical Framework for Developing Regional Projections

As described in further detail in the Regional Growth Forecast Framework presented to the CEHD committee in September 2021 and reviewed in November 2021, SCAG projects population using a cohort-component model. Cohort-component models are widely used in population forecasting and are based on the demographic equation that population at a future point is equal to the existing population plus births and in-migrants and minus deaths and out-migrants (Figure 1).¹

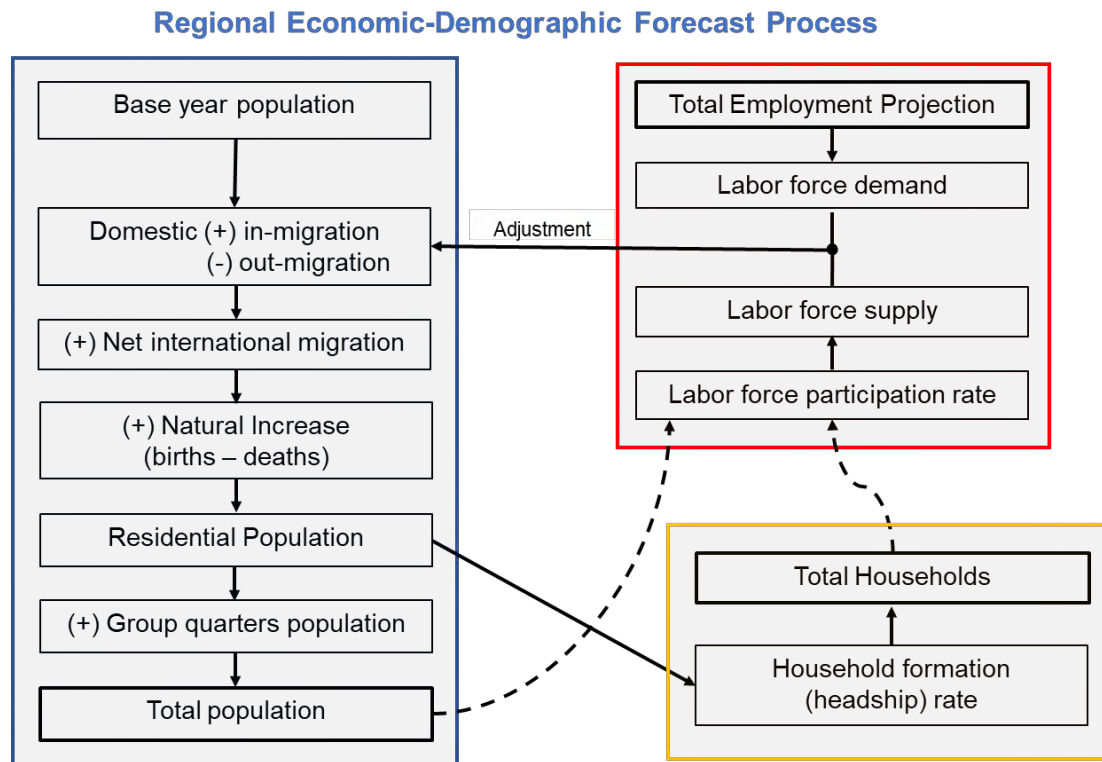
SCAG’s age, sex, and race/ethnicity-specific population forecasts are assigned to group quarters or household populations, based on historical patterns of group quarters residence. Group quarters populations are expected to live in dorms, barracks, prisons, or other group residential facilities. Household population data are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Similarly, labor force supply is projected by applying labor force participation and double-jobbing rates to the population.

SCAG projects employment using a shift-share model. Household formation rates are applied to the population to project households (Figure 1). To ensure model sensitivity to demographic trends, the cohort component, household, and labor force components of the model rely on male and female population by single year of age and eight racial/ethnic groups.

¹ Thomas Wilson, Irina Grossman, Monica Alexander, Philip Rees, Jeromey Temple, “Methods for small area population forecasts: state-of-the-art and research needs,” SocArcXiv (2021), <https://osf.io/preprints/socarxiv/sp6me/>.

Jacob Siegel and David Swanson, *The Methods and Materials of Demography* (San Diego, CA: Elsevier. 2004).

Figure 1: Regional Forecast Framework Includes Interrelationships Between Population, Jobs, and Housing



The development of regional projection ranges began with a baseline employment projection produced by the CCSCE and three population projections developed by SCAG and PRB staff and utilizes inputs and insights from the Panel of Experts.

In two sessions held on August 5, 2021 and August 11, 2021, SCAG convened a forecast Panel of Experts to review trend predictions and assumptions for the regional growth forecast. Panelists included economists and demographers representing industry, academia, and government (Table 1). The panel also included expertise across each of the six SCAG counties. Two outside experts, Beth Jarosz of the Population Reference Bureau and Steve Levy of the Center for Continuing Study of the California Economy, moderated along with SCAG staff.

Table 1: Participants in the Panel of Experts

Name	Affiliation
Billy Leung	Regional Economic Models, Inc.
Dan Hamilton	California Lutheran University
Deborah Diep	Cal State Fullerton, Center for Demographic Research
Dowell Myers	University of Southern California
Jerry Nickelsburg	UCLA Anderson Forecast
John Husing	Economics & Politics, Inc.
John Weeks	San Diego State University
Mark Schniepp	California Economic Forecast
Michael Bracken	Development Management Group, Inc.
Richelle Winkler	Michigan Technological University
Simon Choi	Chung-Ang University
Somjita Mitra	California Dept. of Finance, Economics Research Unit
Wallace Walrod	Orange County Business Council
Walter Schwarm	California Dept. of Finance, Demographic Research Unit

In addition to the panel meetings, panelists participated in a pre-meeting survey to solicit expectations about future growth as well as their input on the seven key model assumptions: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation.

Staff adopted CCSCE’s total jobs projection (see separate report) as the baseline employment projection and adjusted it in order to balance with the population in SCAG’s cohort-component model. This was done to reflect more recent input data suggesting lower population and fertility declines not captured in the inputs used in CCSCE’s employment model and resulted in a reduction in population-serving jobs only.

Key points relevant to the baseline projection are as follows:

- Census 2020 indicates that the current population is lower than previously projected. The 2020 Census showed a SCAG region population of 18,824,382, which is below the 2016 base year population estimate (18,832,000) for the 2020 RTP/SCS.
- Since the 2020 RTP/SCS regional forecast was produced in July 2017, fertility rates have declined sharply in the SCAG region, mirroring national and global trends. In addition, the final few years of the last decade saw slowing international immigration and more net domestic out-migration.
- Despite the lower base year population, the region’s number of households was far closer to expectations, largely due to the aging population and smaller average household sizes.
- The region lost over 700,000 jobs in 2020. However, by November 2021, the region had recovered 66.4% of the wage and salary jobs lost since February 2020. While this exercise focuses on a long-range forecast, expert assessment of short-term job

growth suggests a continued steep recovery, a return to pre-pandemic levels by late 2022, and continued strong growth through 2024.

- Other forecasts, such as the latest forecasts from the California Department of Finance and Caltrans, show a substantial slowing in population growth for the SCAG region. Both forecasts predict that the region’s population will grow slowly in the near term and then, before 2050, the population will begin to decline in the region.
- Labor force participation rates by race/ethnicity, age, and gender reflect the Panel of Expert’s insights that female and older-age labor force participation will increase in the long run.

Regional Growth Ranges

Due to the various federal and state planning requirements that drive SCAG’s regional planning and the technical requirements of the activity-based travel demand model (ABM), the forecast must ultimately demonstrate a single growth trajectory. Exploring regional growth ranges helps acknowledge and assess the uncertainties described above in order to provide a strong basis for the preliminary regional baseline projection which will then be allocated to the jurisdiction and Transportation Analysis Zone (TAZ) levels for further review and plan development.

As part of a Regional Growth Ranges technical exercise, presented to CEHD in October 2021, staff developed low and high projection scenarios for population, households, and jobs. The scenarios were based on model assumptions—developed with input from and review by the Expert Panelists—shown in Table 2.

Table 2: Assumptions for Regional Growth Forecast and Low/High Ranges

Factor	Regional Growth Forecast: Slower Growth, Steady Improvement	Low: Secular Stagnation	High: Robust and Equitable Future Growth Supported by Policy and Technology
Births	1.5 births/woman	1.4 births/woman	1.6 births/woman
Deaths	Stable rates (2019) starting in 2022	Same	Rates decline through equity improvements
Net Migration	Net international migration is high, net out migration moderate	Net international migration is low, net out migration continues	Net international migration is high, net out migration is low
Labor Force	Slight increase, but close to 2019	Same	Same
Household Formation	Most groups return to 2005-07 levels.	No improvement (2015-19 levels)	Most groups return to 2005-07 levels.
Economy	Region remains competitive and innovative; climate	Climate change & high relative cost of living are challenges	Region captures a larger share of U.S. jobs; climate resilience and

change has no net
effect on growth

easing cost of living
encourage growth

Regional Projections

After the ranges exercise, SCAG staff took some additional panelist input and made minor modifications to the projections. Net domestic migration was adjusted downward for 2019-2022 to reflect the higher out-migration which was likely experienced during the pandemic and in the short-term future but has not yet been reflected in American Community Survey (ACS) or California Department of Finance (DOF) data. This results in a slightly lower regional population and household forecast by 2050.

The baseline population projection for the SCAG region suggests that the region will grow to just under 20.6 million residents by 2050 (Table 3). This is slightly lower than the 20.8 million mid-range projection presented to CEHD in November 2021. Revisions reflect the latest information about fertility, mortality, migration, and labor force participation rates.

Table 3: Regional Projections 2019-2050 (Numbers in Thousands)

	Population	Households	Employment
2019 Actual	18,832	6,192	8,986
2050 Projection	20,551	7,652	10,170
Percent Change	9.1%	23.6%	13.2%

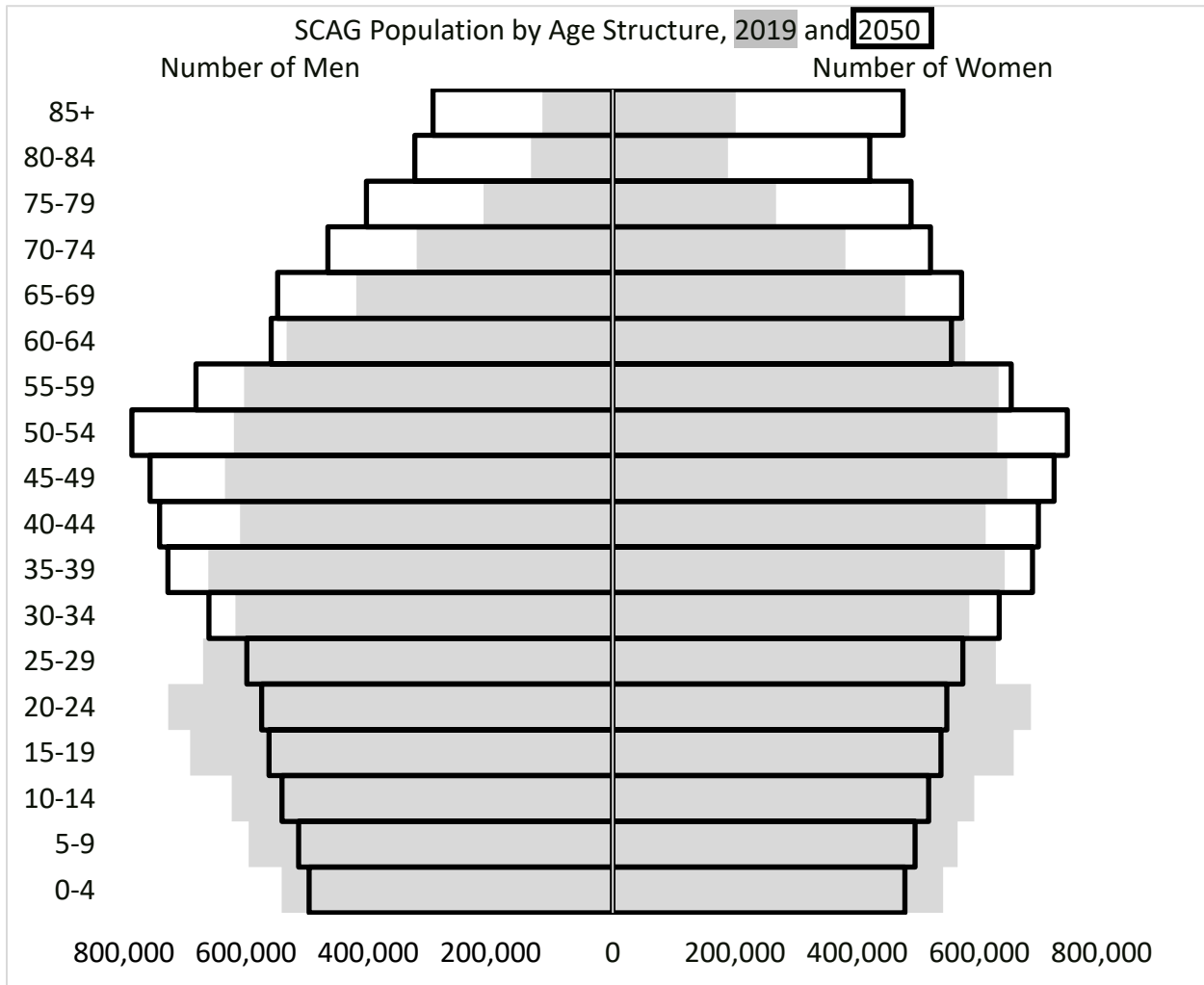
Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

While 2019 is the base year for the 2024 Regional Growth Forecast, data have been benchmarked to the 2020 Census counts that have been released through December 2021 including county population by race/ethnicity and broad age group (0-17 and 18 and older), group quarters and household population, and households. To do this benchmarking, SCAG used the existing 2020 population data from DOF by single year of age, sex, and eight racial/ethnic groups, grouped those to adult (ages 18 and older) and child (ages 0-17) population by racial/ethnic group and created adjustment factors that they applied to either increase or decrease the single-year-of-age population to match 2020 Census totals. SCAG then developed revised 2019 estimates by adjusting backward to match DOF's total population change between 2019 and 2020.

Population Growth and Aging

A key characteristic of the regional growth forecast is the region's age structure. The current age structure, coupled with low fertility rates and moderate net migration, leads to dramatic population aging by 2050 (Figure 2). This aging of the population has implications for population growth, labor force composition, and housing demand, each of which are described in more detail below.

Figure 2: SCAG Region Likely to See Considerable Population Aging 2019-2050

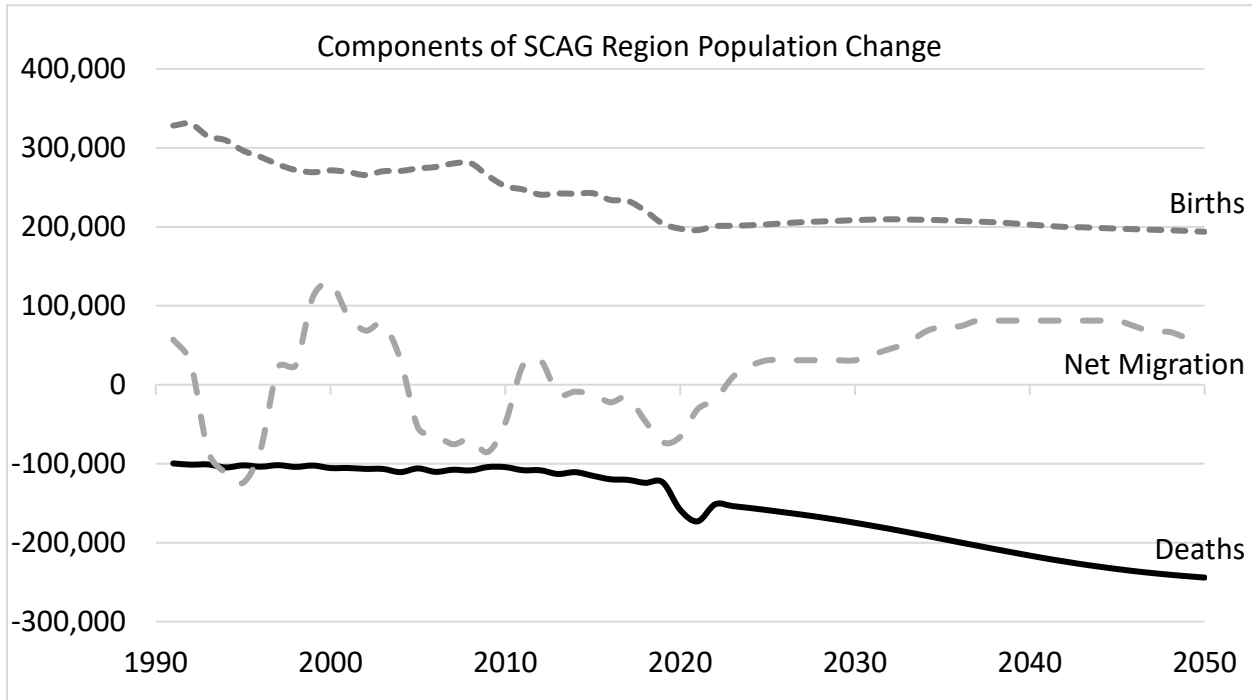


Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

The child population, ages 0-17, in the SCAG region is expected to decrease between 2019 and 2050—both as a share of the total population (22% to 18%) and in absolute number (4.2 million to 3.7 million). This decline will be driven, largely, by low birth rates. The population ages 18-64 is expected to grow slightly (11.9 million to 12.3 million) but decline in share (63% to 60%), and the population ages 65 and older is expected to grow rapidly both in number (2.7 million to 4.5 million) and share (14% to 22%). Within the oldest age groups, the population ages 85 and older is expected to more than double between 2019 and 2050.

Population growth is expected to be slow in the short term, with at least one year showing population loss. The slow rate of growth is the net result of a declining number of births, a rising number of deaths, and a moderate increase in net migration (Figure 3).

Figure 3: Future Population Change Will Be Driven by Rising Deaths, Offset by an Increase in Net Migration



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Birth rates have been falling in the SCAG region, across the nation, and worldwide. In this forecast, birth rates continue on the same trajectory they have been since their recent peak in the mid-2000s—falling for teens and young adults, rising at older ages. Forecast rates stabilize early in the forecast at approximately 1.5 births per woman. A combination of low birth rates and an aging population leads to a declining number of births in later years of the forecast.

From 2022 through 2050, projected mortality rates remain stable (at 2019 levels), reflecting uncertainty and lack of consensus among the Panel of Experts about the direction of change. Improvements in life expectancy had stalled even before the pandemic. Some panelists suggested that health care interventions could lead to improvements in life expectancy, while others suggested that climate change and COVID-19 could raise mortality and that rising rates of “deaths of despair” (suicide, overdose) were “just beginning” in California. However, even with stable rates, an aging population results in more deaths in later years of the forecast. Deaths are expected to outnumber births by the late 2030s.

In this forecast, immigration to the SCAG region returns to higher levels seen in the early 2000s with the expectation that the need for workers will continue to drive immigration. U.S. immigration policy is expected to remain favorable and Southern California remains a key destination for immigrants. The trend of net domestic out-migration continues in the short term, in part as family-seeking Millennials and middle-class workers consider out-of-region alternatives such as Texas, Arizona, and Nevada, and as telework-eligible workers choose lower-cost locations. However, increases in housing production combined with the continual draw of

jobs, amenities, and a welcoming culture result in net losses of fewer residents to other regions and states throughout the duration of the forecast.

Key points:

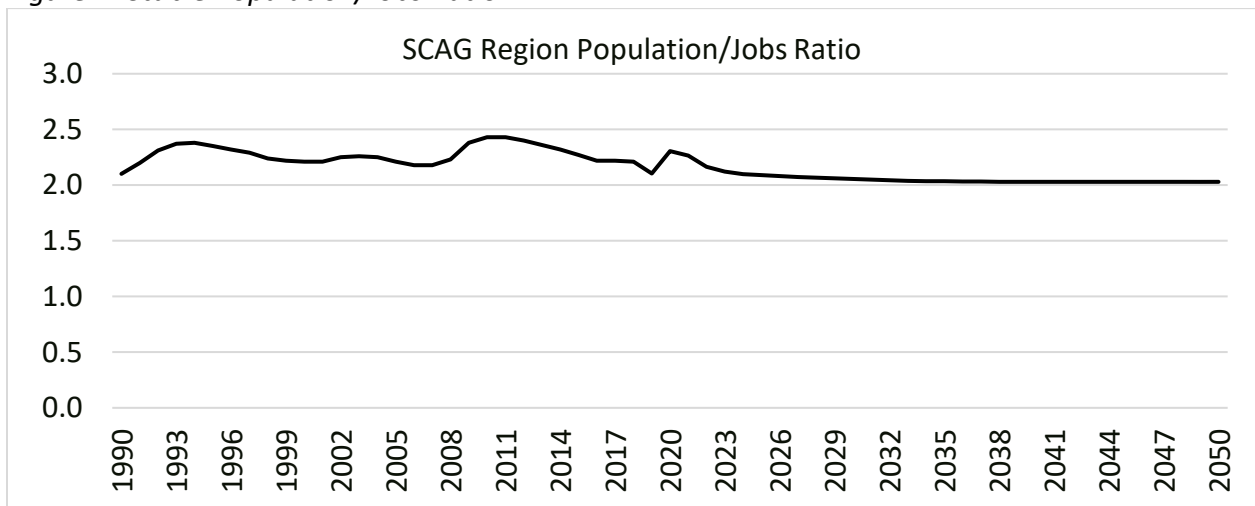
- An aging population will affect population growth, labor force composition, and housing demand.
- The number of births will fall and the number of deaths will rise, with deaths outnumbering births in later years of the forecast.
- Net migration will rise in response to job growth.

Jobs and Labor Force

The region has been recovering from the pandemic-related recession and is expected to continue growing. The region’s growth outlook is due to structural economic advantages, such as a diverse industry mix, accessible ports, natural amenities, world-class educational institutions, and a welcoming place for all types of people, which promotes innovation. Recent investment in education increases regional human capital and provides a foundation for innovation. A detailed description of employment by industry projections is provided by CCSCE under separate cover.

High labor force participation mitigates the slower population growth, allowing job growth in the region to slightly outpace the nation as a whole. However, given that labor force participation drops at the oldest ages, as people retire, population aging is a drag on labor force growth, particularly in the later years of the forecast. To balance slow (and aging) population growth with robust job growth, this forecast assumes that labor force demand results in modest shifts in migration patterns—favoring a larger share of working-age adults moving to or staying in the region. This forecast assumption reflects the Panel of Experts’ perspective that the composition of migration flows may be a balancing factor between robust job growth and an aging population. The net result is a low-but-stable population/jobs ratio (Figure 4).

Figure 4: Stable Population/Jobs Ratio



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Key points:

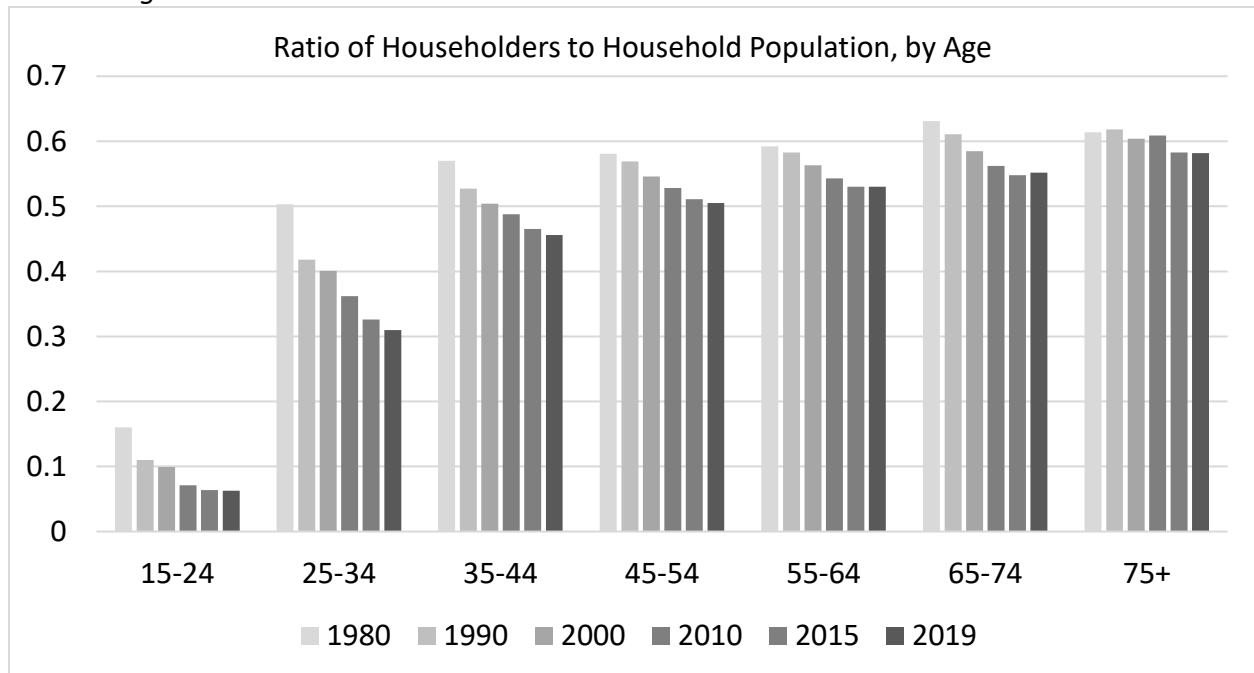
- Jobs are expected to return to pre-pandemic levels by late 2022, with continued strong growth through 2024.
- Job growth will lead to a tight labor market, which will keep labor force participation rates high, and will result in higher net migration of working-age adults.

Household Projections

Household projections are based on the household population, rather than the total population, because some people live in group quarters such as dorms, barracks, prisons, or other group quarters facilities. People living in group quarters represent about 2% of the region’s population, and that share remains fairly constant throughout the forecast.

Household demand is affected by a wide variety of factors, but some basic patterns of household formation vary throughout the life course (Figure 5). Rates tend to be lowest at youngest ages, as youth and young adults stay with their families or live with roommates—and those rates have been falling for decades as markers of the “transition to adulthood” (completing schooling, beginning full-time work, becoming financially independent, getting married, and becoming a parent) have been shifting to older ages. Rates tend to be highest at the oldest ages. Rates also vary by race/ethnicity.

Figure 5: Household Formation Rates Have Been Falling Across Age Groups, May Be Stabilizing at Older Ages



Source: U.S. Census Bureau.

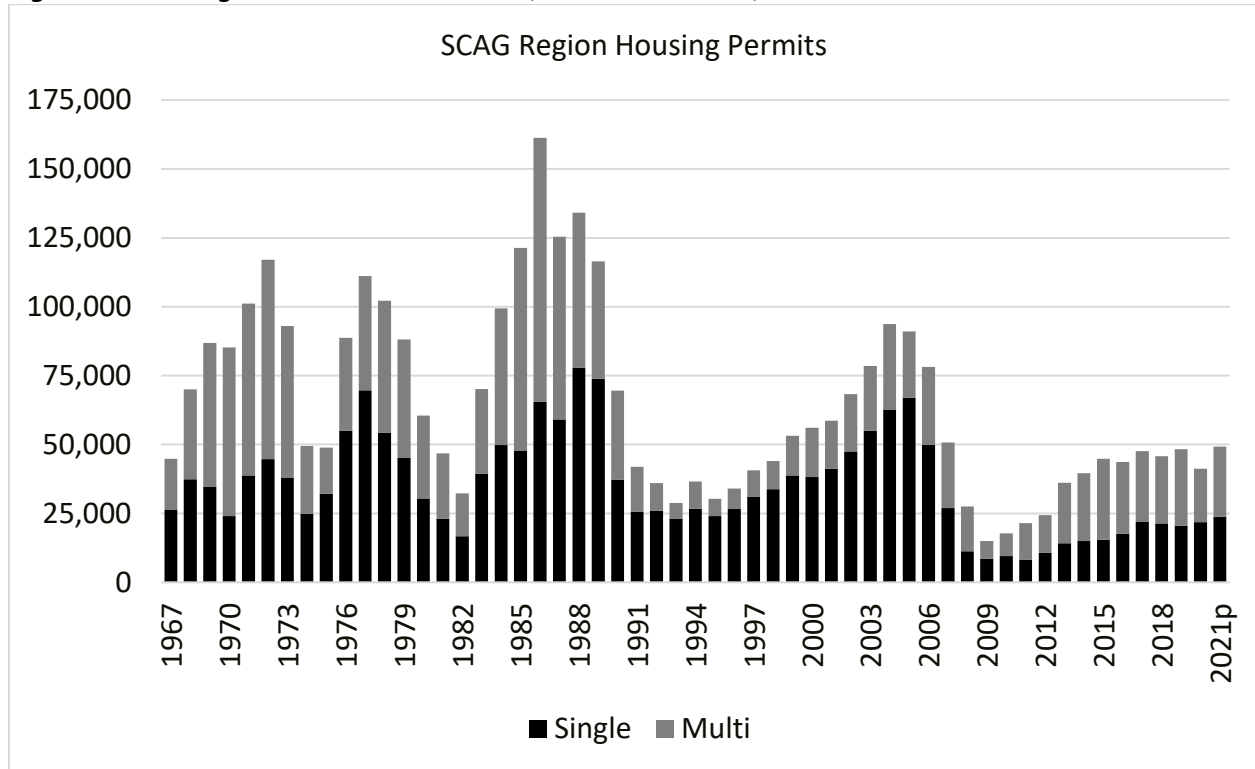
Because household formation rates are highest at the oldest ages, even if rates remained unchanged, population aging would result in faster household growth than population growth.

Due to aging alone, households would be expected to increase by more than 16 percent, compared with 9 percent population growth.

Household formation is also affected by the supply and cost of housing. People are more likely to live with extended family, friends, or roommates when housing costs are high and supply is low. This pattern of declining household formation is evident across nearly all age groups in the SCAG region from 1980 through 2015. (See Figure 5, above.) Declining rates among teens and young adults reflect, at least in part, national trends toward rising college enrollment and older age at marriage. However, much of the decline at other ages—and at least some of the decline at younger ages—can be attributed to high cost and increasing latent demand. In other words, adults may prefer to form their own households but may live with roommates or relatives due to economic pressures, particularly in high-cost regions. While rates dropped steadily for decades, the most recent 2019 data suggest that rates may be at an inflection point, at least for some age groups.

Housing construction dropped considerably in the wake of the Great Recession, and while it has rebounded somewhat in more recent years, it remains well below historic peaks (Figure 6). Nevertheless, recent changes in state housing policy are aimed at increasing housing supply.

Figure 6: Housing Permits Peaked at 160,000 in the 1980s, Have Been Lower in Recent Years



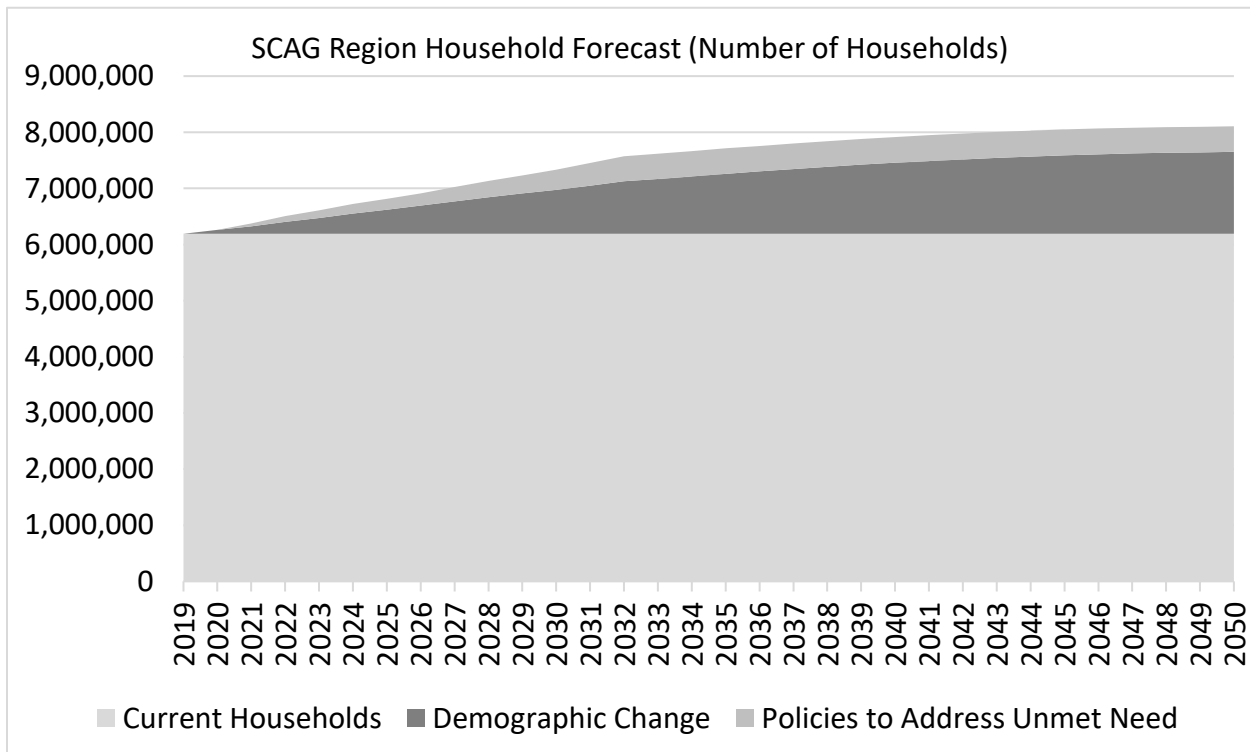
Source: Analysis by SCAG of CIRB New Units from Building Permit Data.

In addition to population aging, the household projections are based on an assumption that headship rates will trend back upward toward 2005-2007 levels for most age groups. This trend reflects an expectation that housing policies will successfully increase housing production to address existing unmet need (reflected in current overcrowding and vacancy rates). Although

this forecast assumes a return to higher headship for most ages, rates for teens and young adults are expected to stay low, reflecting nationwide demographic shifts described above. Headship rate assumptions in this forecast are similar to those used by the California Department of Finance when projecting household growth for 2030.

Figure 7 shows the share of forecasted household growth attributable to demographic change and the share attributable to policy-related increases in housing supply. While policy assumptions to address unmet need do result in household growth, demographic change accounts for nearly three-quarters of the change over the forecast period.

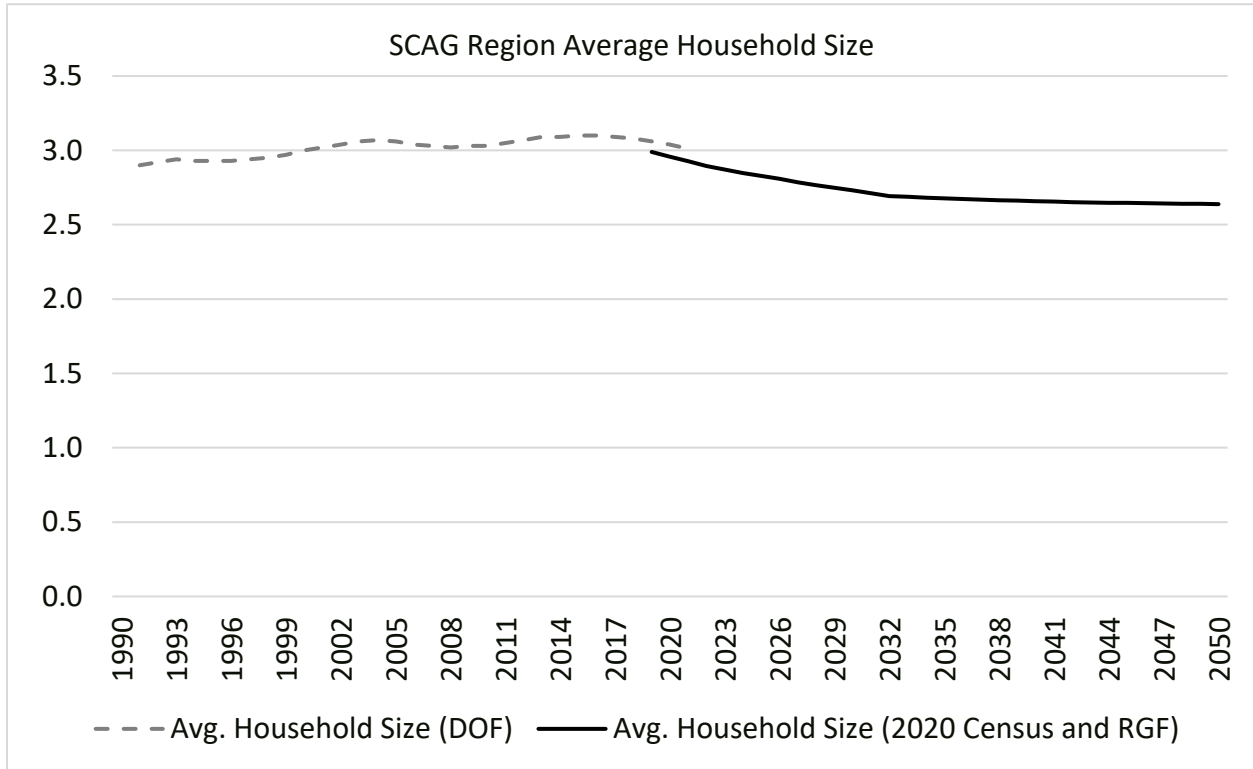
Figure 7: Household Forecast Reflects Demographic Change and Policies to Address Unmet Housing Needs



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Rising headship, coupled with an aging population, results in the number of households growing faster than the population (23.6% compared with 9.1%). As more small households form, and existing overcrowding pressures ease, the average household size decreases by roughly 0.35 (Figure 8). While this shift is substantial, it reflects a combination of long-term demographic trends including declining birth rates, resulting in smaller average family sizes, and more people living alone. The shift also reflects an expectation that policy changes will begin to address unmet housing demand.

Figure 8: Average Household Size in the SCAG Region Is Likely to Fall



Sources: Historical data from California Department of Finance E-5 Estimates; 2019-2050 data from Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

Figure 8 also shows a break in series. Historical data from the California Department of Finance are benchmarked to the annual American Community Survey (ACS). However, more recent data from the 2020 Census suggest that average household sizes in the SCAG region may be lower than estimates from the ACS. The projections are benchmarked to the 2020 Census.

Key points:

- An aging population will lead to more households, even if the population size remains stable.
- The household forecast reflects both demographic change and expectations that state housing policy will address the existing unmet need.

County Projections

The county projections, benchmarked to the regional forecast, are based on the same framework and seven key assumptions as the regional forecast: jobs, births, deaths, immigration, domestic migration, labor force participation, and household formation. The model uses historical trend data specific to each county for all key inputs, except for limited instances where data were not available. In those cases, regional rates were used as a proxy.

The results of the six county forecasts are shown in Table 4 and Figure 9. The greatest increase in total population is expected to be in Los Angeles County, and the fastest growth rate is

expected to be in Riverside County. Ventura County is expected to have a stable population through most of the forecast period, with a slight decline in the later years of the forecast. Los Angeles County is also expected to see the largest growth in households, while Imperial and Riverside have the fastest growth rates. For job growth, Los Angeles County is expected to see the largest numeric change and Riverside the fastest rate of growth.

Table 4: County Projections of Population, Households, and Jobs 2019-2050.

Total Population			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	181,000	210,000	29,000	16.1%
Los Angeles	10,046,000	10,658,000	612,000	6.1%
Orange	3,191,000	3,427,000	235,000	7.4%
Riverside	2,394,000	2,943,000	549,000	22.9%
San Bernardino	2,175,000	2,477,000	302,000	13.9%
Ventura	846,000	838,000	-8,000	-1.0%
SCAG	18,832,000	20,551,000	1,719,000	9.1%

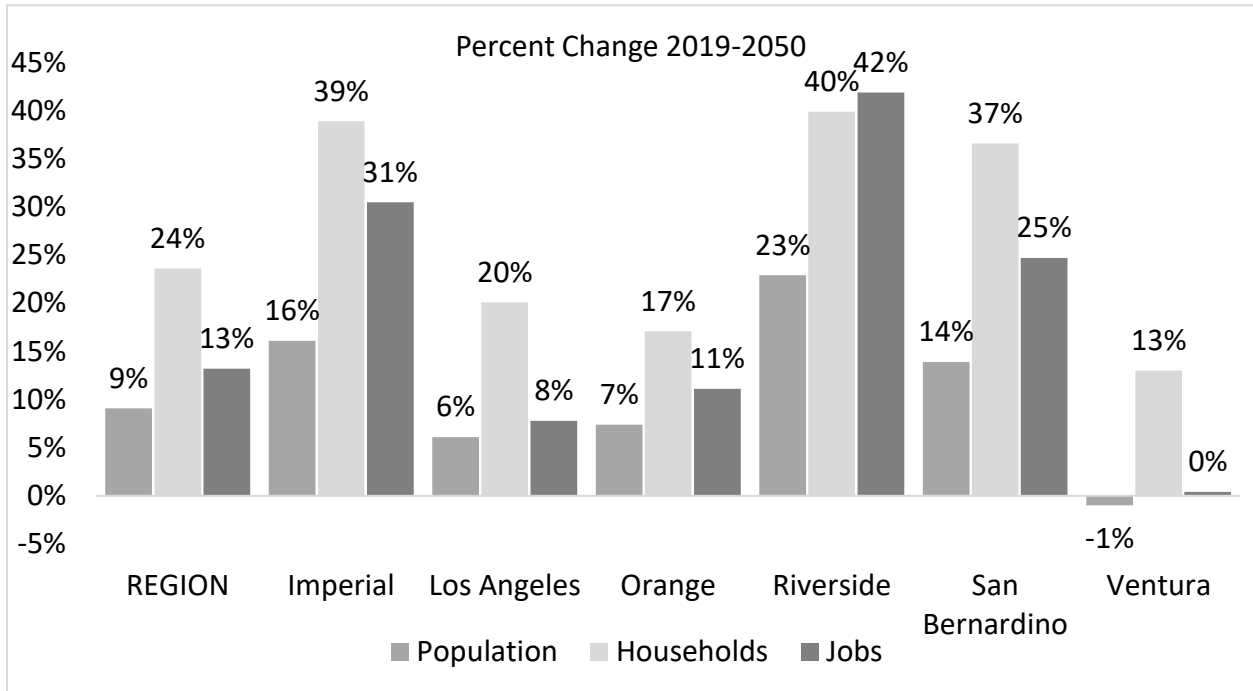
Total Households			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	52,000	72,000	20,000	38.9%
Los Angeles	3,392,000	4,075,000	683,000	20.1%
Orange	1,066,000	1,249,000	182,000	17.1%
Riverside	747,000	1,045,000	298,000	39.9%
San Bernardino	657,000	898,000	241,000	36.6%
Ventura	277,000	313,000	36,000	13.0%
SCAG	6,192,000	7,652,000	1,460,000	23.6%

Total Employment			Change 2019-2050	
	2019	2050	Number	Percent
Imperial	69,000	91,000	21,000	30.5%
Los Angeles	5,037,000	5,430,000	393,000	7.8%
Orange	1,806,000	2,006,000	200,000	11.1%
Riverside	848,000	1,204,000	356,000	41.9%
San Bernardino	860,000	1,072,000	212,000	24.7%
Ventura	366,000	367,000	2,000	0.4%
SCAG	8,986,000	10,170,000	1,184,000	13.2%

Note: Growth is calculated based on unrounded values. Numbers displayed are rounded to the nearest 1,000.

Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

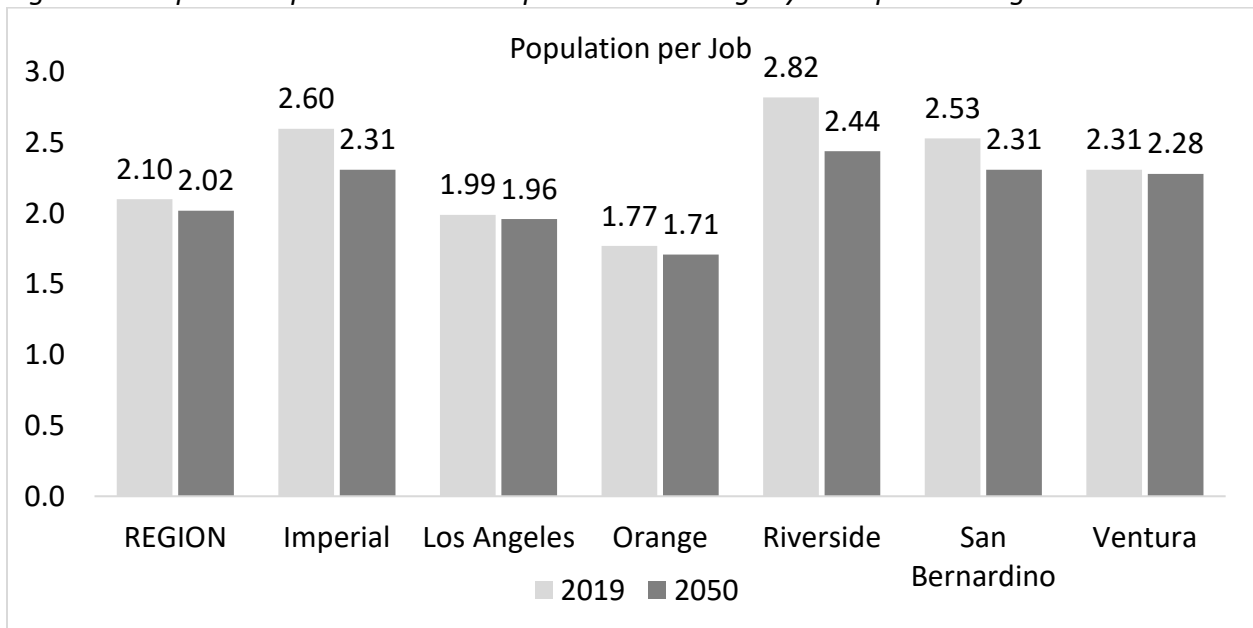
Figure 9: Growth Rates Are Expected to Vary Across the Region, But in All Counties Households Are Expected to Grow Faster Than Population



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, the population-to-employment ratio is expected to fall slightly in all counties in the SCAG region between 2019 and 2050. All counties have averages of at least 1.77 people per job in 2019 and 1.71 or higher in 2050 (Figure 10).

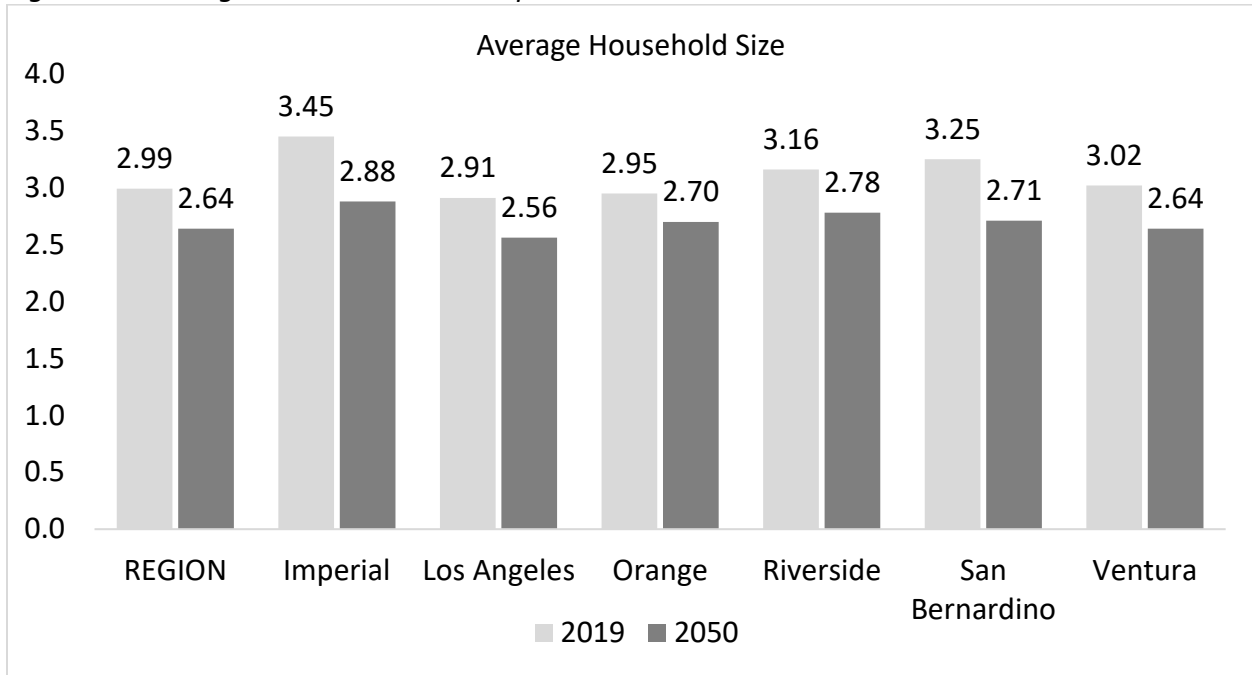
Figure 10: Population per Job Ratio is Expected to Fall Slightly as Population Ages



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

As noted in the regional forecast summary, average household size is expected to fall in all counties in the SCAG region between 2019 and 2050. All counties have averages of 2.9 people per household or higher in 2019 and no county is expected to be above that level in 2050 (Figure 11). Imperial has, and is expected to continue to have, the highest average household size while Los Angeles has, and is expected to continue to have, the lowest average household size.

Figure 11: Average Household Size Is Expected to Fall in All Counties



Source: Preliminary Connect SoCal 2024 Regional and County Projections for 2019-2050.

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DATE: January 12, 2022

TO: **SCAG Joint Policy Committee**

FROM: Stephen Levy

SUBJECT: Summary of SCAG Region Baseline Job Projections for 2050

This memo presents a summary of CCSCE's key results and a summary of the projection methodology. Projections were developed for the year 2050. These long-term projections are based on expected changes in the national and world economy over the next 30 years, past and expected demographic trends including immigration and changing age structure, and analysis of competitive conditions in the state and SCAG region economies.

Understandably, the pandemic and associated job losses are a major focus of attention during the development of this forecast. CCSCE worked with SCAG staff in two other periods of short-term job losses, large net out-migration, and lagging behind the nation in job growth—in the early 1990s after the aerospace/defense cuts and in the 2008-2010 recession marked by large increases in foreclosures. In each period, the regional economy recovered based on adaptability and long-term strengths.

These projections were prepared for SCAG in July 2021. This memo is organized as follows:

- Summary of Key Results
- Methodology for Developing the Job Projections
 - The U.S. Job Projections
 - The California Job Projections
 - The SCAG Region Job Projections
 - Historical Trends
 - Projections—Basic Industry Jobs
 - Projections—Local Serving Jobs
- Recent Events and Their Relationship to These Projections
- What Could Lead to Higher or Lower SCAG Region Job Growth

Summary of Key Results

The CCSCE methodology projects SCAG region jobs in relation to job growth (or decline) projected at the national and state level. Total job growth is projected by

examining growth in 103 separate industries, which can be aggregated to 20 2-digit NAICS code sectors.

Job growth in the SCAG region is projected to be slightly faster than the national growth rate. Jobs in the SCAG region are projected to grow slightly more slowly than jobs in the state to 2050, while jobs in the state are projected to grow faster than jobs in the nation. Job growth in each geography is projected to be slow in terms of compound annual growth (CAGR), with the SCAG region projected to grow at 0.47% per year to 2050.

The source for all projections is CCSCE, as explained in each section. The sources for historical U.S. job estimates are the Bureau of Labor Statistics (BLS). California and SCAG region estimates are from the California Employment Development Department (EDD).

Projected Job Growth Rates (thousands)

	2019	2050	% Change	CAGR
US	162,794.8	186,401.9	14.5%	0.44%
CA	19,410.7	23,167.7	19.4%	0.57%
SCAG Region	8,986.7	10,402.7	15.8%	0.47%

The growth rates from 2019 to 2050 are far lower than the growth rate since 1990 for all three areas. Growth is slowing as the population ages, and birth rates decline. There will be fewer births, more deaths, and a smaller share of the population in the workforce. Compound annual growth will slow to roughly half the growth rate from the past 30 years.

Historical Comparison of Job Growth Rates (thousands)

	1990	2019	2050	CAGR 1990-2019	CAGR 2019-2050
US	121,678.5	162,794.8	186,401.9	1.0%	0.4%
CA	14,148.0	19,410.7	23,167.7	1.1%	0.6%
SCAG Region	7,012.7	8,986.7	10,402.7	0.9%	0.5%

The principal driver of regional job growth is the growth potential in the region's economic base (i.e., "Basic Industry" jobs)—those sectors that can choose where they locate (mostly) and sell goods and services primarily to state, national, and world markets. Regions compete for these jobs, which makes policies to increase SCAG region competitiveness important.

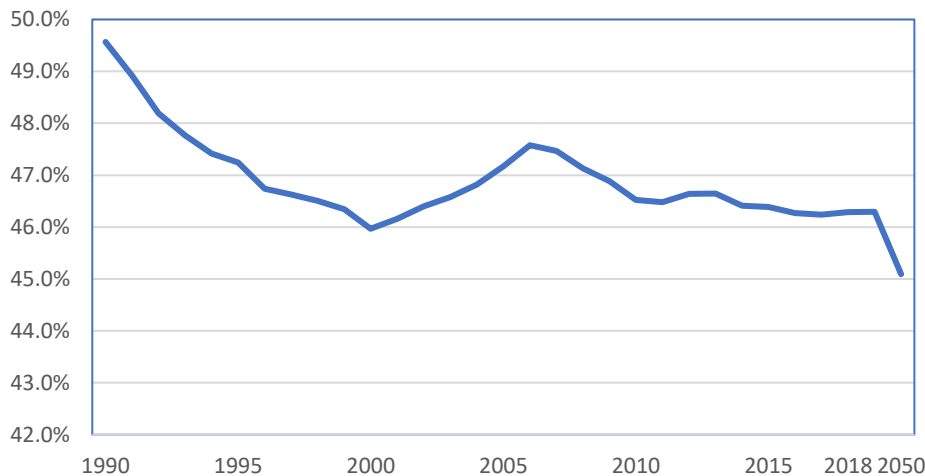
Jobs in the SCAG region's economic base are projected to increase slightly faster than the comparable industries nationally but slower than the state's

economic base between 2019 and 2050. The SCAG region is projected to have 45.1% of the state's jobs in 2050, down slightly from 46.3% in 2019.

The base year for these projections is 2019—prior to the pandemic—though pandemic effects were considered in developing the projections. The final section of this memo explains how the pandemic affects this jobs forecast.

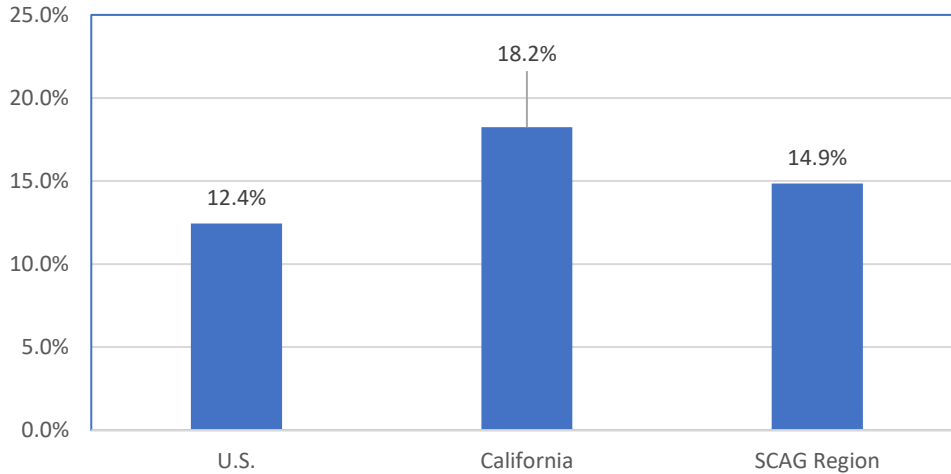
These projections were developed by CCSCE, and as noted below, SCAG staff adjusted the SCAG region job projection based on their analysis of labor force participation trends suggested by the SCAG expert panel. CCSCE concurs with the staff adjustments.

SCAG Region Share of California Jobs



As shown above, the region's share of state jobs fell sharply in the 1990s after the aerospace and defense base closure cuts in the early 1990s. The region lost over 130,000 jobs in those sectors leading to the loss of 490,000 jobs overall and net out-migration of 1 million residents in the early 1990s. As this comprised a significant portion of Southern California's economic base, these losses affected the region far more than the state and nation. The regional share rebounded after 2000 until 2007 and declined back to the 2000 level in 2019. As noted above, a small additional decline is projected between 2019 and 2050.

Projected Growth in Basic Industry Jobs 2019-2050



The SCAG region's economic base job growth to 2050 is concentrated in three sectors—1) professional, business, and information service industries, 2) Wholesale Trade and Transportation and 3) Tourism and Entertainment.

Projection of SCAG Region Basic Industry Jobs (Thousands)

	2019	2050	Change 2019-2050
High Tech Manuf.	152.2	158.6	6.4
Divs. Manuf.	462.0	419.6	-42.4
Whls Trade & Transp.	743.6	897.6	154.0
Prof, Bus & Info Serv.	951.4	1,162.0	210.6
Tourism & Entertainment	415.8	509.5	93.7
Basic Govt	245.1	273.0	27.9
Resource-Based	73.8	75.7	1.9
Total Basic	3,043.8	3,496.1	

- The high-tech manufacturing sector includes computer manufacturing, pharmaceuticals, and aerospace except food.
- The diversified manufacturing sector includes all other manufacturing industries.
- Wholesale trade and transportation include wholesale trade and all transportation industries, including warehousing.
- The professional, business, and information services sector includes all professional, scientific, and technical industries, software publishing, internet-related services, and employment services.
- The tourism and entertainment sector includes motion pictures, amusement industries, and hotels.

- Basic government jobs include federal and state government jobs, and the resource-based sector includes agriculture, mining, and food manufacturing.

Methodology for Developing the Job Projections

The U.S. Job Projections

The national projections include a projection of total population, total jobs, and jobs by industry. SCAG provided CCSCE with a national set of projections developed by Regional Economic Models, Inc (REMI) in 2021.

Based on CCSCE's judgment confirmed by input from the SCAG panel of experts, CCSCE made two small adjustments to the REMI projection of total U.S. population and jobs in 2050. The population projection was raised by 1% to 384.1 million based on the assumption that immigration levels would be roughly 100,000 per year (10% higher) than the last Census population projection in 2017¹. The thinking was 1) the aging of the population and lower birth rates assumed in the population projection would increase the pressure for labor-skill based immigration, 2) the new administration was removing some of the Trump era restrictions, and 3) there is a broad business consensus around higher levels of immigration to fill job openings.

The second adjustment (supported by the panel of experts) was to raise the number of jobs relative to the population based on the assumption of increased labor force participation rates (LFPRs) relative to the REMI model projections. Overall, LFPRs would decline with the aging population but less so than REMI projects.

Additionally, there would be increases for women as education levels increased, birth rates dropped, and services like free pre-K and more affordable child care became available, and the region's relatively high cost of living necessitates more two-earner households.

The result was a national 2050 population projection of 384.1 million people and 186.4 million jobs, both slightly higher than the REMI projection.

The approximately 100 individual industry job projections were developed as follows based on 1) the REMI 2050 projections, 2) BLS projections to 2030, and 3) CCSCE judgment.

When the REMI 2050 and BLS 2030 projections showed similar average annual growth rates, the REMI projected growth rate to 2050 was used.

¹ See <https://www.census.gov/data/datasets/2017/demo/popproj/2017-popproj.html>

There were many industries in CCSCE's model where REMI did not provide a projection. When REMI provided a projection for an industry that the CCSCE sub-industry was a part of (for example, REMI projected chemical manufacturing and CCSCE split the sector into pharmaceuticals and other chemicals), the REMI projection was used for the larger sector if it was consistent with the BLS growth trend. CCSCE made the sub-industry projections using the BLS 2030 growth trends in most cases.

When REMI did not provide a projection needed in the CCSCE model, and the step above was not possible, CCSCE used the BLS growth trend. When REMI and BLS disagreed on the long-run industry growth, CCSCE used judgment to select which trend to follow. The major changes made by CCSCE were to reduce some BLS growth rates past 2030 when the BLS 2020-2030 projections were used.

The national pattern of basic industry growth is shown below and is the most important input to the state and SCAG region projections.

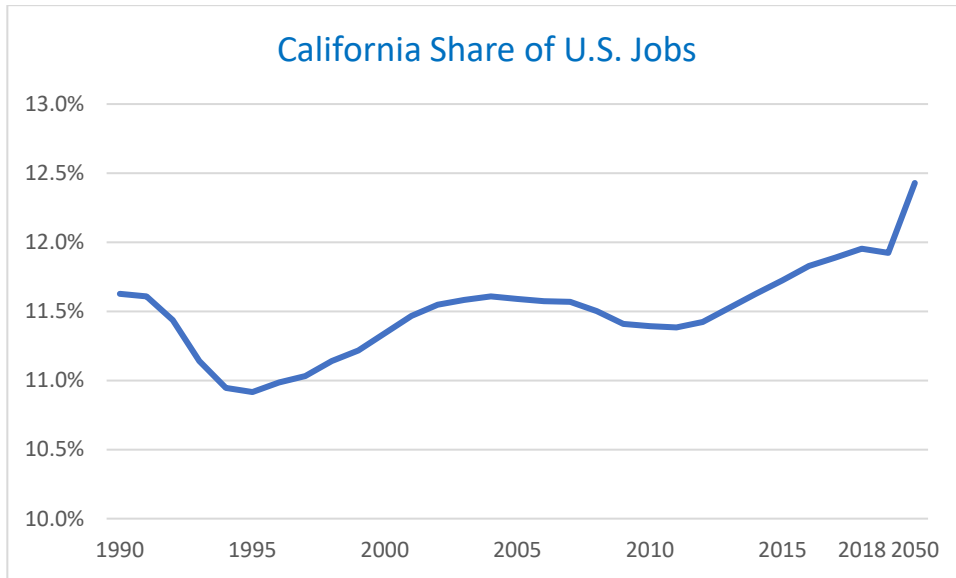
- By far, the largest sector growth is in professional, business, and information services, almost all in high-tech services.
- The tourism and entertainment sectors have the second-highest growth rate, and both of these sectors are strengths of the California economy.
- Diversified manufacturing jobs are projected to decline slightly. While the expected output increases in high-tech manufacturing are large, these largely reflect strong productivity growth, and job growth is expected to be small.
- Growth in other sectors is modest, and the growth in transportation is largely in warehousing and home delivery jobs due to the rise in e-commerce.

Projection of U.S. Basic Industry Jobs (thousands)

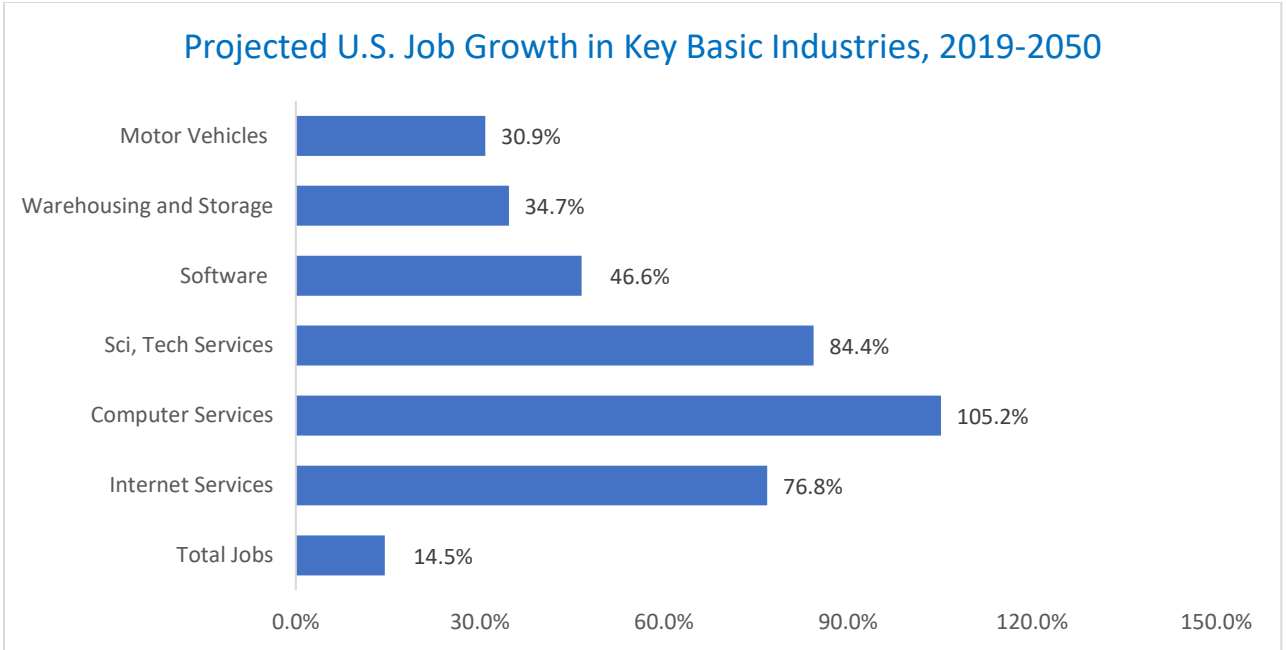
	2019	2050	Change 2019-2050	% Change
High Tech Manuf	1,920.7	1,999.3	78.6	4.1%
Divs. Manuf.	8,100.3	7,754.0	-346.3	-4.3%
Whls Trade & Transp.	8,675.5	9,144.8	469.3	5.4%
Prof, Bus & Info Serv.	16,744.9	21,641.2	4,896.3	29.2%
Tourism & Entertainment	4,266.0	5,127.7	861.7	20.2%
Basic Govt	2,834.0	3,032.1	198.1	7.0%
Resource-Based	3,128.9	3,255.9	127.0	4.1%
Total Basic Jobs	45,670.3	51,955.0	6,284.7	13.8%

The California Job Projections

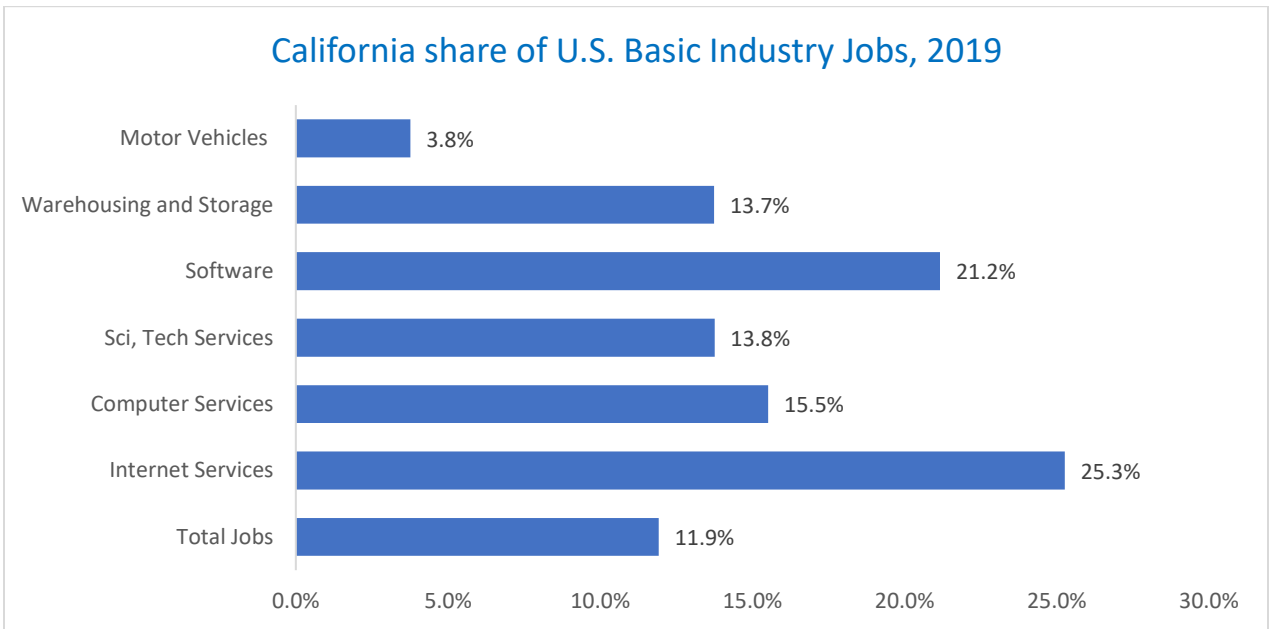
California is projected to add jobs at a faster rate than the nation. The state is projected to capture 12.4% of the nation's jobs in 2050—an increase from 12.0% in 2018 and 11.9% in 2019. The state has captured an increasing share of national jobs in recent years on the strength of the state's economic base.



The case for the strength of California's economic base is straightforward. We have a high share in some of the nation's fastest growing sectors. The chart below shows some of the nation's fastest-growing economic base industries.



These are sectors in which California has a relatively large share of current jobs.



The case for above-average job growth in California's economic base rests on three major findings:

- California remains a center for innovation in tech, design, and entertainment
- California benefits from its location on the Pacific Rim for trade, tourism, and talent

- California benefits from being a welcoming place to live and work

The SCAG region also benefits from being a welcoming place. What does this mean, and why is it important? A welcoming place is a place where people feel welcome no matter where they were born, their sexual or religious preferences, and the color of their skin. Welcoming places attract talented workers and entrepreneurs who might not feel welcome in other regions and is, thus, a competitive advantage.

California is projected to get 13.5% of U.S. basic industry jobs in 2050, up from 12.8% in 2019.

The largest numerical job gains are in the professional, business, and information service industries, followed by entertainment and tourism and wholesale trade and transportation industries. Other basic industry subsectors are projected to have small job gains, and diversified manufacturing jobs are projected to decline.

The table below clusters key subsectors and shows that the projected industry shares remain relatively stable. While we project California to have a larger share of basic industry employment relative to the U.S., most of the share gains between 2019 and 2050 are the result of the industry mix in the state rather than from the projected share increases in the individual industries.

Small share increases were projected for some professional and information service sectors as well as warehousing, support for transportation, and motor vehicle manufacturing—all continuing but slowing, recent share gains.

Projection of California Basic Industry Jobs

	Jobs (Thousands)		% of US Jobs	
	2019	2050	2019	2050
High Tech Manuf.	406.9	427.9	21.2%	21.4%
Divs. Manuf.	666.2	644.1	8.2%	8.3%
Whls Trade & Transp.	1,050.7	1,169.9	12.1%	12.8%
Prof, Bus & Info Serv.	2,333.2	3,178.3	13.9%	14.7%
Tourism & Ent.	622.5	762.1	14.6%	14.9%
Basic Govt	248.2	266.4	8.8%	8.8%
Resource-Based	502.1	540.5	16.0%	16.6%
Total Basic Jobs	5,829.8	6,989.2	12.8%	13.5%

The local (population and business) serving jobs were projected in the following manner.

California has historically had a very similar ratio of local serving jobs to basic jobs as the nation. CCSCE projected the total of local serving jobs in relation to the projection of basic industry jobs using our relation to the national share.

Specifically, California was projected to have 3% fewer local serving jobs relative to basic industry jobs than the nation following the historical trend.

Individual local serving industry jobs were not projected directly as a share of the nation. CCSCE projected the composition of local serving jobs in the state by projecting the individual industry shares of total local serving jobs.

Many industries have similar shares of local serving jobs as the nation. For example, California is projected to have 5.2% of local serving jobs in construction compared to 5.1% in the nation. Some industries have historically had different shares compared to the nation. For example, 7.2% of local serving jobs in the SCAG region are in individual and family services compared to just 3.2% in the nation.

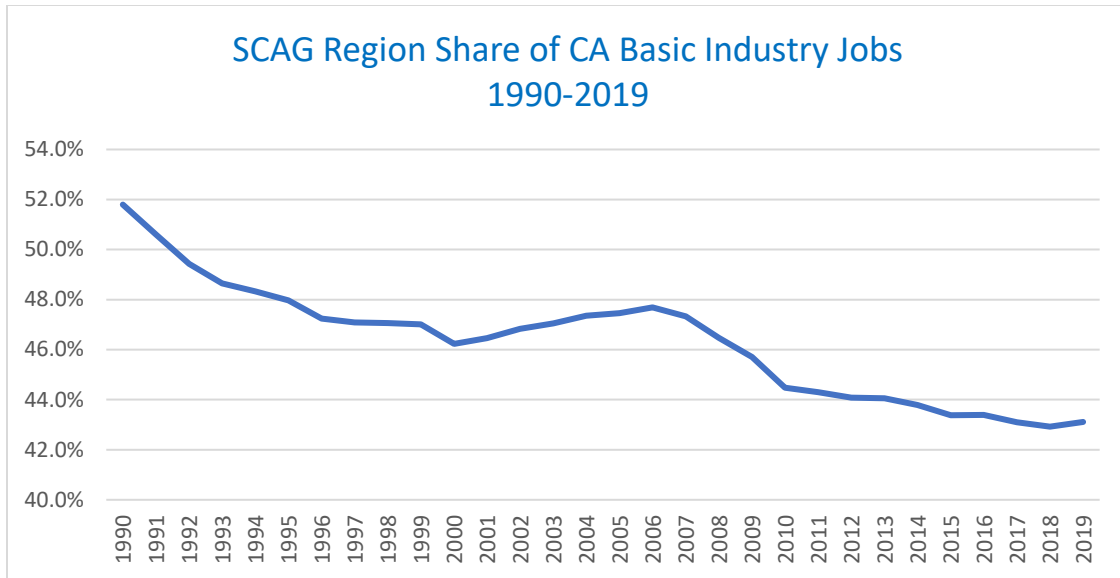
The one exception is that state and local government and education jobs are projected based on projections of relevant population and service level growth.

The SCAG Region Job Projections

The region's industry job growth was projected in relation to state industry growth in the same manner as California was projected in relation to the nation.

Historical Trends

The SCAG region's share of state basic industry jobs declined between 1990 and 2019. There was a sharp decline in the 1990s as a result of the large decrease in aerospace and defense jobs. Then the region's share rose for a few years, after which there was another decline during the 2008-2010 national recession. Since then, the share has declined slightly from 44% to 43% as the Bay Area share rose with the large tech job gains.



There were large changes in the structure of the region's economic base between 1990 and 2019. Losses in both high tech manufacturing (which includes aerospace and electronic instruments) and other manufacturing were offset by gains in Wholesale Trade and Transportation (which includes warehousing and port-related jobs), Professional, Business and Information Services and Tourism and Entertainment.

Historical Trend in SCAG Region Basic Industry Jobs (Thousands)

	1990	2007	2019	1990-2007	2007-2019
High Tech Manuf.	370.0	183.2	152.2	-186.8	-31.0
Divs. Manuf.	774.0	587.7	462.0	-186.3	-125.7
Whls Tr & Transp.	546.0	687.3	743.6	141.3	56.3
Prof, Bus & Info Serv.	690.3	884.9	951.4	194.6	66.5
Tourism & Ent	280.2	343.8	415.8	63.6	72.1
Basic Govt	241.5	234.4	245.1	-7.1	10.7
Resource-Based	107.3	83.0	73.8	-24.3	-9.2
Total Basic Jobs	3,009.3	3,004.2	3,043.8	-5.0	39.6

Projections—Basic Industry Jobs

The largest basic industry job gains to 2050 are in the professional, business, and information services cluster. The growth follows national and state trends. The growth in Wholesale Trade and Transportation jobs follow national and state trends, but we project that the SCAG region will enjoy a continued, small increase in the share of jobs in warehousing and port-related sectors because the region benefits from its Pacific Rim location. Tourism jobs also benefit from the Pacific Rim location, while Entertainment jobs benefit from the large creative labor force in the region.

Projection of SCAG Region Basic Industry Jobs (Thousands)

	2007	2019	2050	2007-2019	2019-2050
High Tech Manuf.	183.2	152.2	158.6	-31.0	6.4
Divs. Manuf.	587.7	462.0	419.6	-125.7	-42.4
Whls Trade & Transp.	687.3	743.6	897.6	56.3	154.0
Prof, Bus & Info Serv.	884.9	951.4	1,162.0	66.5	210.6
Tourism & Ent.	343.8	415.8	509.5	72.1	93.7
Basic Govt	234.4	245.1	273.0	10.7	27.9
Resource-Based	83.0	73.8	75.7	-9.2	1.9
Total Basic Jobs	3,004.2	3,043.8	3,496.1	39.6	452.2

The region is projected to have a small decline (43.1% to 41.9%) in the share of total state basic industry jobs between 2019 and 2050. At the same time, the region's share of U.S. basic industry jobs is projected to increase from 5.5% to 5.6%. Both shares are up from the 2000 levels that were still held down by the 1990s aerospace and defense job losses.

SCAG Region Share of Basic Industry Clusters, 2000-2050

	U.S.			California		
	2000	2019	2050	2000	2019	2050
High Tech Manuf.	6.3%	7.9%	7.9%	30.0%	37.4%	37.1%
Divs. Manuf.	3.7%	5.0%	5.0%	37.1%	53.1%	51.3%
Whls Trade & Transp.	5.6%	6.7%	7.5%	50.9%	55.5%	57.9%
Prof, Bus & Info Serv.	5.1%	5.4%	5.2%	36.8%	38.9%	35.7%
Tourism & Ent.	8.1%	8.4%	8.5%	56.2%	57.3%	57.0%
Basic Govt	3.2%	3.1%	3.2%	33.5%	31.4%	31.4%
Resource-Based	3.2%	2.5%	2.5%	16.1%	15.0%	14.2%
Total Basic Jobs	4.8%	5.5%	5.6%	38.4%	43.1%	41.9%

The region is projected to continue increasing its share of C.A. jobs in the Wholesale Trade and Transportation cluster led by share gains in port-related jobs and warehousing as the ports will benefit from growth in Pacific Rim trade. The Tourism and Entertainment cluster is projected to maintain a high share of this fast-growing cluster. Job losses in Manufacturing will ease following national and state trends.

The region is projected to get a large number of additional jobs in the Professional, Business, and Information services cluster despite a decline in the share of state jobs. As discussed below, the region has seen a surge in venture capital funding along with the nation, which could translate into additional job growth in this cluster.

Projections—Local Serving Jobs

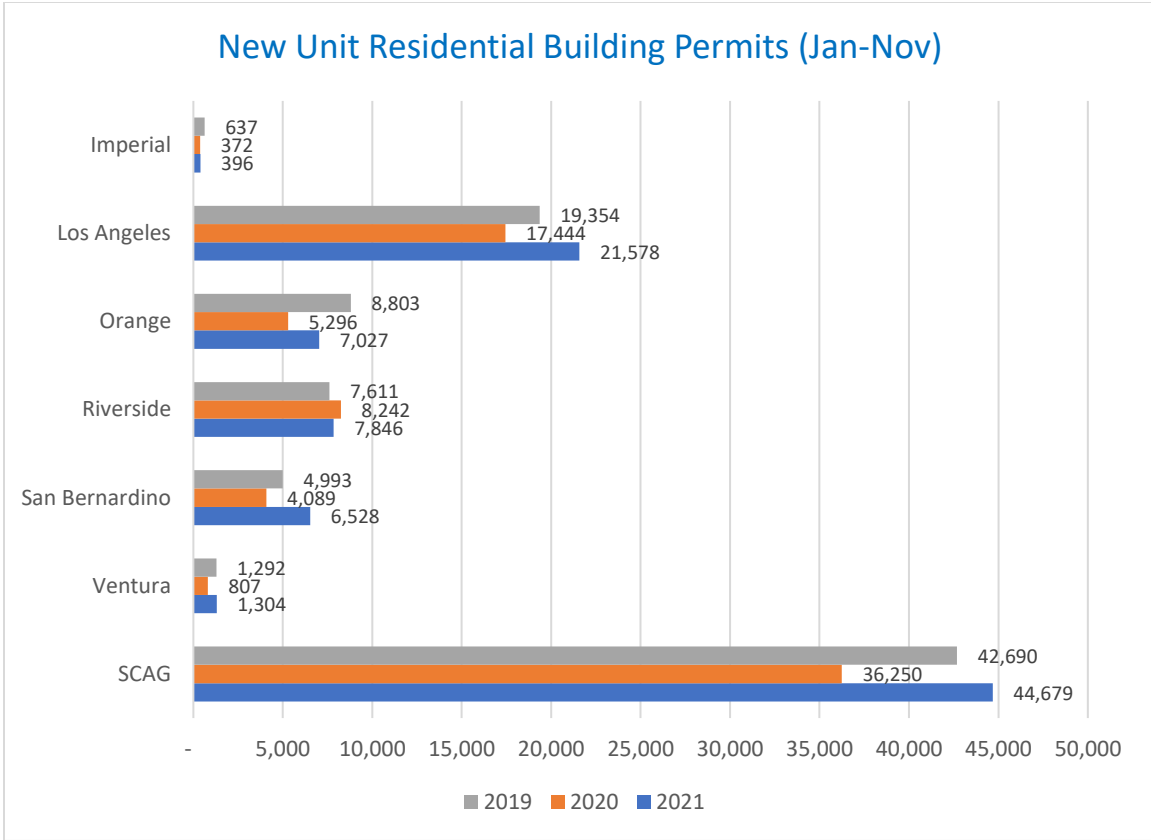
These are jobs that serve local residents and businesses in contrast to the basic industry jobs that serve state, national, and world markets.

Local serving jobs in the region were projected in two steps in the same manner as for the state—first looking at the ratio of local serving jobs to basic industry jobs in the region compared to the state and then projecting what share of the total of local serving jobs would be in each industry.

The region has historically had a slightly higher share of local serving jobs to basic industry jobs than the state though the difference is less than 3%. The pattern of local serving jobs in the region is similar to the state pattern. The largest growth in local serving jobs in the SCAG region is projected to be in health care, social services, food services, self-employment, and construction. Retail trade jobs are projected to decline following national and state trends.

Recent Events And Relationship to These Projections

- 1) SCAG staff made a technical adjustment to CCSCE's SCAG region job projection for 2050. Both the expert panel and CCSCE recommended using higher labor force participation rates for certain age and ethnic groups compared to what the REMI model used. Additionally, REMI's regional population projections suggested a heavy reliance on 2017-vintage Census projections which were conducted prior to recent fertility decreases and the release of 2020 Census data. Both of these factors—which are used by SCAG's population projection model—would indicate lower regional and national populations. When SCAG staff incorporated these into the SCAG demographic model, the result was fewer residents were needed to fill the projected jobs as higher rates resulting in more workers relative to population. As a result, the slightly lower population meant fewer local serving jobs were needed, and the overall 2050 regional job projection for 2050 was lowered from 10.45 to 10.17 million.
- 2) Congress passed, and the President signed a \$1.2 trillion infrastructure bill. Initial analysis shows that the bill will increase infrastructure funding for the SCAG region, including funding for affordable housing. These funds can strengthen SCAG's competitive position.
- 3) International travel expanded in November 2021 after some travel restrictions were removed. Airport travel has recovered though it is still approximately 1/3 below pre-pandemic levels.
- 4) Port activity in 2021 will set a record though volumes are temporarily lower than last year since September from the backup and delays in unloading cargo.
- 5) Housing permits are up substantially over 2020 levels and match 2019 permit levels. The state has adopted new housing approval and enforcement legislation.



Source: Construction Industry Research Board, New Units from Building Permits

- 6) Some immigration and refugee admission restrictions were ended though no major agreement on immigration reform has been reached.
- 7) 2020 and now 2021 will set records for the region in venture capital funding, and the region (Imperial County is not included) is the 4th largest V.C. market after the Bay Area, New York, and Boston regions.
- 8) In December, the UCLA Andersen Forecast forecast that the state and region (not including Imperial County) would outpace the nation in job growth in 2022 and 2023.

UCLA Economic Forecast, Non-Farm Job Growth (Dec 2021)

	<u>2022</u>	<u>2023</u>
Southern California	3.9%	1.7%
California	4.7%	2.5%
U.S.	3.3%	1.3%

- 9) Since July, the SCAG region job and unemployment recovery has continued though the sharp losses in 2020 still appear in the data. In November 2021, the region had recovered two-thirds of the payroll job losses, with the Inland Empire improving and Los Angeles County lagging.

Recent Employment Trends (Non-Farm Wage and Salary Jobs in Thousands)

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	54.2	48.2	48.6	52.1	65.0%
Los Angeles	4,622.8	3,850.3	4,046.9	4,317.2	60.4%
Orange	1,688.7	1,411.9	1,492.1	1,606.6	70.3%
Riv.-San Ber.	1,589.0	1,366.7	1,482.5	1,550.1	82.5%
Ventura	317.0	265.8	286.4	298.9	64.6%
Total SCAG	8,271.7	6,942.9	7,356.5	7,824.9	66.4%

Seasonally adjusted EDD

Unemployment rates have declined though not back to the historically low pre-pandemic rates. The SCAG region unemployment rate in November was 6.2%, with lower rates in Orange, Riverside, San Bernardino, and Ventura Counties.

Unemployment Rates

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>
Imperial	18.1%	28.6%	16.5%	15.5%
Los Angeles	4.7%	18.2%	12.7%	7.1%
Orange	2.8%	14.4%	7.3%	4.1%
Riv.-San Bern.	3.9%	15.2%	8.6%	5.4%
Ventura	3.7%	14.5%	7.4%	4.4%
Total SCAG	4.3%	16.8%	10.7%	6.2%

EDD

EDD's broader measure of employment that includes self-employment showed that 81.4% of the pre-pandemic level of employment had been recovered with nearly 100% in the Inland Empire. Self-employment includes some professional workers (e.g., lawyers, accountants, and real estate agents), small business proprietors, and a growing number of gig workers.

Employed Residents (Thousands)

	<u>Feb 20</u>	<u>April 20</u>	<u>Jan 21</u>	<u>Nov 21</u>	<u>% Recovered</u>
Imperial	59.0	52.0	54.4	57.5	78.6%
Los Angeles	4,971.9	3,892.4	4,289.9	4,722.1	76.9%
Orange	1,572.1	1,305.8	1,407.1	1,528.6	83.7%
Riv.-San Bern.	2,019.7	1,716.5	1,897.6	2,008.8	96.4%
Ventura	408.0	346.0	372.6	394.0	77.4%
Total SCAG	9,030.7	7,312.7	8,021.6	8,711.0	81.4%

10) The Governor's budget released 1/10/22 includes a number of new funding proposals in support of housing. They will be discussed in the Legislature in the coming months.

What Could Lead to Higher or Lower Job Growth

In November 2021, SCAG staff presented high, medium, and low projection ranges of population, households, and employment which are summarized in the accompanying staff report. High and low series were based on high and low scenarios of population growth, which adjusted population-serving, and therefore, total jobs. Additionally, the high scenario slightly increased the region's share of U.S. basic jobs.

As this report and discussion of recent trends indicate, many factors could affect the baseline job forecast for the region. Factors that could lead to the largest changes are discussed below.

At the national level, differences in the level of immigration will affect national job growth and spill over to the region's job growth rate. If current trends continue, job growth will be lower than projected in the baseline forecast, and if significant immigration reform is adopted, job growth will likely be larger than in the baseline forecast.

The level of success in addressing the region's housing, transportation, and infrastructure challenges will affect regional competitiveness and the share of national and state jobs likely to locate in the region.

The baseline job forecast for the region assumes some success in meeting the region's housing, transportation, and infrastructure challenges consistent with SCAG's adopted policy direction. If the region is able to produce more housing than in the baseline forecast, particularly in the lower- and moderate-income price range, that will improve the region's competitive position for job growth and vice versa.

The Relationship of the Pandemic to the 2050 Regional Job Forecast

The pandemic has lasted longer than expected a few months back. During this time, the regional economy has added jobs and reduced unemployment, though less quickly than hoped for. The UCLA Andersen Forecast has forecasted growth in the next 2-3 years that take account of the pandemic. SCAG's December 2021 Economic Summit also provided a detailed outlook of each county and the regional economy over the short term.

The CCSCE job forecast for 2050 incorporated three trends that started before the pandemic but have been affected by it and have long-term implications:

- Retail trade jobs are projected to decline with the growing shift to online shopping
- Delivery service and warehouse jobs are projected to increase as a result of the growing shift to online shopping
- Self-employment jobs are projected to increase as a result of growth in these sectors related to gig work opportunities

Furthermore, it is worth reflecting how major disruptions throughout history have had no discernable effect 30 years later due to the number of events and changes during the intervening years:

- no impact of the Spanish flu pandemic in 1918 30 years later in 1948
- no impact of the Great Depression on the economy 30 years later in a period of major growth
- no impact of the dot com bust in 2000, 20 years later as the nation and region set venture capital and tech production and stock valuation records.

2024 Preliminary Regional & County Growth Projections

Kevin Kane, Ph.D.

Program Manager, Demographics & Growth Vision

Department of Sustainability

February 3, 2022

www.scag.ca.gov



Envisioning 2050

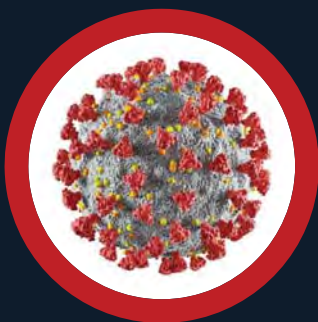
- Births & Deaths
- Economic Base
compared to other places
- Technical Process
- Expert Informed
- Basis for Subsequent Policy
& Strategy Development



Envisioning 2050: Panel of Experts

- **Billy Leung** *Regional Economic Models, Inc.*
- **Dan Hamilton** *California Lutheran University*
- **Deborah Diep** *CSU Fullerton, Center for Demographic Research*
- **Dowell Myers** *University of Southern California*
- **Jerry Nickelsburg** *UCLA Anderson Forecast*
- **John Husing** *Economics & Politics, Inc.*
- **John Weeks** *San Diego State University*
- **Mark Schniepp** *California Economic Forecast*
- **Michael Bracken** *Development Management Group, Inc.*
- **Richelle Winkler** *Michigan Technological University*
- **Simon Choi** *Chung-Ang University*
- **Somjita Mitra** *California Dep't of Finance, Economics Research Unit*
- **Wallace Walrod** *Orange County Business Council*
- **Walter Schwarm** *California Dep't of Finance, Demographic Research Unit*

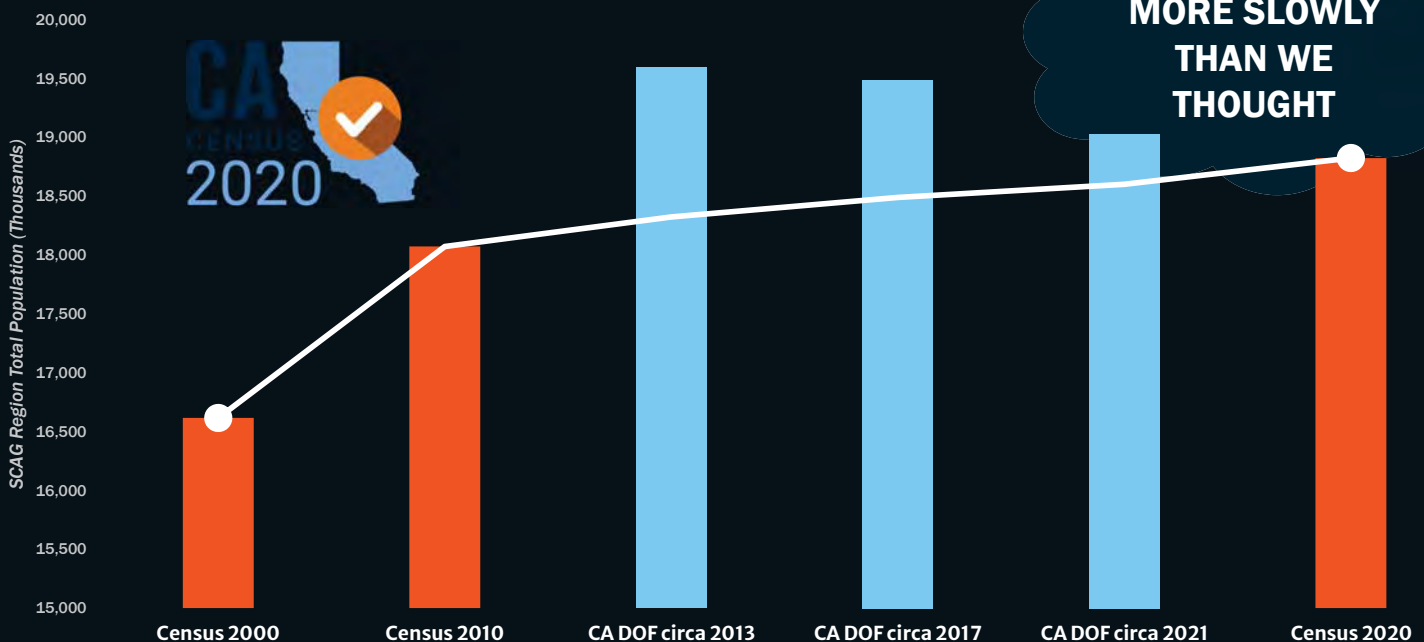
But, Aren't These Uncertain Times?



Outline

- What do we know today?
 - Births and Deaths
 - Economic Base
 - CalExit?
 - Housing
- Preliminary Projection: “Slower Growth, Steady Improvement”
 - Population and aging
 - Households
 - Economic base
- County-Level Projections
- Next Steps

What Do We Know Today? Census 2020

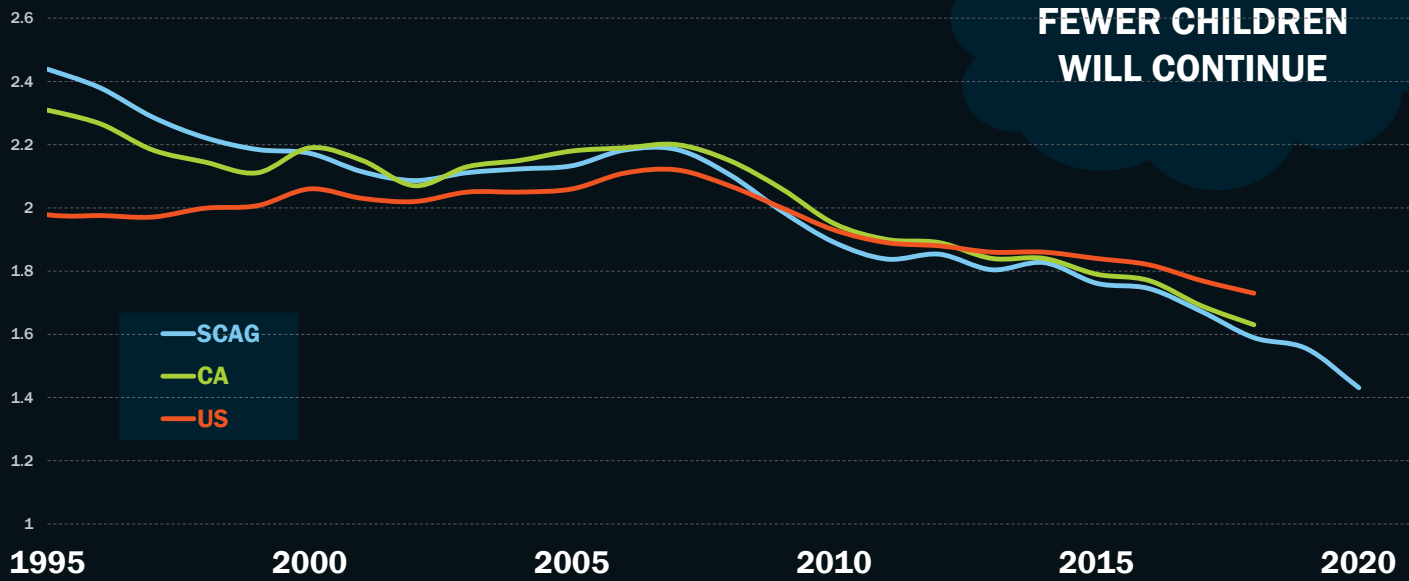


Sources: California Department of Finance (DOF) P3, US Census Bureau, PRB

What Do We Know Today? The Facts of Life



Total Fertility Rate (TFR)



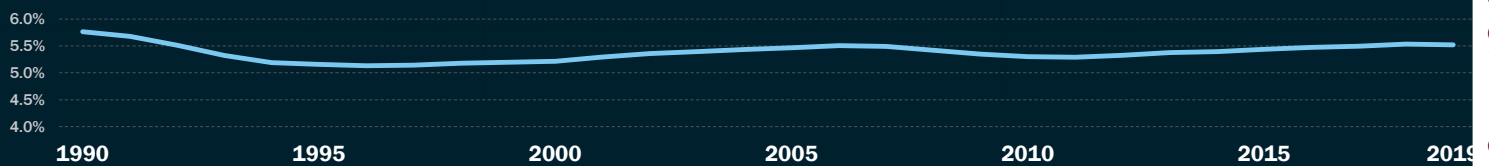
TREND TOWARD FEWER CHILDREN WILL CONTINUE

Sources: California Department of Public Health, PRB

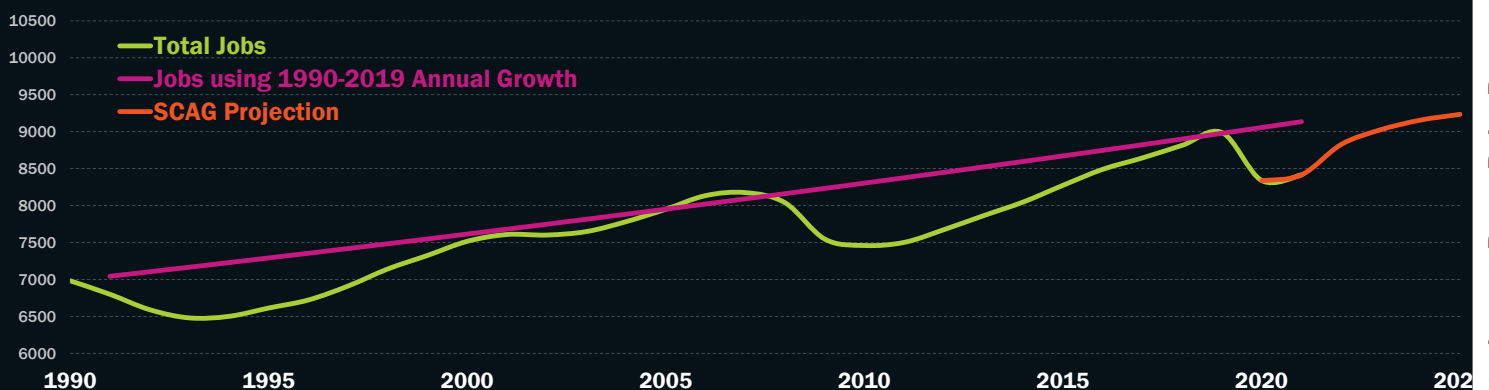
What Do We Know Today? Economy & Jobs



SCAG Region Share of US Jobs Remarkably Consistent



SCAG Region Jobs – Recovery Toward Previous Trend



Source: CCSCE calculation of BLS, EDD, and ACS data; ACS 2010, 2012, and 2019 1-year samples

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

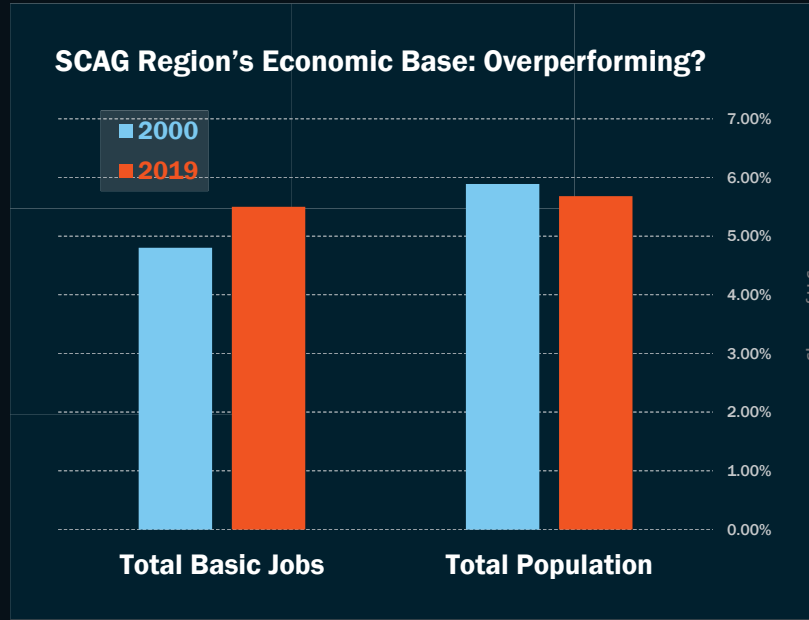
What Do We Know Today? SCAG Economic Base



“Economic Base”

Sectors which sell goods and services to larger markets but concentrate in particular regions. Roughly 1/3 of total SCAG jobs.

- Professional, Business & Information Services
- Wholesale Trade & Transportation
- Tourism
- Entertainment

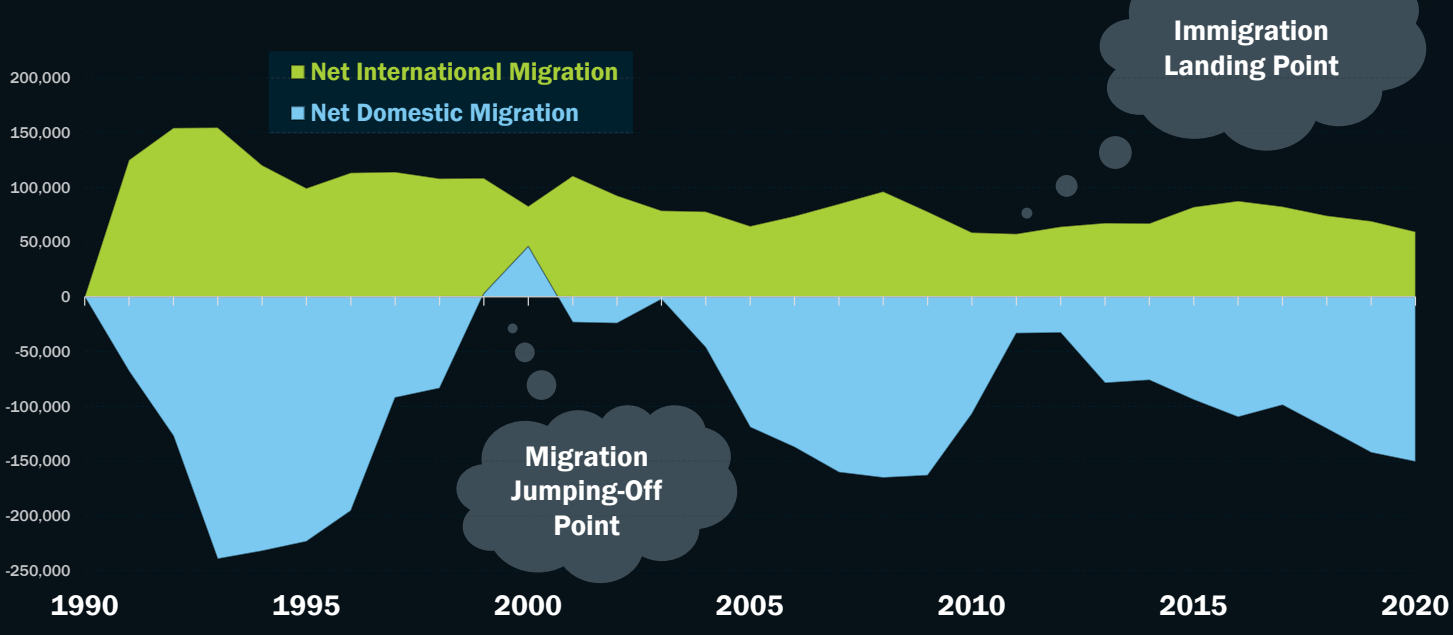


Source: CCSCE calculation of BLS, EDD, and ACS data; Census 2010 and ACS 2019 1-year samples. "Basic" industries may be used interchangeably with "traded" industries or clusters; industries listed are a sample of key basic sectors in Southern California.

CalExit? Or, A Temporary Increase in a Longstanding Trend



Number of Net Migrants (SCAG)



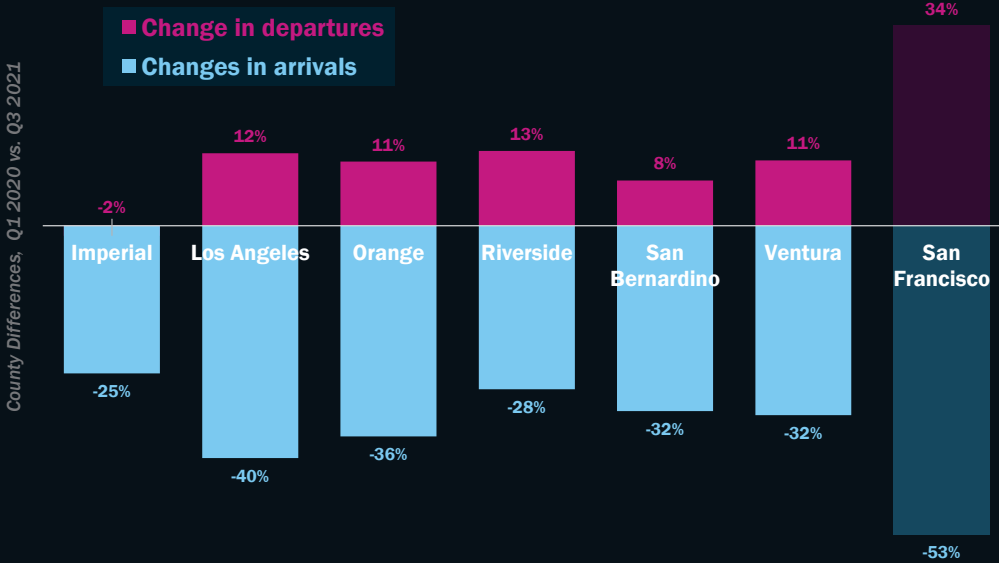
Sources: CA DOF

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

CalExit? What's Happened Since COVID Began



Changes in Migration Since the Pandemic Began



SPOILER ALERT!
There are Fewer People Moving IN

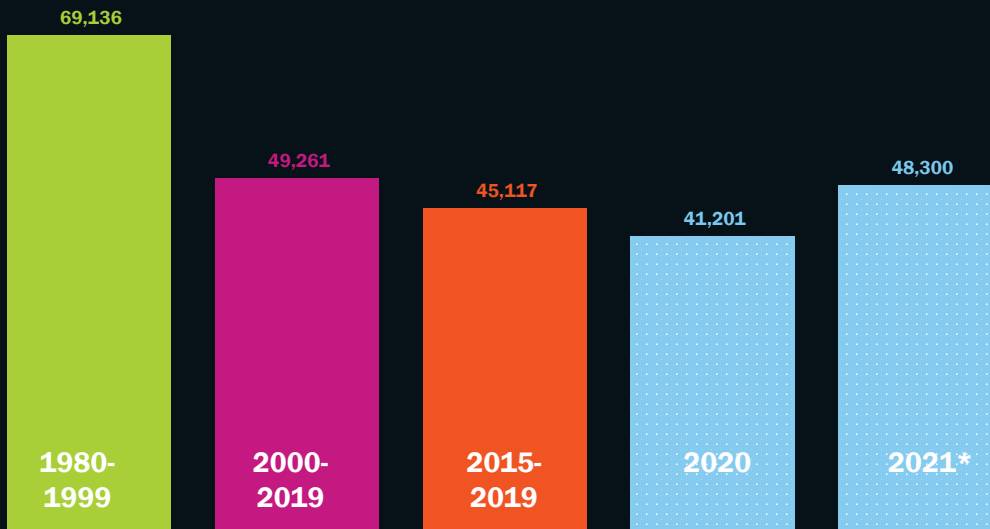


Source: California Policy Lab, see <https://www.capolitylab.org/wp-content/uploads/2021/12/Pandemic-Patterns.-California-is-Seeing-Fewer-Entrances-and-More-Exits.pdf>.

What Do We Know Today? Housing & Households



Annual New Units in the SCAG Region Comparing 2020 & 2021 to Previous Periods

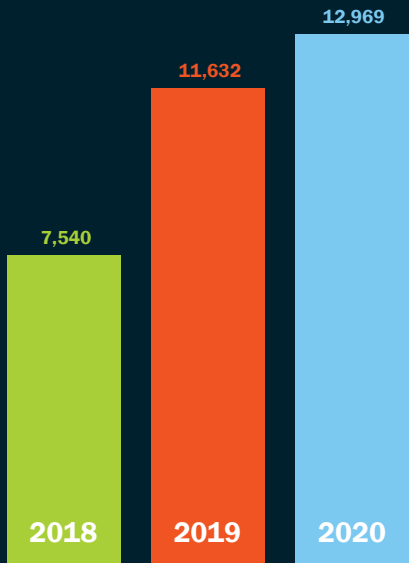


UCLA CA Forecast:
Housing will Increase 17% from 2021 to 2023; Supportive Policy a Major Factor

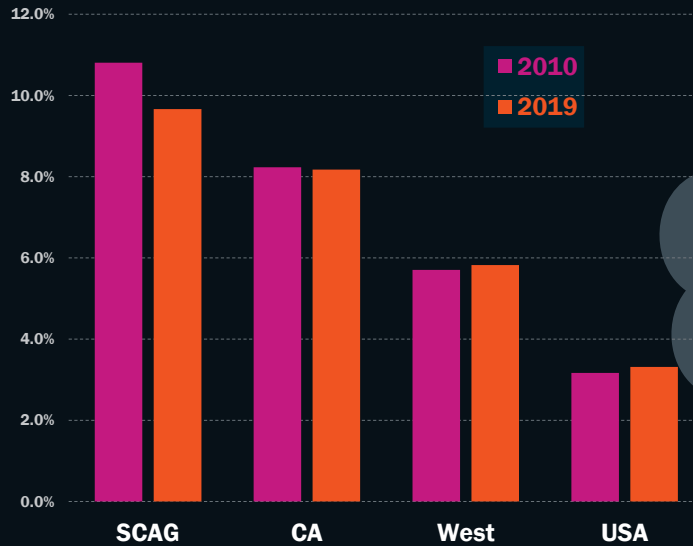
Sources: CIRB New Units from Permits, data available through 11/30/2021 and annualized; UCLA Anderson December 2021 California Forecast

What Do We Know Today? Housing & Households

Accessory Dwelling Units (HCD APR Data)



Household Overcrowding Could Continue to Decrease



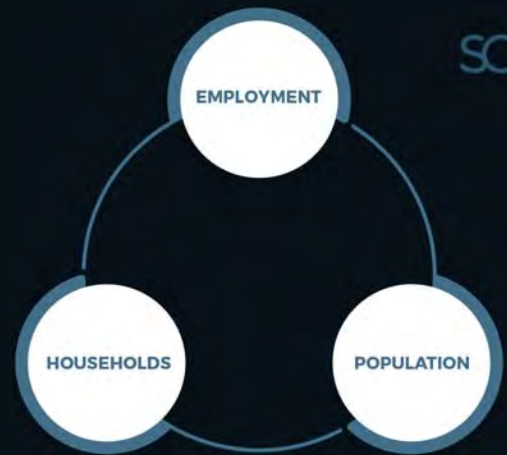
During 2020:
 SCAG Region
 Lost 103,000
 People But
 Added 41,000
 Housing Units

Sources: DOF, CIRB, HCD Annual Progress data, ACS 1-year samples indicating > 1.0 person per room

Preliminary Growth Projection: "Slower Growth, Steady Improvement"

Seven Major Inputs

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



Regional Growth Ranges

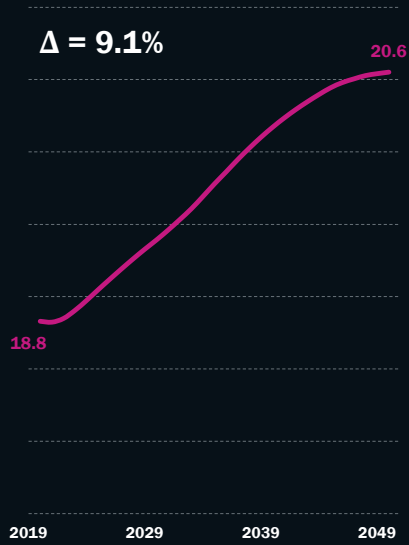
Baseline: Slower Growth, Steady Improvement
 Low: "Secular Stagnation"
 High: Robust and Equitable Future Growth Supported by Policy and Technology



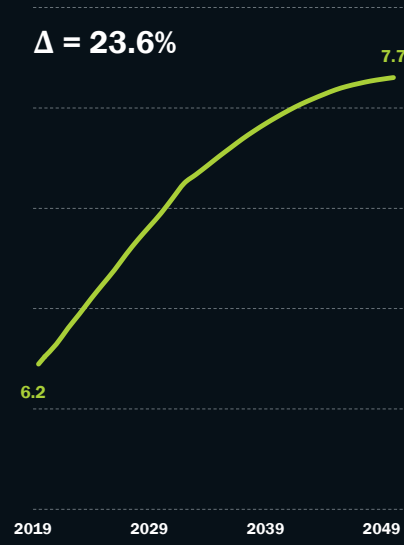
Preliminary Regional Projections



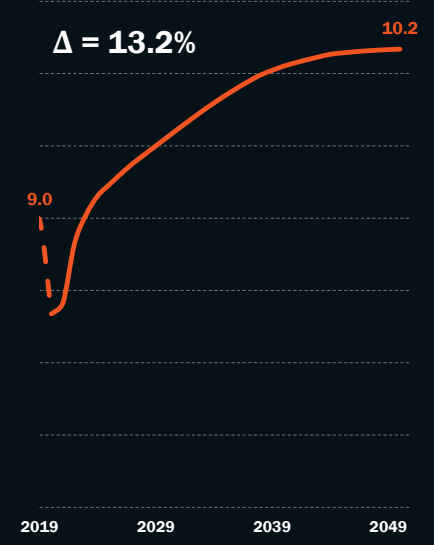
Population (millions)



Households (millions)



Employment (millions)



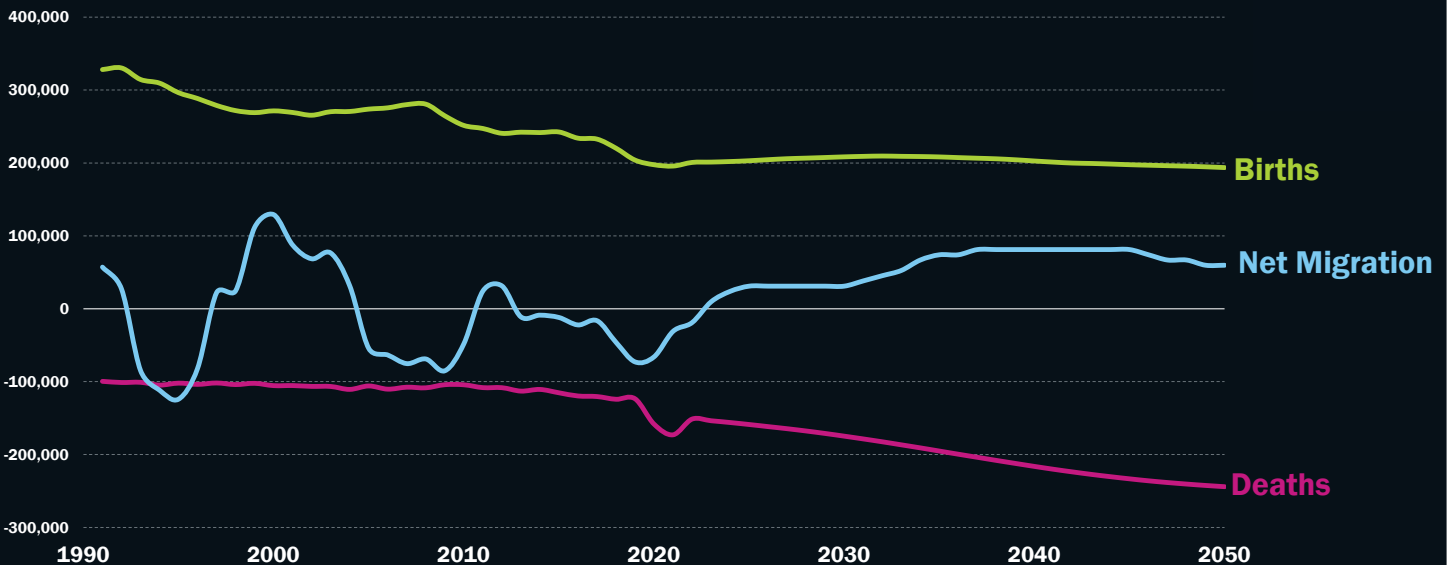
Note: Connect SoCal 2020 projected 19.5% population growth, 27.0% household growth, and 19.8% employment growth from 2016-2045.

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Population Change & Aging



Components of SCAG Region Population Change

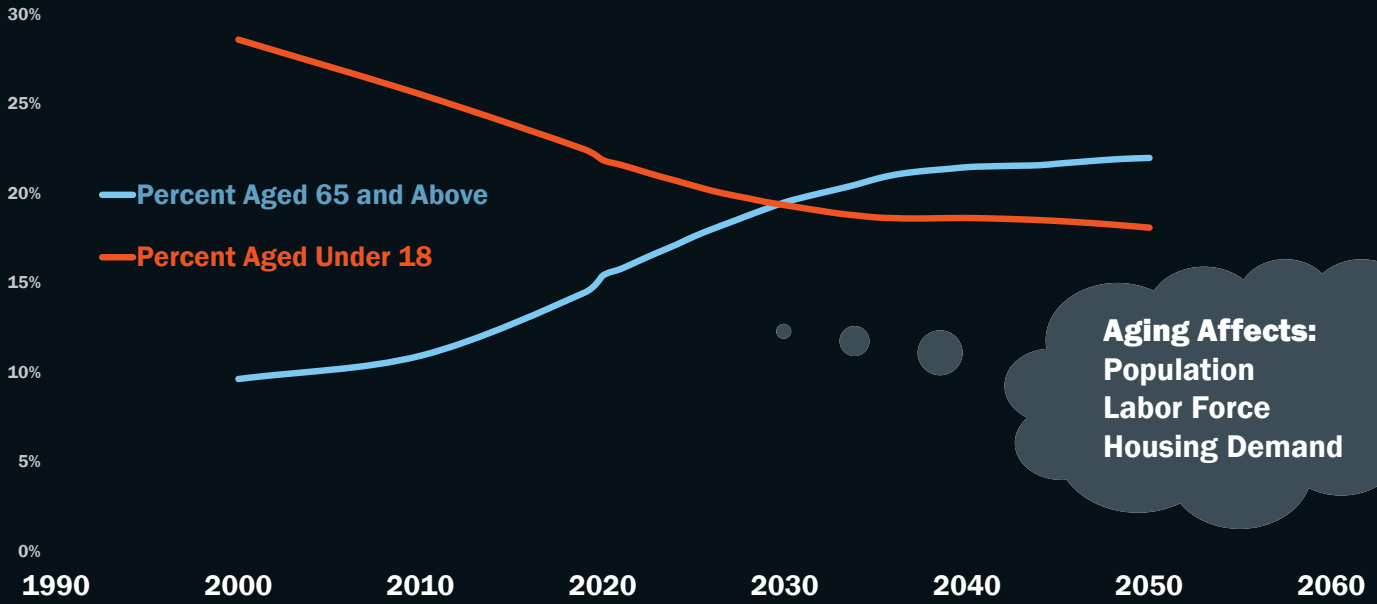


Source: CA DOF (historical) and SCAG (projection). Figures expressed represent total annual population change.

16

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

Population Change & Aging



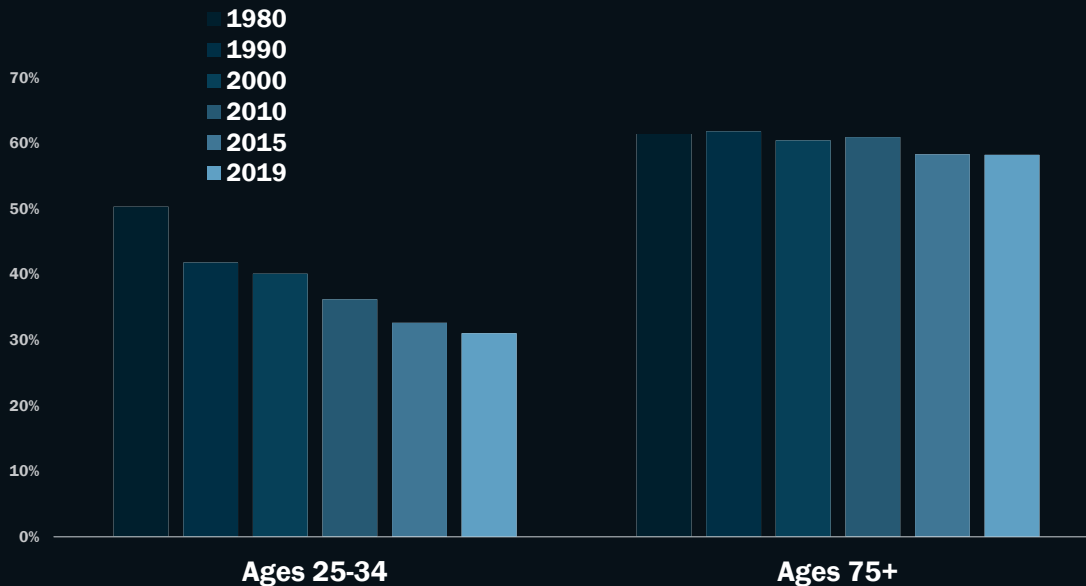
Aging Affects:
Population
Labor Force
Housing Demand

Source: CA DOF (historical) and SCAG (projection).

Generational Differences in Household Formation



Is the drop in household formation beginning to turn around?

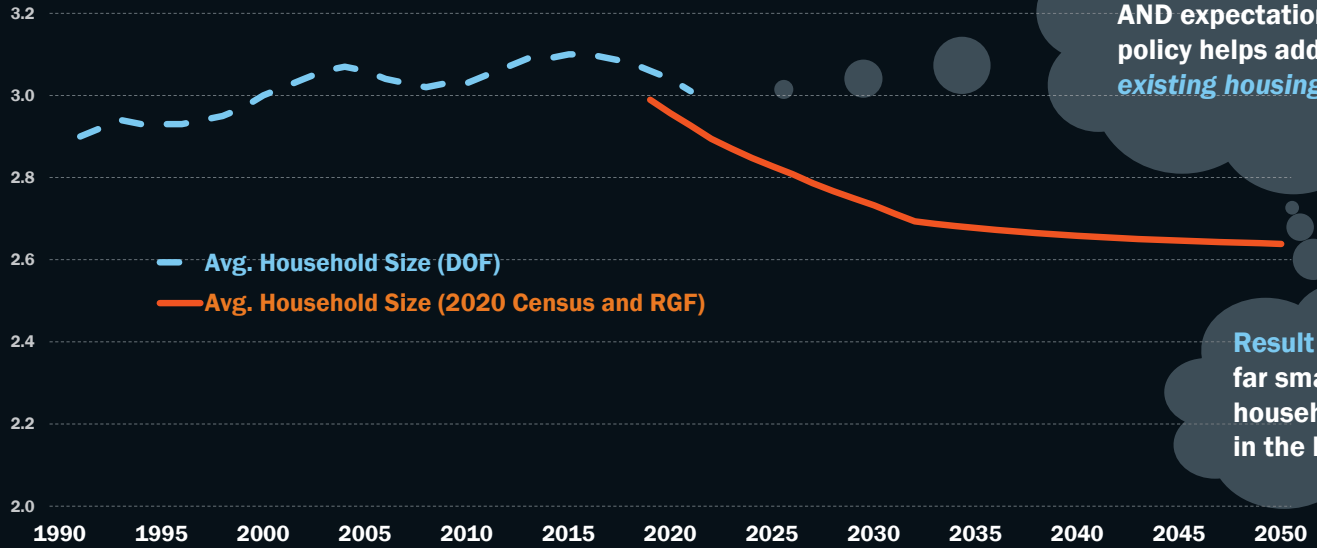


Household Forecast reflects aging AND expectation that policy helps address *existing housing need*

Source: CA DOF and SCAG.

Household Formation & Household Size

SCAG Region Average Household Size

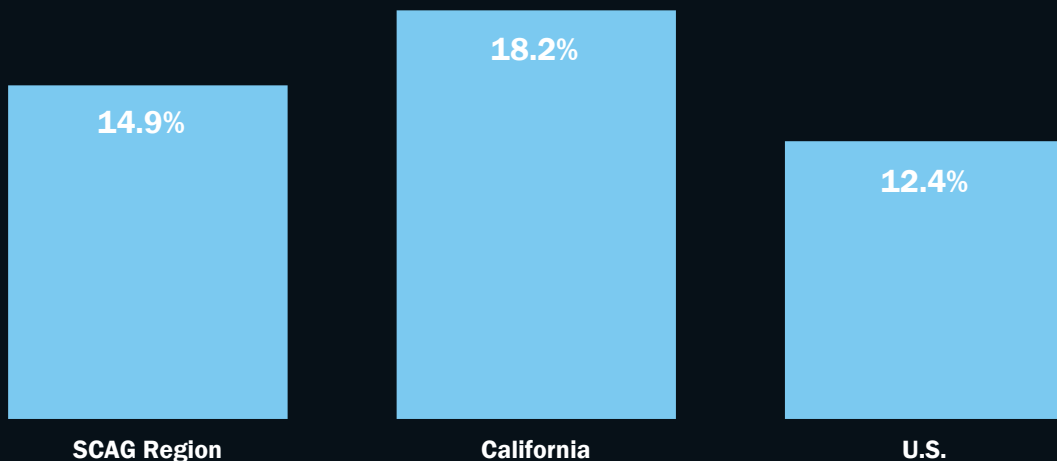


Source: CA DOF and SCAG.

19

Job Projections– SCAG’s Economic Base

Growth in Basic Industry Jobs 2019-2050



SCAG specializes in sectors which are expected to grow faster than the nation

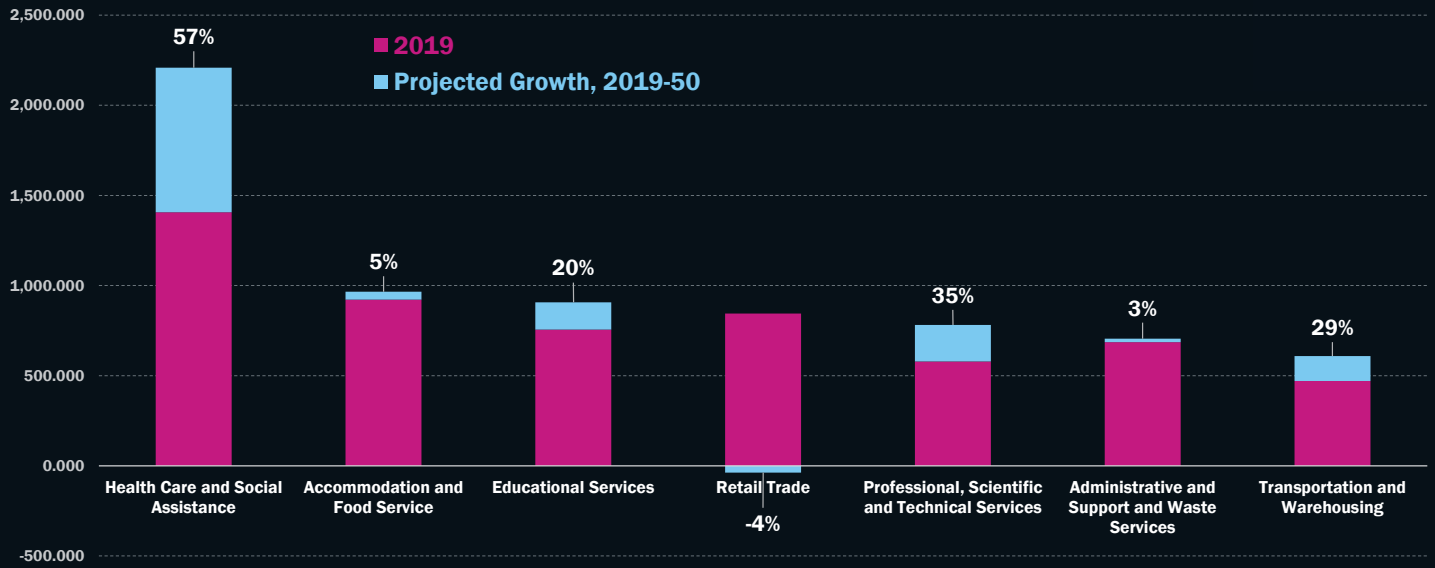
Source: CCSCE and SCAG.

20

Job Projections



Top Industries in 2050 for the SCAG Region



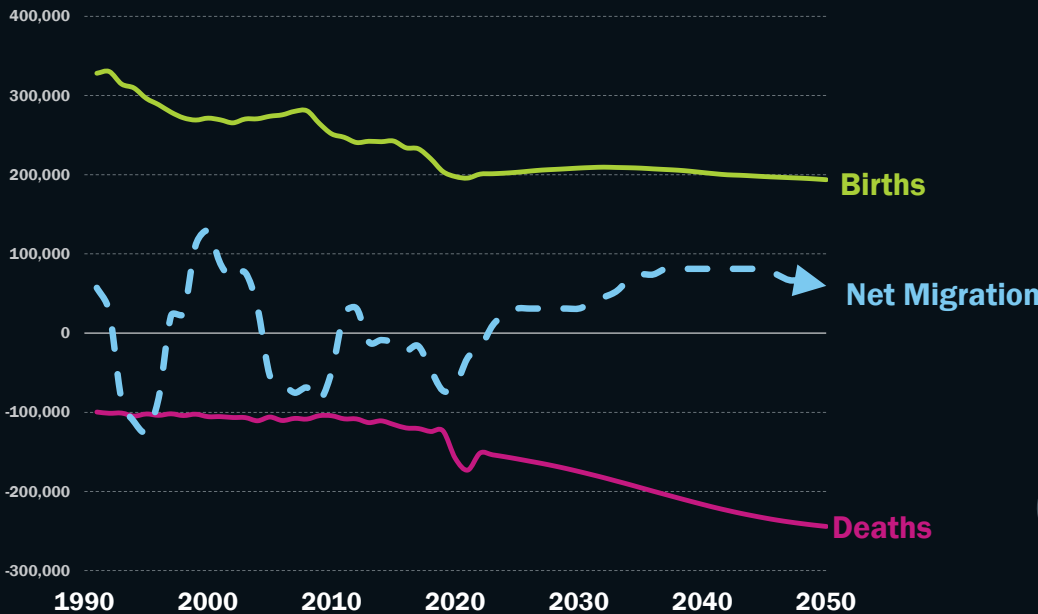
Source: CCSCE and SCAG.

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Labor Force: Linking Jobs and Population



Components of SCAG Region Population Change



Planning for a Region where Southern Californians of all ages are able to live here if they want to

Source: CA DOF and SCAG.

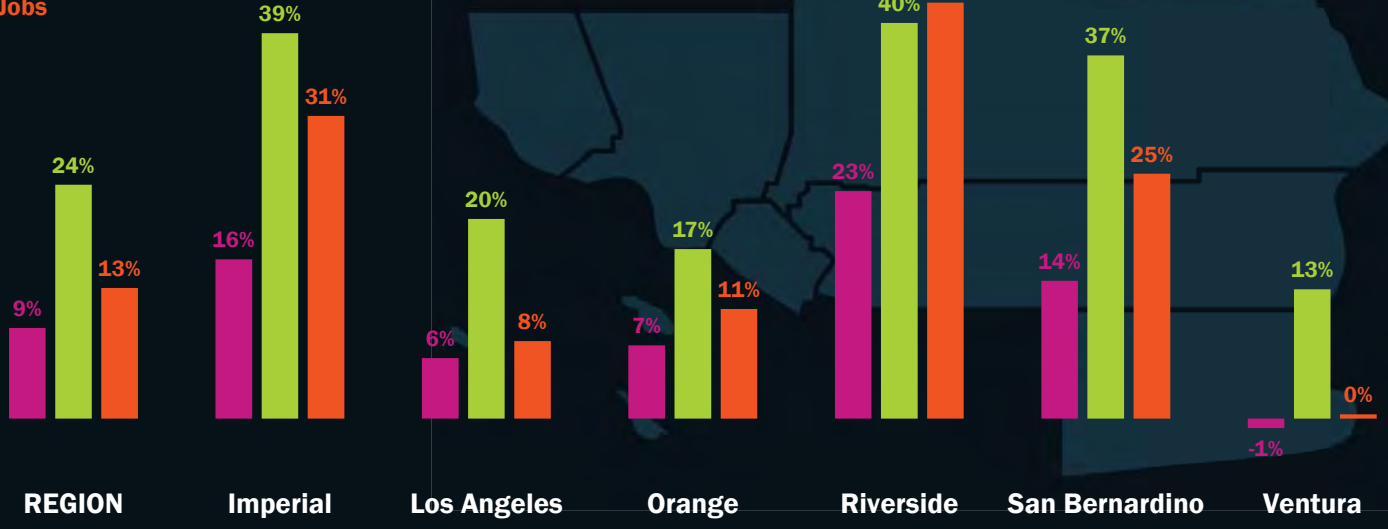
21

Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

County Projections

Percent Change 2019-2050

- Population
- Households
- Jobs



Next Step: Local Data Exchange



Attachment: PowerPoint Presentation - Connect SoCal 2024 Preliminary Projection [Revision 1] (Connect SoCal 2024 Preliminary Regional and

Connect SoCal 2024 in the Year Ahead



2



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
February 3, 2022

To: Joint Meeting of the Policy Committees (JPC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Connect SoCal 2024: Emerging Issues Update

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal

EXECUTIVE SUMMARY:

The Joint Policy Committee aims to set the stage for Connect SoCal 2024 policy discussions over the upcoming 12-24 months by providing context from staff on plan development process and insights from guest panelists on emerging issues and plan priorities. In September 2020, SCAG’s Regional Council approved the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, for all purposes. At that time, the impacts from the COVID-19 pandemic were still shifting and SCAG staff highlighted impacted data and trends that they would be monitoring. This staff report revisits a few of those trends along with key emerging issues to provide context to policy makers in advance of more in-depth discussions within each of SCAG’s individual policy committees and technical work that will occur in the upcoming two years in preparation of the next RTP/SCS, Connect SoCal 2024.

DISCUSSION PANEL:

Following a staff presentation, SCAG Executive Director Kome Ajise will moderate a discussion to learn more from guest panelists about their unique perspectives on these recent trends and emerging issues (See Attachment 1 for Guest Panelist Bios) and priorities for the upcoming plan.

BACKGROUND:

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 growth. Alongside the full adoption of the last 2020 RTP/SCS, Connect SoCal in September 2020, SCAG outlined several data and trends that were impacted by the pandemic and outlined a few emerging issues that would take on increased

importance in the next plan, Connect SoCal 2024. This staff report revisits the trends and issues that were identified in that previous report and provides additional context on the development of Connect SoCal 2024 and related upcoming milestones.

What is Connect SoCal 2024?

SCAG's next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data—socioeconomic, demographic, growth, transportation and traffic, etc.—as well as strategies and investments based on, and intended to strengthen, the plan adopted by the SCAG Regional Council in 2020. The pillars of the Connect SoCal—the Core Vision and Key Connections—will continue into the next plan. The Core Vision centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Key Connections augment the Core Vision of the plan to address trends and emerging challenges. These Key Connections lie at the intersection of land use, transportation and innovation, aiming to coalesce policy discussions and advance promising strategies for leveraging new technologies and partnerships to accelerate progress on regional planning goals. SCAG staff does not anticipate the region's SB 375 greenhouse gas reduction targets will increase this cycle; and therefore, anticipates the main focus of the update will be on the refinement and advancement of major strategy areas, process improvements and data updates and refinements that build on the policy direction established in Connect SoCal 2020. In addition, through the plan development process, staff will engage with the board and seek direction on opportunities to incorporate the new policies adopted by the board since 2020 and explore and address emerging issues in order to put forth a plan that meets the region's evolving needs, challenges and opportunities.

Impacted Data and Trends in Connect SoCal: Where Are We Today?

At the time of Connect SoCal adoption in 2020, the region was witnessing several changes and disruptions to how we live, work and learn. These emerging issues and trends for future planning were articulated in a staff report to the Regional Council in September 2020¹. While there was, and still is, uncertainty about the longer-term trajectory of recent trends, SCAG staff identified areas of input and analysis for Connect SoCal that would need continued review and assessment.

Demographics and Growth Forecast

Key Finding: Population growth projections have adjusted downward, but not solely due to the impacts of the pandemic.

By understanding the demographic and economic underpinnings of the region's future growth, we set the stage for allocating where this growth is likely to occur within Southern California, and subsequent plan development and strategies. Even before the pandemic, new data suggested the last plan's optimistic growth outlook was no longer likely, and downward revisions were merited.

¹ https://scag.ca.gov/sites/main/files/file-attachments/rc_090320fullagn.pdf?1604639362

Fewer births, more deaths, and temporary pause of foreign immigration from the pandemic will result in a few years of near-zero or even negative population growth, however it's important to remember that Connect SoCal 2024 is forecasting growth to 2050. While there are still unknowns, that is the nature of long-range forecasting. We have integrated brand new 2020 Census data and taken a deep, expert-driven dive into these challenges to deliver the most robust possible forecast for 2050 upon which to build the rest of Connect SoCal 2024. A more detailed discussion of the region's growth forecast can be found in the accompanying staff report as part of this agenda packet, "Connect SoCal 2024 Preliminary Regional and County Growth Projections."

Transportation Finance

Key Finding: Initial concerns about impacts from an economic recession were less than anticipated and shortfalls have been partially compensated by stimulus package funding and changing spending habits.

SCAG staff also continues to monitor overall economic conditions as they play a critical role in determining the level of revenues available for transportation. Our region relies heavily on local sources of revenue to fund transportation projects included in Connect SoCal. Local sources comprise 60 percent of core revenues for transportation improvements in the SCAG region, the majority of which comes from local sales taxes. Federal and state transportation sources are mostly based on excise taxes on gasoline and diesel fuels, which depend on fuel consumption. The near-term impact to these sources from the pandemic is dynamic, and current conditions are not indicative of long-term transportation funding conditions in the SCAG region. Concerns at the outset of the pandemic over a prolonged economic recession were less than anticipated, and partially assuaged by a change in spending habits. Vehicle miles traveled (VMT) reductions during the early pandemic have largely rebounded, and the resulting shortfall in gas tax and other revenues has been compensated for by stimulus package funding. Looking forward, the recently passed federal infrastructure bill is anticipated to increase the flow of transportation funding to the SCAG region. Nevertheless, the infrastructure bill acknowledges the need to establish new and sustainable sources of future transportation revenues to bolster economic goals, including support for user pricing strategies included in Connect SoCal 2020. SCAG will continue to monitor potential fiscal impacts and work with agency partners to understand enduring long-term impacts on the region, and to reflect the new fiscal realities and investment priorities in Connect SoCal 2024.

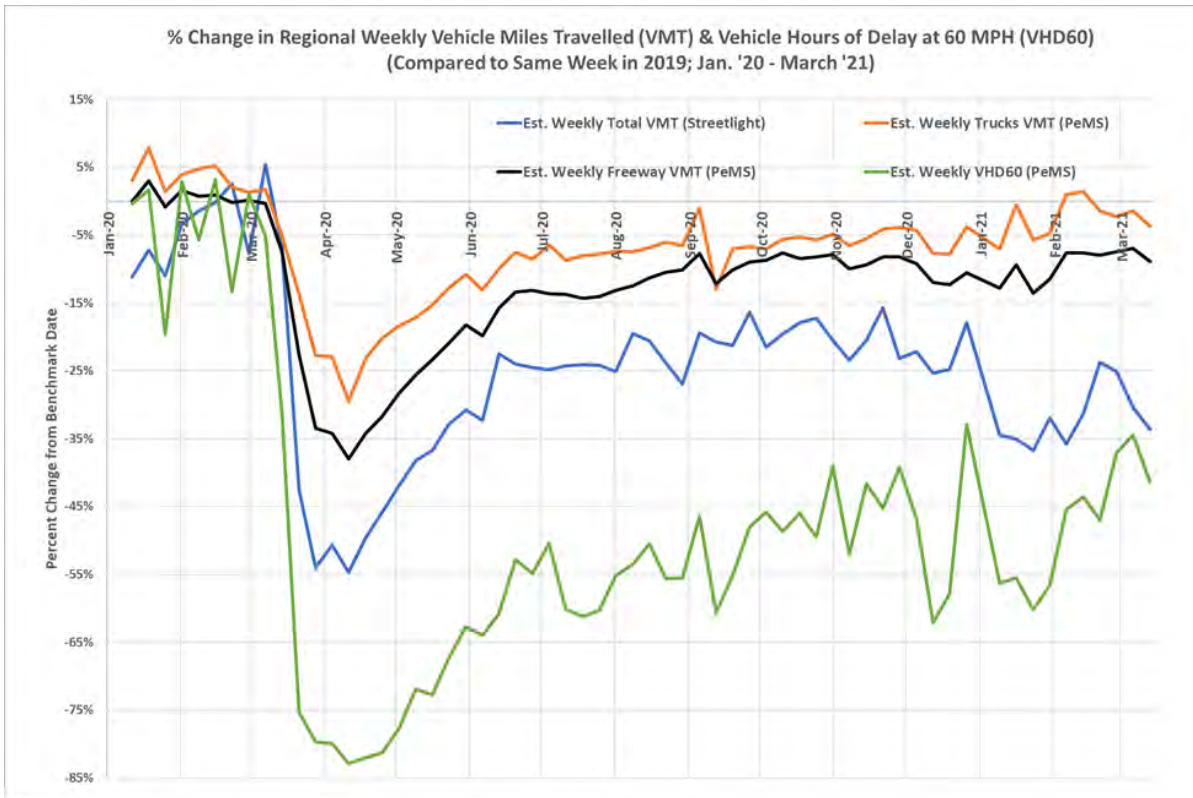
Congestion and Mode Share Changes

Key Finding: While vehicle miles traveled (VMT) has almost resumed to pre-pandemic levels, transit ridership has rebounded unevenly between bus and rail but neither fully to 2019 levels. Unfortunately, changes to travel behavior during the pandemic has led to reduced safety both nationally and in the SCAG region.

Vehicle Miles Traveled: The stay-at-home orders issued in March 2020 led to huge short-term reductions in VMT. Weekly freeway VMT in the SCAG region fell nearly 40 percent in April 2020 (as compared to analogous weeks in 2019), before beginning to rise again in mid-April 2020 to approach pre-pandemic levels by March 2021 (based on PeMS data on freeway-based VMT in the SCAG region) (See Exhibit 1). Similarly, traffic congestion on the freeways throughout the SCAG region declined even more precipitously during March and April 2020 to reach levels nearly 85 percent below analogous weeks in 2019, before beginning a slow increase in May 2020 towards 35 percent below pre-pandemic levels by March 2021 (measured by vehicle hours of delay at 60 miles per hour, or VHD60 from PeMS data). Additional analysis examined overall VMT (i.e., on both freeways and arterials) using data obtained through SCAG’s StreetLight Insights subscription. Findings from this parallel analysis indicate that overall VMT declines during March and April 2020 (compared to analogous weeks in 2019) were even more pronounced than on freeway VMT alone; these findings therefore suggest even greater reductions in VMT on the SCAG region’s arterial network versus its freeway network over the course of the pandemic.

The rebounding VMT alongside the continued higher telework rates, discussed further below in this report, highlight the multitude of factors that influence longer-term forecasts of VMT. Travelers switching modes from transit to personal car due to health concerns or possible service reductions can put upward pressure on VMT and increase congestion beyond pre-pandemic levels and contrary to the goals of Connect SoCal.

Exhibit 1: Percent Change in Weekly Vehicle Miles Traveled & Vehicle Hours of Delay at 60 MPH



Source: PeMS and StreetLight Data (accessed 2021)

Transit: The pandemic exacerbated an existing trend of transit ridership decline in the SCAG region, driven primarily by increasing auto ownership particularly among historically transit dependent groups². By April 2020, with stay-at-home orders in place, bus ridership had fallen by 71 percent compared to April 2019³. Metro Rail saw a similar drop in ridership, down 69 percent in April 2020 versus April 2019, while Metrolink ridership fell by 90 percent over the same period. Transit recovered somewhat in 2021 from the April 2020 low point, as bus and rail operators have tackled challenges involving public health measures such as physical distancing, masking and disinfecting vehicles and facilities; fare collection; driver shortages; and restoring cuts in service amidst funding uncertainty particularly at the federal level. By November 2021, regional bus ridership was still down but only by 35 percent compared to pre-pandemic November 2019. Metro Rail ridership had recovered to 38 percent below 2019 levels, while Metrolink was at 69 percent below 2019 levels.

² <https://scag.ca.gov/post/falling-transit-ridership-california-and-southern-california>

³ <https://scag.ca.gov/post/snapshot-covid-19-transportation-impacts-scag-region>

Recent research by SCAG in partnership with the University of California, Davis has studied the effects of the pandemic on transit commute choices. A survey asked how often respondents used either bus or rail for commute trips. A higher percentage of respondents indicated that they never use each mode in Fall 2020 compared to Fall 2019. Usage was reduced for the higher frequency groups, while there was an increase in respondents who reported using both bus and rail a few times a month, and an increase in the percentage of respondents who reported using bus a few times a year to commute.

Safety: Each year in the region, on average, nearly 1,500 people die, 5,500 people are seriously injured, and 124,000 people sustain injuries in traffic collisions in our region. The numbers and rates of fatal and serious injury collisions have continued to climb in the pandemic. Based on preliminary data from the National Highway Traffic Safety Administration (NHTSA), more Americans died in traffic collisions during the first half of 2021 than any other six-month period on record.⁴ According to NHTSA's report, there were an estimated 20,160 motor vehicle fatalities in the first half of 2021, up from 17,020 fatalities reported in the first half of 2020 – an 18.4 percent increase. All 10 NHTSA regions reported increases in fatalities, and NHTSA Region 9, which includes California, Arizona, Hawaii and the U.S. territories of American Samoa, Guam and Northern Mariana Islands, reported a 25 percent increase in estimated fatalities in the first half of 2021 compared to the previous year. In Southern California, based on provisional data for 2021 compared to the prior year, collisions are up roughly 11 percent, fatal and serious injury collisions are up by about 2 percent, and VMT is up about 4 percent. Some experts believe that the increases in collisions are due to changed behaviors during the pandemic (e.g., higher rates of speeding, driving under the influence, and forgoing seatbelts).⁵ The recently passed infrastructure bill will encourage some safety improvements, including technology to prevent intoxicated people from operating a vehicle and better crash tests to address risk to people outside a vehicle. It also included new funding for road diet treatments and a 60 percent boost for funding for active transportation. However, a great deal of work remains for California, local jurisdictions, and other stakeholders.

Goods Movement

Key Finding: The SCAG region has experienced sustained increases for all major international gateway facilities as demand for consumer goods has remained high.

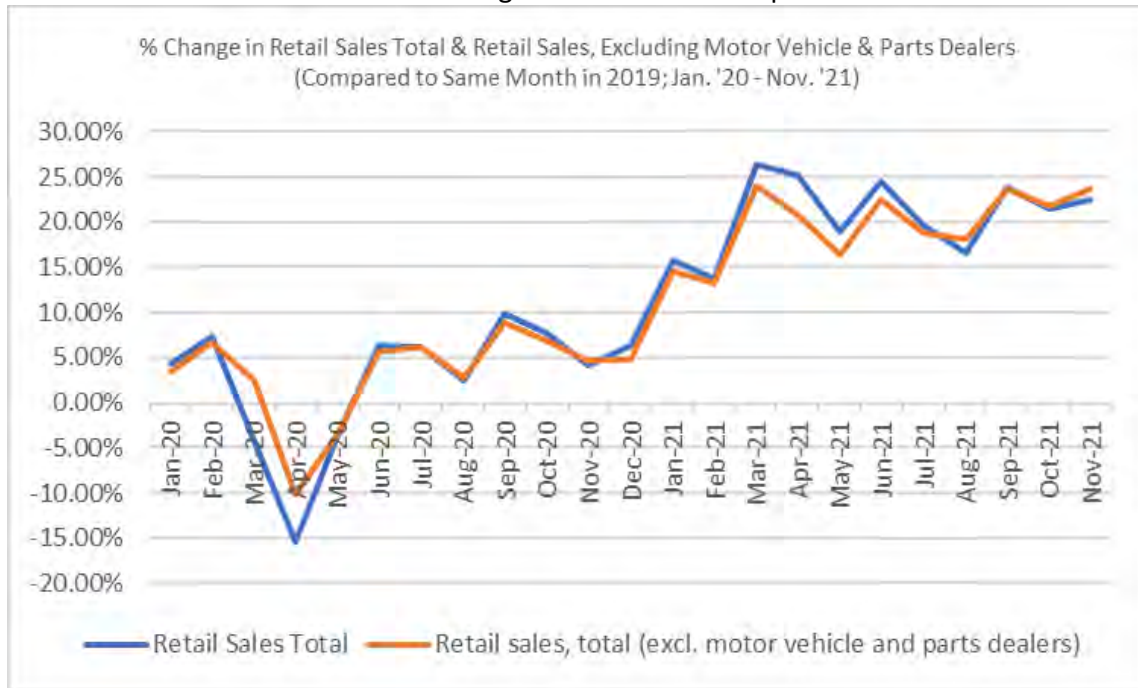
The pandemic has continued to have an elevated impact across different freight modes and components of the global supply chain. This has presented significant issues for the SCAG region as

⁴ US Department of Transportation, National Highway Traffic Safety Administration, *Traffic Safety Facts*, October 2021: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813199>.

⁵ <https://www.latimes.com/world-nation/story/2021-12-08/traffic-deaths-surged-during-covid-19-pandemic-heres-why>

freight supply chains have dealt with pandemic-related impacts for nearly two years running across the region’s facilities and system. Demand for retail goods has exponentially increased from comparable months in 2019 resulting from sustained consumer demand and federal stimulus policies that have transcended the region’s supply chain relationships (See Exhibit 2).

Exhibit 2: Percent Change in Retail Sales Compared to 2019

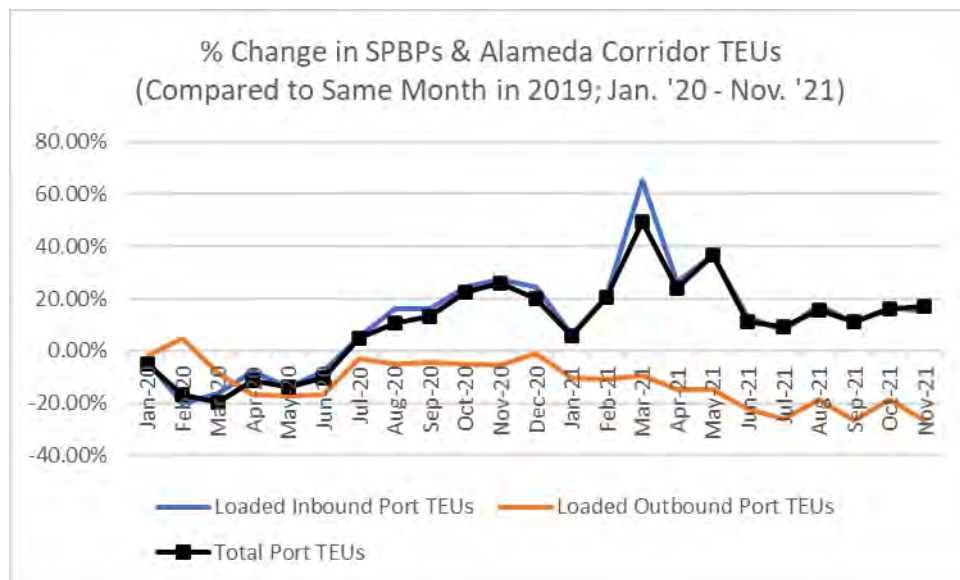


The SCAG region has witnessed sustained increases for all the major international gateway facilities including the Ports of Los Angeles and Long Beach, Los Angeles International Airport and Ontario International Airport, Calexico and Calexico East border crossings, and Class I railroad traffic that provides substantial connections from the Los Angeles Basin to markets throughout the entire U.S. These increases have translated across the region’s interstate/highway and local arterial roadway networks, notably, for access to facilities and for e-commerce and delivery activities:

- The San Pedro Bay Ports (SPBPs) had growth from 2019 levels for 17 consecutive months from August 2020 through November 2021, with only three of those months witnessing lower than 10% growth (See Exhibit 3).
- Los Angeles and Ontario airports had 19 consecutive months of growth from 2019 levels from May 2020 through November 2021, with only one month witnessing lower than 10% growth.

- For border crossings, international truck crossings from Mexico into the U.S. grew for 14 consecutive months from September 2020 through October 2021, with five months witnessing lower than 10% growth.
- Class I rail volumes have been a little choppy, and intermodal container and trailer volumes have averaged 5% and 9% respectively versus that of 2019 on a weekly basis from July 2020 through November 2021.

Exhibit 3: Increases in TEU Volumes at San Pedro Bay Ports



*TEU: Twenty-foot equivalent units

The supply chain continues to prove its resiliency in how it manages these challenges. However, longer term implications remain, such as more e-commerce online ordering, and shifting uses of space at current retail locations throughout the region will have further impacts on the development of facilities and the flow of goods. Considerations of industrial, commercial, and retail square footage shifts will be highly important to analyze, especially as industrial uses add more capacity for fulfillment, sortation, and local delivery facilities to meet increasing online order demand. Other issues will continue to consider the dynamics between off-shoring, near-shoring, and re-shoring, which will also impact manufacturing and distribution systems. As these shifts occur holistically over time, each freight mode will be impacted differently, as will the infrastructure that they rely upon.

SCAG is working closely with many key public and private goods movement stakeholders through ongoing programs, projects, and studies underway, in order to continue to maintain a thorough

understanding of the key challenges and issues, while also working towards strategies and policies to be considered for the upcoming Connect SoCal 2024.

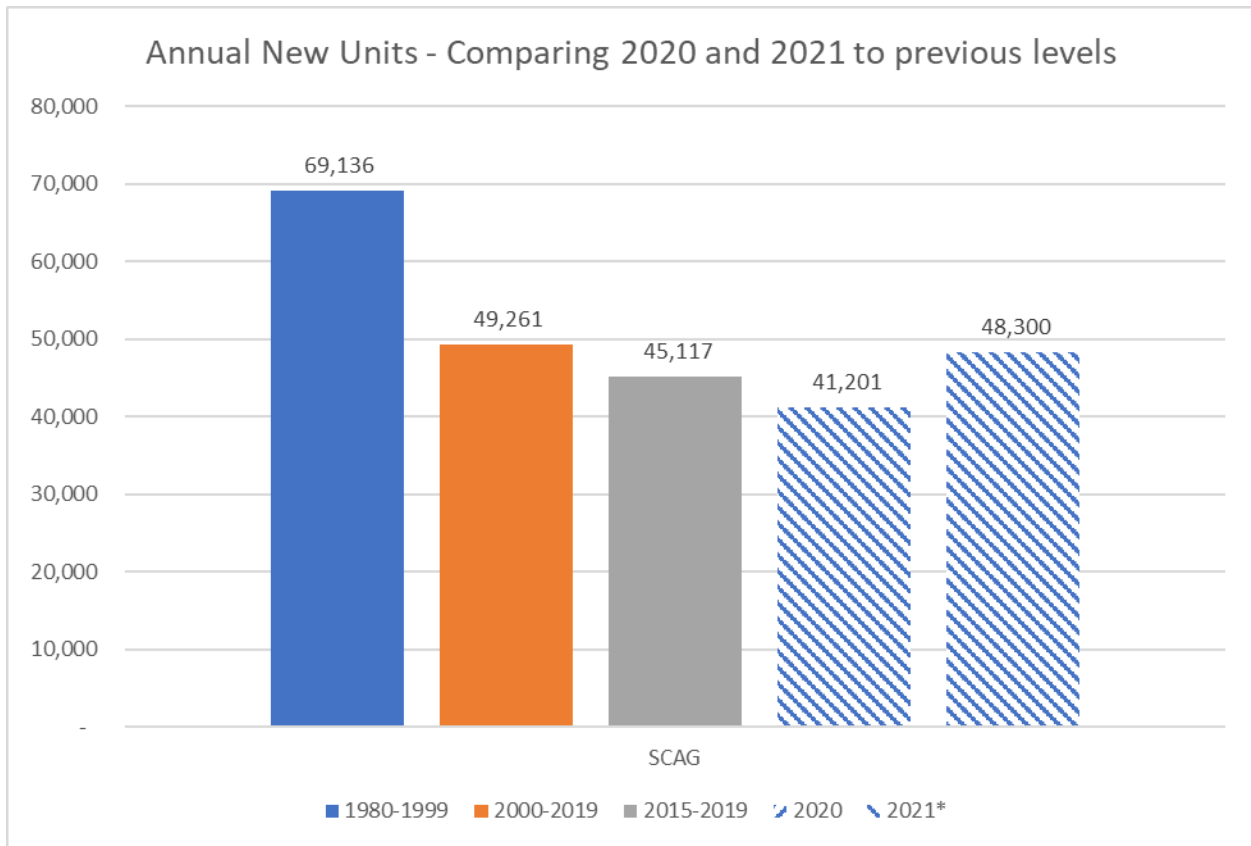
Housing Production

Key Finding: While new unit construction dropped in 2020, estimates for 2021 exceed the post-recession period.

Early in the pandemic, many voiced concerns about the long-term impacts that the pandemic and economic downturn could have on housing production, both due to labor and material shortages as well as reduced local government budgets and related impacts to the permitting, review and approval process. Many local jurisdictions successfully transition to online systems for document submittals, payments and inspections that will likely remain in place beyond the current pandemic.

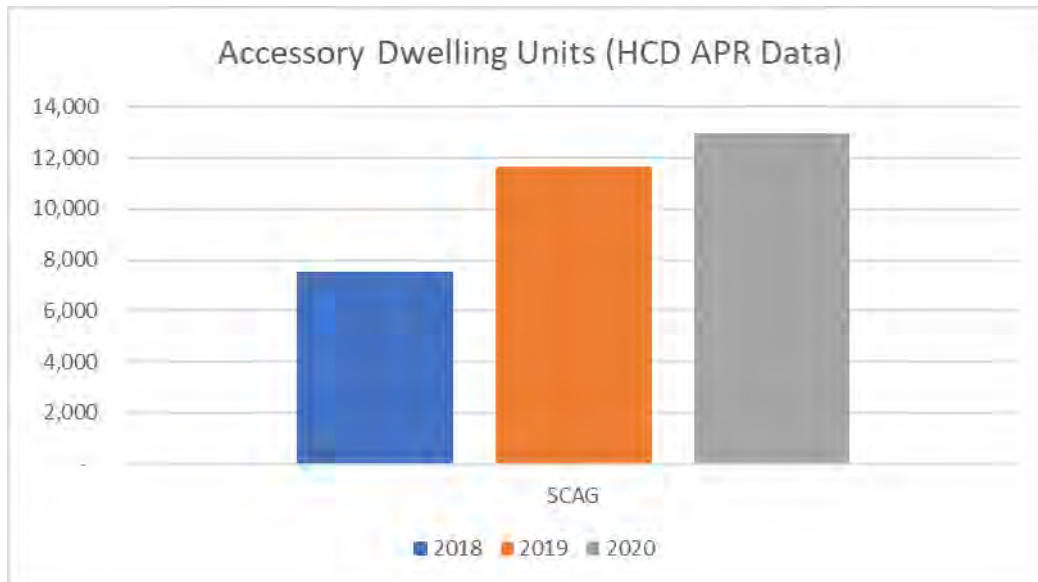
While new unit construction dropped in 2020 compared to prior levels, despite continued challenges the estimated total for 2021 exceeds the heavily multifamily post-recession 2015-2019 period and is roughly consistent with construction since 2000—a period which included several “boom” years characterized by rapid greenfield development in the Inland Empire (see Exhibit 4). Housing production, as measured by permit data, still lags behind long-term historical levels. However, newer types of small unit types such as ADUs and split lot homes, enabled by recent state legislation, have increased dramatically in recent years— an increase which is both likely to continue and is consistent with the long-range demographic expectation of smaller household sizes (see Exhibit 5).

Exhibit 4: New Housing Units based on Building Permits Issued



Source: Construction Industry Research Board. 2021 full-year estimate based on data through 11/30/2021.

Exhibit 5: Accessory Dwelling Units in the SCAG Region



Source: California Department of Housing and Community Development, Annual Progress Reports

The accompanying staff report on “Connect SoCal 2024 Preliminary Regional and County Growth Projections” provides a much slower population growth outlook than prior plans, and reflects the fact the region lost population in 2020 and is not expected to have appreciably grown in 2021. That housing production continues and appears to be on an upward trajectory despite lower population growth suggests that a path toward alleviating Southern California’s substantial unmet housing need is possible.

Emerging and Prominent Issues for Connect SoCal 2024

In addition to the above pandemic influenced changes occurring within the region, SCAG also identified multiple emerging issues that would need to be more fully addressed in the next plan, Connect SoCal 2024.

Equity

In July 2020, SCAG’s Regional Council made a commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. One of the region’s greatest assets is its diversity, not just in its geography, but in its people. People of color currently represent about 70 percent of the region’s population and by 2045 are expected to grow to nearly 80 percent. For the region to become healthy, livable, sustainable, and economically resilient, SCAG needs to dramatically improve outcomes for low-income families and people of color. In 2021, SCAG developed a preliminary baseline assessment of racial equity in Southern California to inform future planning. The assessment further reinforced that numerous life outcomes vary vastly in this region based on race, income and census tract. Similar to national trends, regional data shows that Black, Indigenous, and people of color are significantly more likely than white people to experience limited

access to employment opportunities, particularly jobs that pay a living wage; overcrowded housing and poor housing quality; low rates of car access in a car-dependent system; and poor health outcomes and environmental conditions. Specific findings from the assessment included:

Economic Vitality

- **Poverty:** 45% of the Hispanic (Latino) population lived below 200% of the poverty line in 2018, the highest among all race/ethnicity groups in the region.
- **Working Poor:** Full-time workers of color were three times more likely than their white counterparts to live in poverty in the region.
- **Hourly Wage:** Workers of color make nearly \$10 less per hour (\$17) than their white counterparts (\$26), equating to a nearly \$20,000 deficit in pre-tax revenue.

Healthy & Complete Communities

- **Home Ownership:** 62% of white households own their homes, compared to 35% of Black households and 43% of Hispanic (Latino) households.
- **Housing Burden:** Hispanic (Latino) households experience the greatest housing burdens, regardless of whether they rent or own their homes.
- **Overcrowding:** Hispanic (Latino) individuals have a 10.1% likelihood of being in overcrowded housing, compared to 1.1% of white individuals.
- **Air Pollution Exposure Index:** People of color face greater exposure to air toxics for environmental pollution from all sources (index score of 76) compared to white residents (68).

Mobility

- **Access to Employment:** Native Americans can reach the lowest percent of employment in the region via all transportation modes as compared to all other racial/ethnic groups.
- **Vehicle Ownership:** Regionally, 1 in 8 Black residents do not own a car (12.7%), the highest of any other race/ethnicity groups.
- **Bicycle and Pedestrian Collisions:** Hispanic (Latino) residents are the most likely to live in high-risk areas for a pedestrian-involved (60%) or bike-involved (62%) collisions as compared to other demographic groups.

Highlights from the report⁶ can be viewed in the Story Map: The State of Racial Equity in Southern California⁷. SCAG staff are preparing to update this equity analysis once the US Census Bureau releases new American Community Survey five-year data for 2016-2020 in

⁶ https://scag.ca.gov/sites/main/files/file-attachments/racialequitybaselineconditionsreport_03242021revision.pdf?1616695824

⁷ <https://storymaps.arcgis.com/stories/b33a820f99564d58a464c42794152af4>

March 2022. SCAG staff are also currently in the process of developing draft goals and performance measures for the next long-range plan, Connect SoCal 2024, which will take into account equity, and researching ways to enhance the plan’s environmental justice analysis.

Resilience

The pandemic has underscored the importance of planning for a more resilient region that has the capacity within our built, social, economic and natural systems to anticipate and respond to changing conditions, acute shocks and chronic stressors. One of the ways that SCAG’s work has historically aligned with resilience planning has been through the lens of climate.

In 2020, climate change hazards posed the following short- and long-term threats across the state and to the SCAG region’s economic security, public safety, and overall quality of life:

- Statewide, Californians experienced a record number of dry heat days due to a changing climate and experienced over 9,000 fires that burned over 4 million acres, making 2020 the largest wildfire season recorded in the state’s modern history according to the California Department of Forestry and Fire Protection⁸
- Researchers at Stanford University found that recent wildfire smoke in California resulted in over 1,200 preventable deaths, linking wildfires directly to respiratory health⁹
- Within the SCAG region:
 - an estimated 1.8 million people live in very high fire hazard severity zones;¹⁰
 - over 300,000 people reside in “100-year” flood hazard areas with more than 350,000 residents live in areas estimated to be impacted by three feet of sea level rise (conservatively projected to occur by 2050);¹¹
 - and Over 6 million people live in areas subject to extreme heat health events

As of December 2021:

- Californians experienced over 8,000 fires and burned over 2 million acres, resulting in a year-to-date statistic greater than the state’s 5-year average;

⁸ <https://www.fire.ca.gov/stats-events/>; Accessed January 10, 2022

⁹ Burke, Marshall and Sam Heft-Neal. Indirect mortality from Wildfires in California.

<http://www.gfeed.com/2020/09/indirect-mortality-from-recent.html>. Accessed January 10, 2022.

¹⁰ California law requires CAL FIRE to identify areas based on the severity of fire hazard that is expected to prevail there. These areas, or “zones,” are based on factors such as fuel, slope and fire weather. There are three zones, based on increasing fire hazard: medium, high and very high.

¹¹ Areas known as Special Flood Hazard Areas (SFHAs) defined as areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year.

- FEMA National Risk Index ranked Los Angeles County at a Risk Index of “Very High” when compared to the rest of the United States, with Riverside, with San Bernardino, Riverside, and Imperial County in the top 10 nationwide¹²
- Five of the six counties within the SCAG region (Los Angeles, Orange, Imperial, San Bernardino, and Riverside) experienced the driest November on record, over the past 127 years¹³

On January 7, 2021, SCAG’s Regional Council adopted Resolution 21-628-1, affirming a climate change crisis in Southern California and calling on SCAG and other local and regional partners to join together to reduce greenhouse gas emissions, improve regional resilience, and reduce hazards from a changing climate (the “Resolution”).

As part of the Resolution, SCAG is tasked with developing a Regional Resilience Framework “to help the region plan and prepare for a changing climate as well as potential near- and long-term disruptions to Southern California, such as earthquakes, extreme weather, drought, wildfires, pandemics and economic shocks.” Over the past year, SCAG has been working on a number of initiatives to develop programs and outreach strategies to support near-term adaptation to address regionally significant vulnerabilities and long-term regional resilience planning. More information on the 1-year progress of SCAG’s Climate Change Action Resolution can be found in the January 2022 update to the Energy and Environment Committee¹⁴.

Economy

While the pandemic continues to have an impact to the regionwide economy and our supply chains, as discussed above in the Goods Movement section, there have been two additional emerging economic issues that SCAG has been following as it relates to long-term planning: teleworking and income stagnation.

The pandemic has accelerated the growth of teleworking. Recent insights from the National Bureau of Economic Research¹⁵ predict that overall 20 percent of full-time work will be supplied from home, which is a 300 percent increase from pre-pandemic work-from-home activities. Telework was an effective adaptation strategy during that pandemic that allowed some people to continue working. This adaptation strategy, however, was not available to all workers. Whether jobs that could be performed at home or remotely was highly correlated with higher income, higher

¹² <https://hazards.fema.gov/nri/>; Accessed January 10, 2022.

¹³ <https://www.drought.gov/states/california/county/>; Accessed January 10, 2022.

¹⁴ <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=14&ID=2280&Inline=True>

¹⁵ Barrero, J. M., Bloom, N., & Davis, S. J. (2021). Why working from home will stick (No. w28731). National Bureau of Economic Research. (https://www.nber.org/system/files/working_papers/w28731/w28731.pdf)

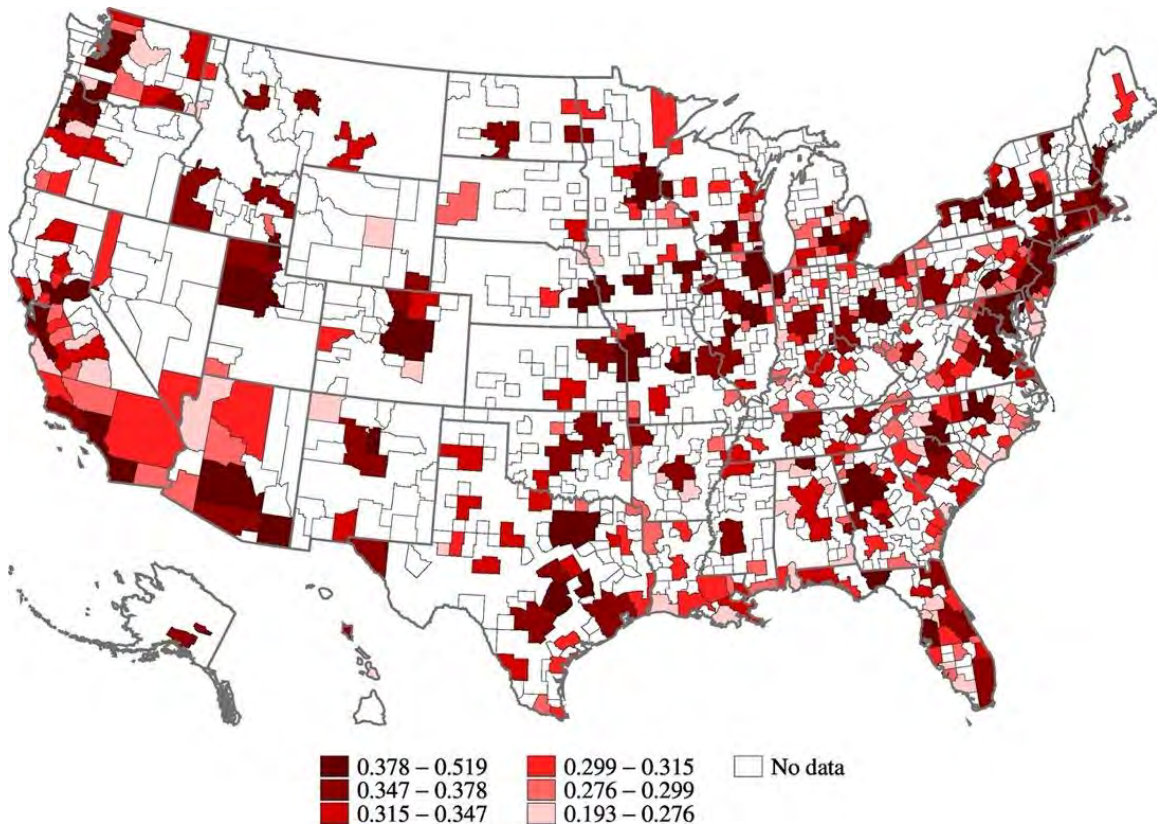
education levels, and race. Mongey et al (2021)¹⁶ find that the most vulnerable populations had the fewest opportunities to work from home during the pandemic.

A recently published paper in the *Journal of Public Economics* (Dingel and Neiman 2020)¹⁷ finds that 37 percent of U.S. jobs can be performed at home, however, this varies dramatically by industry and location. Exhibit 6 maps the share of jobs that can be done at home across counties in the U.S. The map shows that the plausibility of performing work from home, or teleworking, is greatest on the coasts and in urban regions. Even within Southern California the share of jobs that can be performed at home are relatively high (38 to 52 percent) in the coastal Southern California counties compared to the inland counties in the region. For example, the Riverside San-Bernardino metropolitan area was in the bottom 10 metros with 30 percent of jobs classified as work-from-home feasible jobs.

Exhibit 6: Share of Jobs That Can Be Performed at Home Across U.S. Counties

¹⁶ Mongey, S., Pilossoph, L., & Weinberg, A. (2021). Which workers bear the burden of social distancing?. *The Journal of Economic Inequality*, 19(3), 509-526.

¹⁷ <https://www.sciencedirect.com/science/article/pii/S0047272720300992?via%3Dihub>

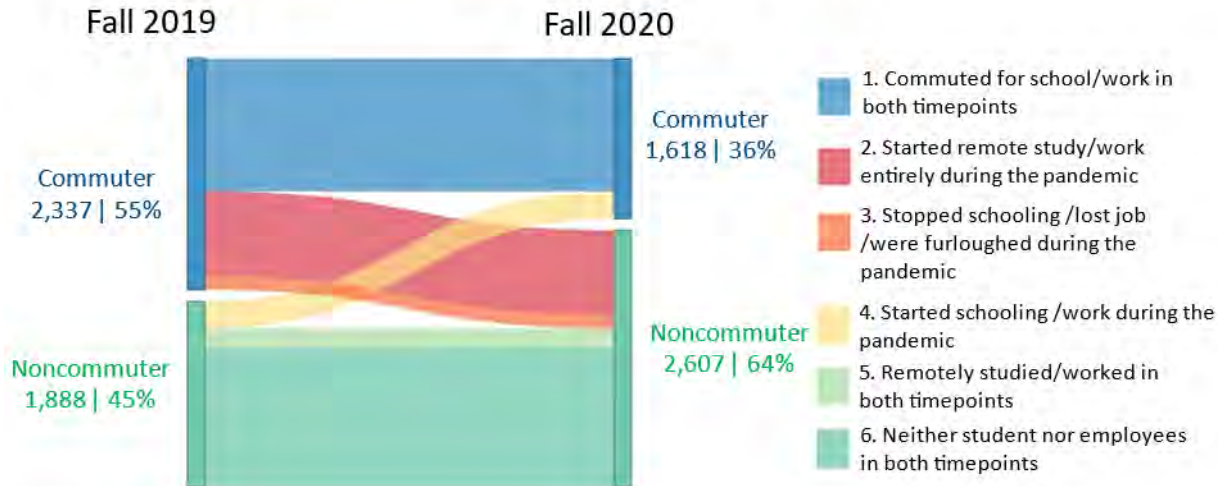


Source: Dingel, J. I., & Neiman, B. (2020). *How many jobs can be done at home?* *Journal of Public Economics*, 189, 104235.

Recent research by SCAG in partnership with the University of California, Davis has illuminated nuances in recent trends of teleworking and remote learning (See Exhibit 7). Survey respondents who transitioned to fully remote work and school in Fall 2020 had the highest household income and education level compared to those who continued in-person work or stopped working altogether between Fall 2019 and Fall 2020. The weighted percentage of respondents working full-time who reported that they transitioned to telework was about 30 percent for all income groups over \$50,000, but fell to 7 percent for full-time workers making less than \$50,000 annually.

Exhibit 7: Survey Responses on Change in Commuting Status

Change in Commuting Status



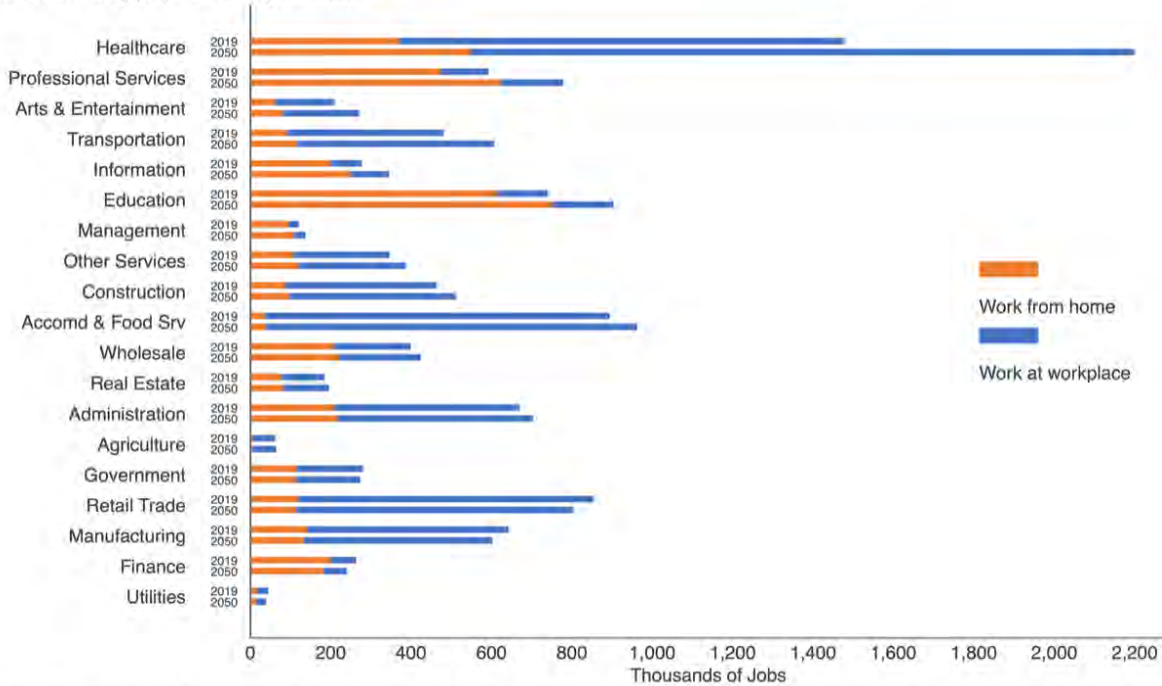
Source: Internal, preliminary findings from UC Davis study; Weighted sample n=4,225

At the industry level, the share of work-from-home jobs in the SCAG region varies from 4 percent in Accommodation and Food Services to 83 percent in Educational Services. Exhibit 8, below, shows that the industries we project to be high growth industries by 2050, are also among the industries with the highest share of work-from-home jobs.

Exhibit 8: Feasibility of Work From Home In SCAG Region Industries In 2019 And 2050

SCAG region high-growth sectors, Healthcare, Professional Services and Arts & Entertainment, have high shares of jobs that can be done from home.

Sectors sorted by projected 2050 growth rate



Notes: Number of work-from-home jobs are based on feasibility of working remotely based on Dingel and Neiman (2020). Projected 2050 jobs are based on preliminary SCAG projections. Estimate of 2050 work-from-home jobs assumes job characteristics are the same in 2019 and 2050. Chart excludes Mining/Natural Resources sector, which accounts for less than 1 percent of jobs in the region.

Beyond direct employment, one sector that is also impacting overall travel behavior and VMT is healthcare. We expect the healthcare sector to have the largest employment growth by 2050 in the SCAG region. Indeed, the pandemic has had a marked impact on this sector in respect to telemedicine and digital health—remote provision of healthcare services via telephone, software application, or via the internet. McKinsey & Co. (2021)¹⁸ report that telehealth services increased 78 times in April 2020 relative to February 2020. Provision of healthcare via telemedicine has since decreased and has stabilized at 38 times pre-pandemic levels. Mental health services have been the fastest to adopt telehealth services.

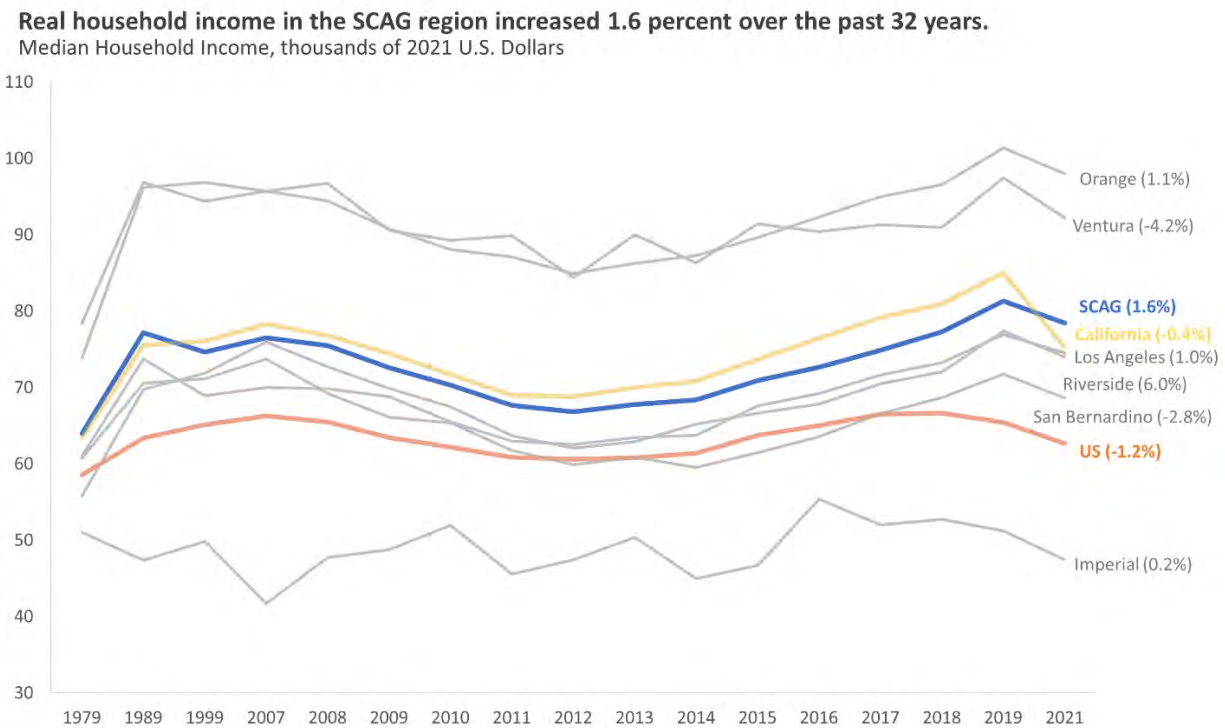
Another emerging issue for Connect SoCal 2024 is the stagnant income growth in the region. The question of telework raises questions about opportunity for employment growth but also growth in economic inequities. For inflation-adjusted median household income – the long-range trend (since

¹⁸ Bestsenyy, O., Gilbert, G., Harris, A., & Rost, J. (2020). Telehealth: a quarter-trillion-dollar post-COVID-19 reality. *McKinsey and Company*, 29.

the late 1980s) is stagnant in the region, and recent inflationary pressures have further exacerbated the decline in the median household income in the SCAG region, the State, and the country.

Exhibit 9 shows the trends in median household income for the SCAG region. Between 1989 and 2021, household income in the region has increased by a meagre 1.6 percent, in real terms, that is, controlling for inflation. Riverside is the only county in the region with a more substantial increase. During this time, income in Riverside increased by 6 percent. Median household income in Ventura and San Bernardino Counties decreased during the last 32 years, approximately the same time period for which we forecast growth in Connect SoCal 2024.

Exhibit 9: SCAG Region Real Household Income, 1970-2021



Source: 1979-2019 from the American Community Survey, 2021 from ESRI for counties, World Population Review from California and U.S. CPI deflator from FRED

Looking to 2050

The above staff report has outlined a snapshot of “where we are today” on a selection of key trends and issues for the region. The work of the agency is to assess how to best translate where we are now into where we want to be in 2050, the horizon year for Connect SoCal 2024.

Phases of Connect SoCal 2024 Development



Over the past year, in the “Foundations and Frameworks” phase of the plan, SCAG has begun work on many pieces of plan development, including relaunching the Regional Planning Working Groups, procuring necessary consultant support and approving the Subregional SCS Framework and Guidelines.

SCAG is now entering into the “Data Collection and Policy Development” phase of plan development. Throughout 2022, staff will be continuing with research to better understand the above-mentioned trends in our region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees, on the priorities and strategies for Connect SoCal 2024 which are needed to address the challenges and emerging issues facing our region.

FISCAL IMPACT:

Work associated with this item is included in the FY 21-22 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. Guest Panelist Bios
2. PowerPoint Presentation - Connect SoCal 2024 Update

SCAG Joint Policy Committee Meeting: Guest Panelist Bios

Anne Mayer is the Executive Director of the Riverside County Transportation Commission (RCTC) and, as of 2021, the managing agency of the Western Riverside County Regional Conservation Authority (RCA), she leads a staff of 77 with an annual budget of \$1.4 billion. RCTC is the regional transportation agency for Riverside County, the nation's tenth most populous county. The RCA implements the Multiple Species Habitat Conservation Plan, the largest plan of its kind in the Country, with a goal of conserving 500,000 acres to protect 146 plant and animal species.

Under Anne's leadership, RCTC has delivered on promises made to the voters of the Measure A half-cent sales tax measure, which provides funding for transportation infrastructure and historic investment in habitat conservation in Riverside County. Anne ensures that transportation projects and programs support multimodal transportation solutions – roads, rails, and trails that safely connect the county's diverse communities, offer mobility choices, and reduce traffic congestion. Anne spearheaded innovative financing and design-build contracts for the 15 Express Lanes and 91 Express Lanes, the county's first tolling facilities. She also led the successful delivery of the first Federal Transit Administration's Small Starts project in the region: The 91/Perris Valley Line Metrolink Extension, a historic 24-mile extension of commuter rail service in Southern California.

Anne is past chair and current board member of the Self-Help Counties Coalition, and Mobility 21, Southern California's public-private transportation advocacy coalition. Prior to joining RCTC in 2005, Anne was the Caltrans District 8 Director. Anne is a graduate of Michigan State University and is a Registered Civil Engineer with more than 38 years of service in the transportation profession.

Darrell E. Johnson is the Chief Executive Officer of the Orange County Transportation Authority, leading an agency of 1,400 employees responsible for delivering projects, programs and services that improve mobility for more than 3 million county residents. Under the direction of OCTA's 17-member Board of Directors, Mr. Johnson is responsible for a more than \$1.2 billion annual budget, implementing the planning, financing and coordinating of Orange County's freeway, street and rail development, as well as managing countywide bus services, commuter-rail services, paratransit service and operation of the 91 Express Lanes. Since becoming CEO in 2013, Mr. Johnson has focused on utilizing innovative financing methods to maximize Measure M, Orange County's voter-approved half-cent sales tax for transportation improvements.

More than \$3 billion in OCTA projects are under construction, including the \$1.9 billion I-405 Improvement Project and 405 Express Lanes, the largest ever undertaken by the agency, and the OC Streetcar, Orange County's first modern streetcar. In addition, Mr. Johnson is reinventing Orange County's transit system by delivering services and programs that improve efficiency, enhance the passenger experience and better match market demands. This effort includes an overhaul of the bus system, adding community-based

transit services, exploring innovative technology solutions, private-sector partnerships, and piloting on-demand transportation projects.

Mr. Johnson represents OCTA on local, state and national policy issues related to successfully planning, financing and delivering transportation programs.

Mr. Johnson lives in Rancho Santa Margarita with his wife and two daughters.

Lynn von Koch-Liebert is the Executive Director of the California Strategic Growth Council (SGC), which works to achieve sustainability, equity, economic prosperity, and quality of life for all Californians.

Lynn has held a variety of executive-level roles in the public and private sectors, working both nationally and internationally to effectuate change. She has expertise in organizational management, strategic planning, business development, strategic partnerships, policy development, continuous improvement, and project management. She has worked across a variety of sectors, including affordable housing & homelessness, international development, logistics, infrastructure, resiliency and emergency planning.

Prior to joining SGC, Lynn was the Deputy Secretary for Housing at the California Business, Consumer Services and Housing Agency. In this role she worked to coordinate the housing finance system during the largest increase in funding in California’s affordable housing history; led the housing response during the early days of the Covid-19 pandemic; led the implementation of California COVID-19 Rent Relief program; and created the Outsmart Disaster Campaign. Prior to working with the State, Lynn was a Business Development executive at DynCorp International LLC. She also served in Afghanistan, South Sudan and Jerusalem for the United Nations Office of Project Services (UNOPS).

Lynn has a Master’s degree in Public Policy from Princeton University, a Master’s degree in International Security from Cranfield Defense Academy, an Advanced Project Management Certificate from Stanford University, and a Bachelor’s Degree in Economics and Political Science from the University of South Dakota.

Seleta Reynolds is General Manager of the Los Angeles Department of Transportation (LADOT), the second largest municipal transportation agency in the country. Reynolds is responsible for 1,300 employees and 52 different business lines – from parking meters to traffic signals to buses. Reynolds was appointed by Los Angeles Mayor Eric Garcetti in 2014 to implement the Mayor’s vision of safe and sustainable transportation choices for all. Under Reynolds’ leadership, LADOT has installed hundreds of data-driven safety improvements in high needs locations, launched the largest scooter program in the world, launched the largest electric vehicle car-share program in the country, and created a first-of-its-kind digital platform to manage for-profit mobility companies.



Connect SoCal 2024 Update

Sarah Dominguez
Program Manager, Planning Strategy
February 3, 2022

www.scag.ca.gov



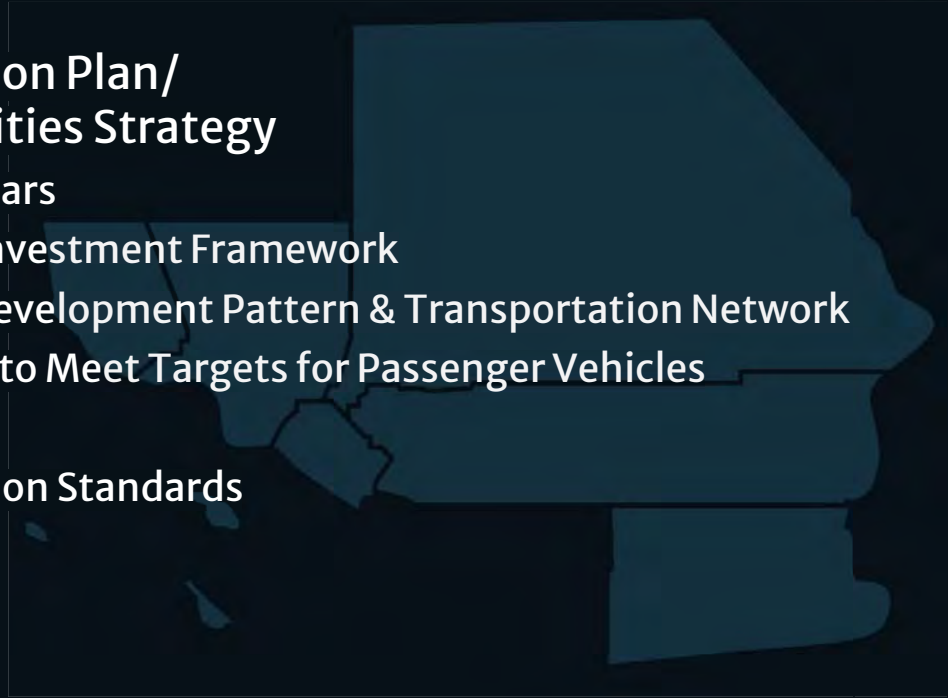
Overview

- What is Connect SoCal?
- Connect SoCal 2020: Implementation & Progress
- Connect SoCal 2024: Development Update
- Disrupted Trends & Emerging Issues
- Preliminary Regional and County Growth Projections

What is Connect SoCal?

Regional Transportation Plan/ Sustainable Communities Strategy

- Updated Every Four Years
- Long-Term Vision & Investment Framework
- Integrated Regional Development Pattern & Transportation Network
- Reduce GHG Emission to Meet Targets for Passenger Vehicles
- Revenues = Costs
- Meets Regional Emission Standards
- Public Involvement



Connect SoCal 2020

CORE VISION



COMPLETE STREETS INVESTMENT



DEMAND & SYSTEM MANAGEMENT



GOODS MOVEMENT



SUSTAINABLE DEVELOPMENT



SYSTEM PRESERVATION & RESILIENCE



TRANSIT BACKBONE

KEY CONNECTIONS



SHARED MOBILITY & MOBILITY AS A SERVICE



SMART CITIES & JOB CENTERS



ACCELERATED ELECTRIFICATION



GO ZONES



HOUSING SUPPORTIVE INFRASTRUCTURE

Connect SoCal 2020: Implementation & Progress



Implementing **KEY CONNECTIONS** through Local Technical Assistance Resources

REGIONAL DATA PLATFORM HELPR Tool, SoCal Atlas, Parcel Locator	TECHNICAL ASSISTANCE AB 1236 EV Permit Streamlining
LAST MILE FREIGHT PROGRAM \$16.75M, Near-Zero & Zero Emissions Vehicles and Supporting Infrastructure	SUSTAINABLE COMMUNITIES PROGRAM \$12.2M, 45 awarded projects
REGIONAL EARLY ACTION PLAN \$23M, Subregional Partnership Program	GO HUMAN Mini-Grants & Demonstrations

Connect SoCal 2020: Implementation & Progress

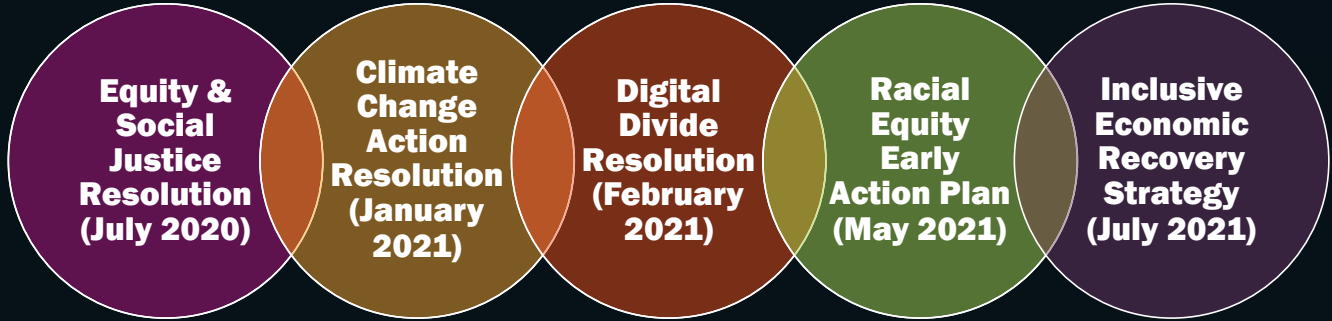


Implementing **KEY CONNECTIONS** through Regional Studies & Programs

REGIONAL DEDICATED TRANSIT LANES STUDY	ELECTRIC VEHICLE CHARGING STATION STUDY
MOBILITY AS A SERVICE FEASIBILITY WHITE PAPER	CURB SPACE MANAGEMENT STUDY
BROADBAND STRATEGIES & PERMIT STREAMLINING TECHNICAL REPORT	TRANSPORTATION DEMAND MANAGEMENT STRATEGIC PLAN

Attachment: PowerPoint Presentation - Connect SoCal 2024 Update (Connect SoCal 2024: Emerging Issues Update)

Connect SoCal 2020: Regional Policy Direction & Alignment



Regional Housing Needs Assessment



Advances the Region's GHG Emission Reduction Targets



Furthers Jobs-Housing Balance



Promotes Infill Development



Plans for Housing Units with Greater Accessibility

Connect SoCal 2024: Development Update



COMPLETED MILESTONES

- ✓ 2024 RTP/SCS Framework
- ✓ Subregional SCS Framework & Guidelines
- ✓ Relaunched Working Groups
- ✓ Internal Organization, Consultant Support, Technical Infrastructure

MILESTONES FOR 2022

- Goals & Vision
- Performance Measures
- Local Data Exchange
- Project List
- Early Public Outreach

Where Are We Today? Uncertainty & Speculation in 2020



California issues statewide stay-at-home order in coronavirus fight
The order, which takes effect Thursday night, asks residents to leave their homes only when necessary.

UC Irvine moves its classes online; two more new coronavirus cases announced in Orange County
For the spring quarter – with classes starting March 30 – instructors will teach students remotely.

America on pause: Vehicle travel during COVID-19 and what comes next

Public transit systems face plunging revenue amid the coronavirus pandemic
Riders Haven't Abandoned Transit During COVID – They're Taking Fewer Trips: Report

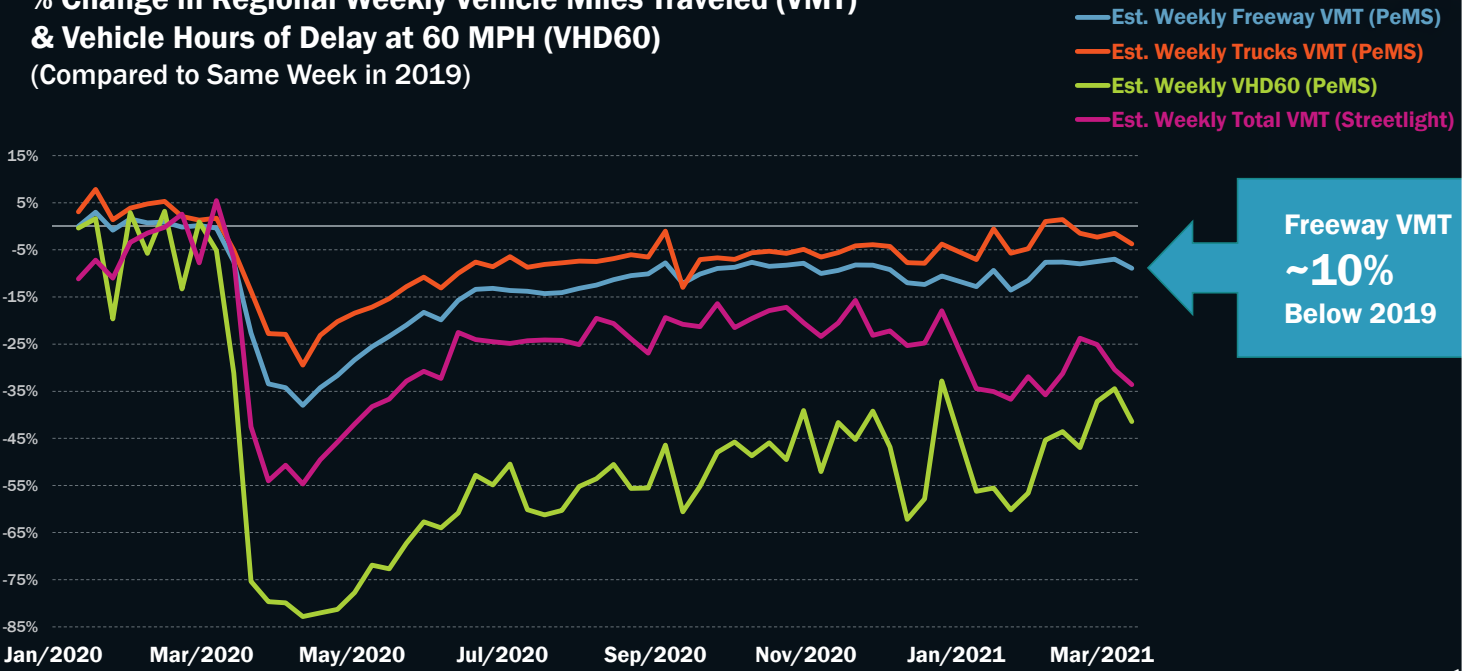
The Great American Migration of 2020: On the move to escape the coronavirus
Population Density Does Not Doom Cities to Pandemic Dangers
Crowding, connections among communities and other factors seem to better explain infection and mortality rates

The flight to the suburbs is real and growing, as coronavirus changes the way people live
Exodus to the Suburbs Appears to Be Reversing

Attachment: PowerPoint Presentation - Connect SoCal 2024 Update (Connect SoCal 2024: Emerging Issues Update)

VMT Rebounded...

% Change in Regional Weekly Vehicle Miles Traveled (VMT) & Vehicle Hours of Delay at 60 MPH (VHD60) (Compared to Same Week in 2019)



**Freeway VMT
~10%
Below 2019**

...But Transit Recovery Lagged



**Transit Ridership in 2021
Compared to November 2019**

- Regional Bus** ↓ **35%**
- Metro Rail** ↓ **38%**
- Metrolink** ↓ **69%**

While Our Streets Have Become Less Safe

- Collisions are up **11%** in Southern California
- Fatalities are up **25%** in NHTSA Region 9*
- Noted Behavior Changes During the Pandemic:
 - Higher Rates of Speeding
 - Driving Under the Influence
 - Forgoing Seatbelts

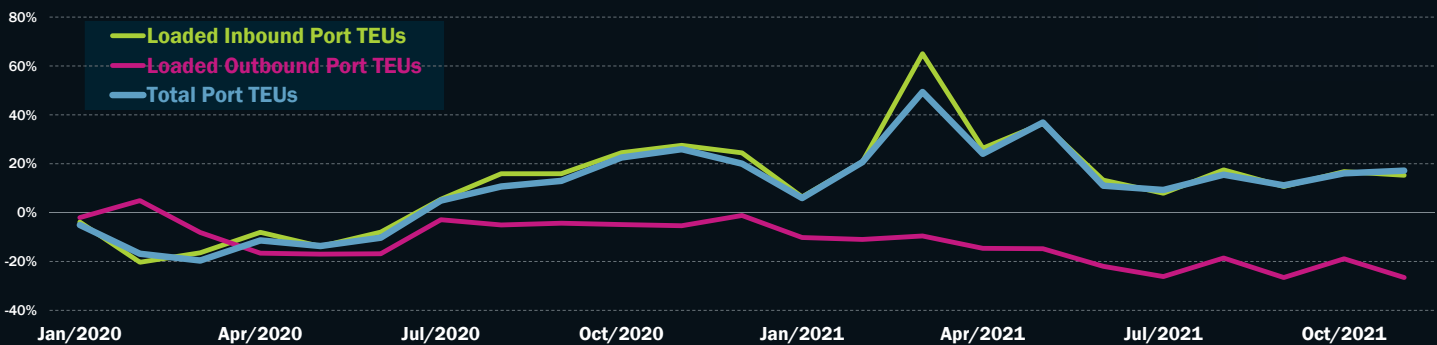


*NHTSA Region 9 Includes CA, AZ, Hawaii and U.S. territories: American Samoa, Guam and Northern Mariana Islands

Attachment: PowerPoint Presentation - Connect SoCal 2024 Update (Connect SoCal 2024 Update - Emerging Issues Update)

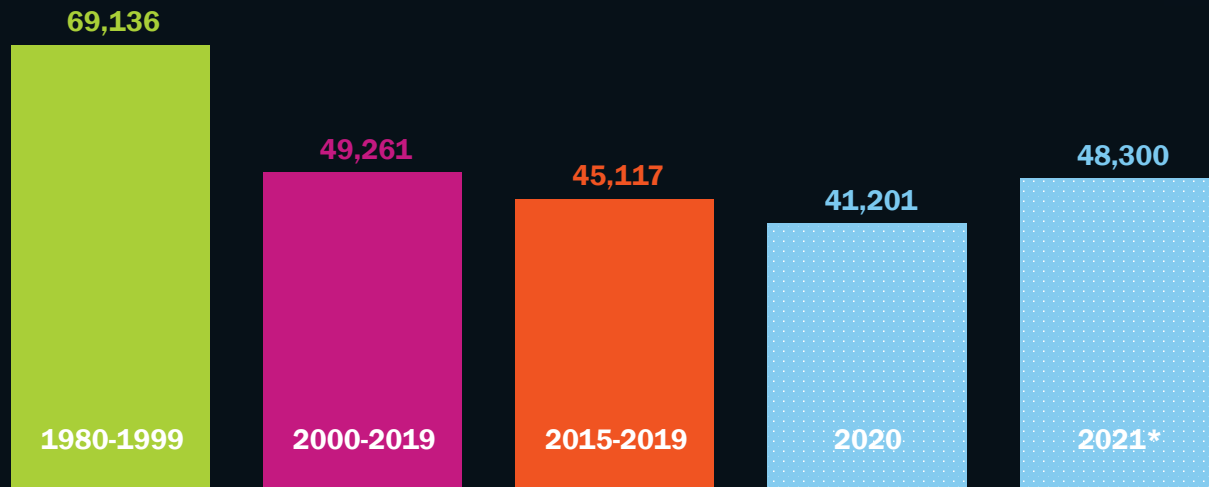
Goods Movement: Sustained Increases

% Change in San Pedro Bay Ports & Alameda Corridor TEUs (Compared to Same Month in 2019)



Housing Production Slowed in 2020 But Resumed in 2021

Annual New Units in the SCAG Region
Comparing 2020 & 2021 to Previous Periods



Sources: CIRB New Units from Permits, data available through 11/30/2021 and annualized.

Emerging Issues for Connect SoCal 2024

- Equity
- Resilience
- Economy

Regional Equity: Life Outcomes Vary Vastly Based on Race, Income & Census Tract



Air Pollution Exposure Index

People of color face greater exposure to air toxics for environmental pollution from all sources (index score of 76) compared to white residents (68).

'Ground zero for pollution:' In this L.A. neighborhood surrounded by oil refineries, residents grapple with health issues

PUBLISHED SAT, OCT 9 2021-9:38 AM EDT



Emma Newburger
@EMMA_NEWBURGER

SHARE f t in e

How Can Our Planning & Investments Over the Next 20 Years Address These Inequities?



Households Experiencing Overcrowding

Hispanic/Latinx: **10%**
White: **1%**

The State of Racial Equity in Southern California

Charting a path to a more equitable and inclusive region



Racial Equity Early Action Plan

A Final Report from the Special Committee on Equity & Social Justice

May 2021

POSTED AT SCAG.AA.GOV

Resilience: SCAG is Already Facing Climate Change Impacts



How can we support our communities in building resilience?

- 1.8 Million People Live in Very High Fire Hazard Severity Zones
- Over 6 Million People Live in Areas Subject to Extreme Heat Health Events



Economic Shifts: Trends Accelerated by the Pandemic...



Teleworking: SCAG UC Davis Study, between Fall 2019- Fall 2020:

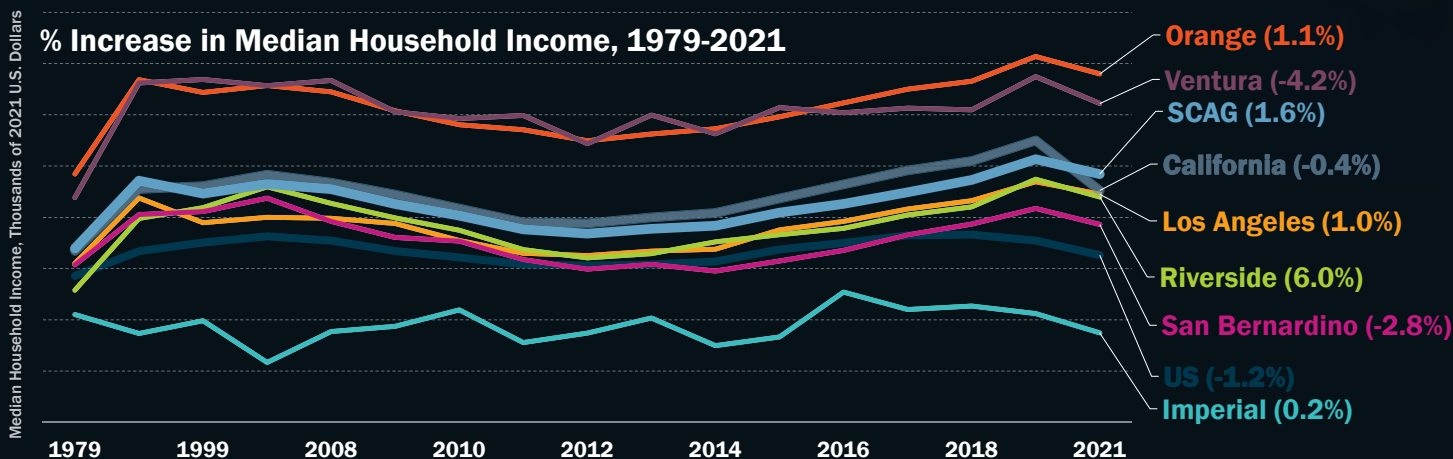
Survey respondents who transitioned to fully remote work and school had the highest household income and education level compared to those who continued in-person work or stopped working altogether

Telemedicine:

Healthcare services via telemedicine are at 38x pre-pandemic levels



...May Not Benefit the Typical Household



How can we ensure a robust economy with opportunities for all?

Sources: 1979 - 2019 from the American Community Survey, 2021 from ESRI for counties, World Population Review for California and U.S., CPI deflator from FRED.

See Receive and File Item #3: Connect SoCal 2024 Preliminary Regional and County Growth Projections

for continuation of staff presentation